

# Cabinet Agenda

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**Date:** Tuesday, 17th September, 2013  
**Time:** 2.00 pm  
**Venue:** Committee Suite 1, 2 & 3, Westfields, Middlewich Road,  
Sandbach CW11 1HZ

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The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the foot of each report.

## **PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT**

1. **Apologies for Absence**
2. **Declarations of Interest**

To provide an opportunity for Members and Officers to declare any disclosable pecuniary and non-pecuniary interests in any item on the agenda.

3. **Public Speaking Time/Open Session**

In accordance with Procedure Rules Nos.11 and 35 a period of 10 minutes is allocated for members of the public to address the meeting on any matter relevant to the work of the meeting. Individual members of the public may speak for up to 5 minutes but the Chairman or person presiding will decide how the period of time allocated for public speaking will be apportioned where there are a number of speakers. Members of the public are not required to give notice to use this facility. However, as a matter of courtesy, a period of 24 hours' notice is encouraged.

Members of the public wishing to ask a question at the meeting should provide at least three clear working days' notice in writing and should include the question with that notice. This will enable an informed answer to be given.

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#### 4. **Questions to Cabinet Members**

A period of 20 minutes is allocated for questions to be put to Cabinet Members by members of the Council. Notice of questions need not be given in advance of the meeting. Questions must relate to the powers, duties or responsibilities of the Cabinet. Questions put to Cabinet Members must relate to their portfolio responsibilities.

The Leader will determine how Cabinet question time should be allocated where there are a number of Members wishing to ask questions. Where a question relates to a matter which appears on the agenda, the Leader may allow the question to be asked at the beginning of consideration of that item.

#### 5. **Minutes of Previous Meeting** (Pages 1 - 10)

To approve the minutes of the meeting held on 19<sup>th</sup> August 2013.

#### 6. **Notice of Motion - Fire Sprinklers** (Pages 11 - 14)

To consider a report on the Motion submitted at the Council meeting on 18<sup>th</sup> July 2013 and referred to Cabinet.

#### 7. **Notice of Motion - Late Night Levy** (Pages 15 - 18)

To consider a report dealing with the Motion on the introduction of a 'Late Night Levy' referred to Cabinet at the 18<sup>th</sup> July 2013 Council meeting.

#### 8. **Devolution of Streetscape Services to Congleton Town Council** (Pages 19 - 24)

To consider a report setting out the proposed arrangements for the devolution of streetscape services to Congleton Town Council in accordance with Cheshire East Council's policy on the transfer and devolution of services.

#### 9. **All Change for Crewe: High Growth City** (Pages 25 - 86)

To consider a report which seeks Cabinet endorsement for an updated high growth strategy for Crewe, building on the 2010 strategy document and the work of the 'All Change for Crewe' programme.

#### 10. **Connecting Cheshire Project Update** (Pages 87 - 94)

To consider a progress report on the development and delivery of the Cheshire, Halton & Warrington Local Broadband Plan.

#### 11. **Integrated Care and Support - Achieving Better Outcomes for Residents** (Pages 95 - 116)

To consider a report which seeks to update Cabinet on work underway to address the opportunities presented by the Health and Social Care Act 2012 which has given Local Authorities and reformed NHS organisations leverage to improve outcomes for those individuals who use health and social care services through a better deployment of resources.

12. **Complex Needs Care Placements** (Pages 117 - 122)

To consider a report on the establishment of a Framework Agreement through which to purchase future specialist care placements for adults with complex needs.

13. **Level Access Shower Framework** (Pages 123 - 126)

To consider a report seeking authorisation to award and implement a framework contra level access shower facilities and associated works for disabled persons.

14. **Highways Permit Scheme for Cheshire East** (Pages 127 - 138)

To consider a report on the implementation of a highways permit scheme in Cheshire East.

15. **A556 Knutsford to Bowdon Improvement Scheme - Local Impact Report and Statement of Common Ground** (Pages 139 - 312)

To consider a report seeking approval to submit a Local Impact Report and Statement of Common Ground for the A556 Knutsford to Bowdon Improvement Scheme to the Planning Inspectorate.

**THERE ARE NO PART 2 ITEMS**

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**CHESHIRE EAST COUNCIL**

Minutes of a meeting of the **Cabinet**  
held on Monday, 19th August, 2013 at Council Chamber, Municipal Buildings,  
Earle Street, Crewe CW1 2BJ

**PRESENT**

Councillor M Jones (Chairman)  
Councillor D Brown (Vice-Chairman)

Councillors Rachel Bailey, L Gilbert, B Moran, P Raynes, D Stockton and  
D Topping

**Members in Attendance**

Councillors Rhoda Bailey, L Brown, P Groves, A Moran, B Murphy,  
L Smetham, A Thwaite and S Wilkinson

**Officers in Attendance**

Mike Suarez, Lorraine Butcher, Paul Bradshaw, Caroline Simpson, Suki Binjal,  
Vivienne Quayle and Paul Mountford

**Apologies**

Councillors J Clowes, J P Findlow and D Brickhill

**43 DECLARATIONS OF INTEREST**

There were no declarations of interest.

**44 PUBLIC SPEAKING TIME/OPEN SESSION**

There were no members of the public wishing to speak.

**45 QUESTIONS TO CABINET MEMBERS**

Councillor Rhoda Bailey asked what steps were being taken to remove ragwort from Cheshire East highways. Councillor David Topping, Portfolio Holder for Environment, replied that the Council had a programme of weed control and cutting which was addressing the problem of ragwort and other types of weed on highways.

**46 MINUTES OF PREVIOUS MEETING****RESOLVED**

That the minutes of the meeting held on 22<sup>nd</sup> July 2013 be approved as a correct record, subject to the inclusion of Councillor D Stockton in the list of members who attended the meeting.

**47 NOTICE OF MOTION - CREATION OF HIGHWAY COMMITTEES**

Cabinet considered a response to the motion submitted to the Council on 18<sup>th</sup> July 2013.

Councillor David Brickhill had proposed, and Cllr Michael Parsons had seconded the following motion:

“That three Highways Committees be formed to correspond to the three old District boundaries with one Member from each local Ward entitled to sit on them. All highways alterations must first be discussed by the appropriate Committee, which will send a recommendation to the Cabinet Member. All delegated powers to alter or make highways orders, other than temporary closure orders, must first be subjected to this process. That priorities for implementation will be decided by the appropriate Committee if there are budgetary constraints.”

The Leader had spoken to Councillor Brickhill who had been unable to attend the meeting. The main point of concern appeared to be the lack of adequate arrangements for notifying local ward members of highways proposals affecting their wards and the lack of an opportunity for them to submit their comments before a decision is taken. The Portfolio Holder for Environment acknowledged that there was a need to improve communications with local ward members and he would be considering ways of achieving this including the holding of drop-in sessions and road shows.

**RESOLVED**

That the proposal to establish area highways committees be not pursued but the Portfolio Holder for Environment consider ways to improve communications with local ward members in respect of highways proposals.

**48 NOTICE OF MOTION - HIGH SPEED RAIL 2 (HS2)**

Cabinet considered a response to the motion submitted to the Council on 18<sup>th</sup> July 2013.

Councillor David Brickhill had proposed and Cllr Brendan Murphy had seconded the following motion:

“That if HS2 is to be built, Council will only support its construction if, where possible, to avoid agricultural land and buildings, the Cheshire East section is underground.”

Councillor Brickhill had been unable to attend the meeting but Councillor Murphy, as seconder of the motion, spoke on the matter.

Cabinet reaffirmed its commitment to HS2 and to securing maximum economic benefit for Cheshire East with minimal harm to land and property, including, where appropriate, the provision of tunnelling and bridges. In particular, the Council would be supporting the tunnelling of the line to Manchester Airport and would be arguing against extending the line to Wigan.

**RESOLVED**

That Cabinet

1. notes the ongoing activities being undertaken to ensure that the Borough derives maximum economic benefit and minimal harm to land and property from the HS2 proposals; and
2. reaffirms its commitment to continue to work with the local community and HS2 to change the current proposals, wherever possible and prudent to do so, to avoid the loss of agricultural land and buildings.

**49 NOTICE OF MOTION - LYME GREEN DIP REPORT**

Cabinet considered a response to the motion submitted to the Council on 18<sup>th</sup> July 2013.

Councillor Brendan Murphy had proposed and Councillor Arthur Moran had seconded the following motion:

“In the light of the findings of the Designated Independent Person - as published by the former Interim Chief Executive in the matter Lyme Green - and to have this matter finally concluded, the Council requests its Leader to publish on its behalf a formal apology for the following reasons:

1. The matter has caused widespread anxiety and considerable unnecessary and avoidable expense for taxpayers and employees.
2. The handling of the crisis has seriously damaged the reputation of the Council and its employee; furthermore it is undermining public confidence in local democracy.
3. The published report clearly indicates a failure of the Council’s Executive body to maintain due diligence in its oversight of the Council’s affairs.”

Councillors B Murphy and A Moran spoke in relation to the motion.

The Council, in the interest of transparency and in response to clear public interest, issued a report publicly on 17<sup>th</sup> June 2013 which summarised the confidential report of the investigation of the Designated Independent Person into the related actions of Council officers and Elected members. The summary report, which was an extensive document numbering some 28 pages, considered, amongst other things, the matters raised within the motion. Given that the Council had acknowledged its shortcomings in this

matter on a number of occasions, including a formal apology on behalf of the Council at the special meeting of the Audit and Governance Committee on 14<sup>th</sup> June 2012, it was not considered necessary to say anything further on the matter.

The Leader stressed that the Council had drawn the necessary lessons from the report and had improved its structures and processes to ensure greater rigour, transparency and accountability in the future.

### **RESOLVED**

That no further action be taken in relation to the motion.

### **50 NOTICE OF MOTION - FUNDING OF ADULT CARE**

Cabinet considered a response to the motion submitted to the Council on 18<sup>th</sup> July 2013.

Councillor Laura Jeuda had proposed and Councillor Janet Jackson had seconded the following motion:

“Council notes that the Coalition Government has issued new Draft Rules for consultation on the future funding of Adult Social Care. In an attempt to prevent the ‘postcode lottery’ that currently exists all councils will be required, from 2015, to fund services for those deemed to have ‘substantial needs’.

Council further notes that several important national charities and voluntary organisations believe that the barrier is being set too high and that many elderly people currently receiving care will not meet the threshold of ‘substantial needs’, which would therefore have the effect of excluding people who need help with everyday tasks. The Local Government Association questions the relevance of trying to provide clarity over who is eligible for care if the money is not available in the system to enable local authorities to provide appropriate, effective, and responsive services.

This motion calls on Council to join with Age UK, Scope, the Alzheimer’s Society, and the National Autistic Society, in opposing the proposals as they stand, because they fail to meet the needs of those who rely on them most, and who will not benefit from these reforms.”

The Care Bill was currently progressing through Parliament. At present, the regulations were being written which would give much needed detail on how the Bill was be implemented.

The Government had produced a discussion document in June 2013 entitled ‘Draft National Minimum Eligibility Threshold for Adult Care and Support’. The document detailed how the Government proposed to apply national eligibility criteria for adult care and support. The Council will

consider in detail the questions raised in the discussion document in order to provide an informed response. The Adults Policy Development Group would be asked to consider the proposals and contribute towards the Council's response. The timeframe for responses ran until 29<sup>th</sup> November 2013. The Government then intended to amend the eligibility regulations which would then be subject to a public consultation in Spring 2014.

**RESOLVED**

That the current position, and the action being taken by officers, be noted.

**51 EARLY INTERVENTION AND PREVENTION SERVICES (KEY DECISION REF CE 13/14-25)**

Cabinet considered a report on the retendering of all Early Intervention and Prevention services and the continuation of the Innovation Fund.

In 2012-13 all grants for adult services with Voluntary, Community and Faith Sector (VCFS) providers were commissioned and tendered for the first time to focus on the delivery of outcomes. An Innovation Fund was also established to make awards of up to £10,000 for innovative solutions which addressed need through early intervention and prevention approaches. The contracts were now due to be retendered, together with Children's Early Intervention and Prevention Services. Universal Services (provided by CABs and Healthwatch) were not included within this process. Further details were set out in the report.

**RESOLVED**

That

1. approval be given to a re-tender of all Early Intervention and Prevention services;
2. a minimum budget of £3,113,840 for Early Intervention and Prevention services be approved for a five year period from 1 April 2014 – 31 March 2019 to enable services to be commissioned for a three year period, with the potential to extend the contract for a further two years if required;
3. the continuation of the Innovation Fund be approved;
4. the Executive Director of Strategic Commissioning be given delegated authority to award the contracts to the highest scoring bidders following a legally compliant procurement exercise, and subsequently to enter into contracts.

## 52 COMMUNITY RIGHT TO BID POLICY

Cabinet considered proposals to create a revised and strengthened policy by which Cheshire East Borough Council would manage and administer the Community Right to Bid.

The Community Right to Bid was a function of the Localism Act 2011 that the Council was required to administer. It was designed to allow community groups time to assemble bids for assets that both they and the Council considered to be of 'community value' by evoking a moratorium period when a listed asset was to be sold. The Right did apply to privately held assets as well as those owned by the Council; and it did not force the asset owner to sell to any bidding community groups.

The process and criteria by which the Council would administer the Right were further detailed in the appendices to the report.

### **RESOLVED**

That Cabinet approves

1. subject the following criteria to govern the assessment of nominations, together with the more detailed process delineated in Appendices 1 and 2 to the report:
  - The address and location of the property
  - Details of the owner and current occupants
  - The extent of the site and its proposed boundaries
  - Details and documents proving that the nominating group is constitutionally eligible to nominate
  - Details evidencing that the nominating group has a sufficient 'local connection' to nominate
  - Why it is felt the asset is of community value. This should entail evidence that:
    - the asset currently boosts the social well-being and interests of the community
    - If the asset is not currently used for community benefit, it was used to sustainably further social well-being and community interests in the recent past
    - the asset will sustainably further social well-being and community interests in the future
    - the asset will benefit different sections of the community if its use is targeted at one or more community groups
    - the asset currently has a beneficial social impact for the community
    - the asset currently has a beneficial economic impact for the community
  - A robust business plan to be submitted with the bid, demonstrating the sustainability of the proposal.

2. the following responsibilities relating to the Community Right to Bid:
  - (a) The Director of Economic Growth and Prosperity be given delegated authority to consider and administer nominations and any appeals for compensation that should arise.
  - (b) The Monitoring Officer be given delegated authority to undertake internal reviews of nomination and compensation assessments should this be required.
  - (c) As required, the Director of Economic Growth and Prosperity and the Monitoring Officer to liaise with the appropriate Portfolio Holders to discharge these duties.
  - (d) Pursuant to these delegations, the Director of Economic Growth and Prosperity to put in place arrangements for an appropriate officer steering group consisting of representatives from the Assets, Resilient Communities, Economic Development and Regeneration, Legal, and Development Management teams.

### **53 TREASURY MANAGEMENT ANNUAL REPORT 2012/13**

Cabinet considered the Treasury Management Annual Report for 2012/13.

The report dealt with:

- the Council's treasury year-end position
- forecast prospects for interest rates for 2012/13
- interest rate outturn for 2012/13
- compliance with treasury limits
- investment strategy for 2012/13
- borrowing strategy for 2012/13
- economic events of 2012/13
- Prudential indicators 2012/13

The Portfolio Holder for Finance pointed out that in accordance with Council policy, external borrowing was being maintained at the current level but that existing loans were being replaced with cheaper options.

### **RESOLVED**

That the Treasury Management Annual Report for 2012/13 as detailed in Appendix A to the report be noted.

### **54 2013/2014 FIRST QUARTER REVIEW OF PERFORMANCE**

Cabinet considered a report on the 2013/2014 First Quarter Review of Performance.

The detail of the report was set out in Annex 1 which gave a summary and detailed information about the Council's financial and non-financial

performance at the first quarter year stage of 2013/2014. The report also requested approval for supplementary estimates.

Section 1 of the report brought together the impact that service performance, the change management programme and financial performance were having on the five outcomes in the Council's 3 Year Plan. Section 2 provided an update on the overall Financial Stability of the Council. Section 3 provided a summary of the key issues relating to the Council's Workforce Development Plan.

The Portfolio Holder for Finance advised that the method of reporting had been changed in accordance with best practice to relate performance to desired outcomes.

Councillor S Wilkinson, Chairman of the Corporate Scrutiny Committee, said that the Committee had considered the report a week earlier and had welcomed the overall results whilst recognising that there were issues around adult services. The Committee had also welcomed the change in reporting to relate performance to outcomes.

## **RESOLVED**

That

### 1. Cabinet notes:

- the summary of performance against the Council's 5 key outcomes (Section 1 of the report);
- the projected Service revenue and capital outturn positions (Section 2);
- the overall financial stability of the Council, and the impact on the Council's general reserves position (Section 2);
- the delivery of the overall Capital Programme (Section 2, paragraphs 121 to 123 and Appendix 4);
- reductions in the approved capital programme (Appendix 5);
- Supplementary Capital Estimates and Virements up to £250,000 In accordance with Finance Procedure Rules (Appendix 6a);
- the Council's invoiced debt position (Appendix 9);
- the service performance successes achieved during the first quarter of 2013/2014, underperformance against targets and how these will be addressed (Section 1 and Appendix 10);
- Workforce Development and staffing issues (Section 3).

2. Cabinet approves:

- Supplementary Capital Estimates and Virements over £250,000 but under £1m in accordance with Finance Procedure Rules (Appendix 6b);
- Supplementary Revenue Estimates to be funded by additional specific grant (Appendix 8a).

3. Cabinet recommends that Council approve:

- Supplementary Capital Estimates and Virements over £1m in accordance with Finance Procedure Rules (Appendix 6c);
- Supplementary Revenue Estimates to be funded from General Reserves (Appendix 8b);
- a Supplementary Revenue Estimate of over £1m for Public Health to be funded from additional ring-fenced grant (Appendix 8a);
- the establishment of a specific earmarked reserve to hold any underspend on the Elections Budget for use in years when Elections take place. (Appendix 11, para 46).

The meeting commenced at 2.00 pm and concluded at 3.12 pm

M Jones (Chairman)

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## CHESHIRE EAST COUNCIL

### Cabinet

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<b>Date of Meeting:</b>	17 <sup>th</sup> September
<b>Report of:</b>	Caroline Simpson
<b>Subject/Title:</b>	Notice of Motion - Fire Sprinklers
<b>Portfolio Holder:</b>	Councillor Peter Raynes, Finance

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#### 1.0 Report Summary

- 1.1 To consider a Notice of Motion submitted by Councillor Jacqueline Weatherill at the meeting of full Council held on 18 July 2013. The Notice of Motion stated that:

*“The Council recognises the consequences of fire and the benefits of fitting fire sprinklers in properties.*

*The Council welcomes the decision of Cheshire Fire Authority to assist social landlords by part-funding the retro-fitting of sprinklers in some high-rise buildings.*

*The Council urges social landlords to complete a programme of sprinkler retro-fitting to all of their high-rise buildings and to act as advocates for the fitting of sprinklers.*

*The Council instructs its officers to use whatever powers are available to it to secure the fitting of sprinklers by others, where necessary changing Council’s own policies and its approach to implementation.*

*The Council instructs its officers to investigate the fitting of sprinklers in Council-owned properties.*

*The Council calls on the Secretary of State to legislate for sprinklers as a requirement in all new residential buildings.”*

#### 2.0 Recommendations

- 2.1 It is recommended that

1. the Council lobby local Members of Parliament to promote any change to the Building Regulations to consider further the inclusion of sprinklers within new or adapted buildings;
2. consideration be given to the implementation of sprinklers for all new Council-owned development subject to risk and cost; and

3. consideration be given to suitable fire protection measures in areas of higher risk, for example residential care homes.

### **3.0 Reasons for Recommendations**

3.1 It has been recognised for a number of years that the inclusion of sprinklers in the design of a building enhances safety.

3.2 It is considered that the current legislative requirements remain robust and fit for purpose within Cheshire East, and any changes to local policy should be based on assessment of risk linked to cost.

### **4.0 Wards Affected**

4.1 All wards are affected by the Notice of Motion.

### **5.0 Local Ward Members**

5.1 All Local Ward Members are affected by the Notice of Motion.

### **6.0 Policy Implications**

6.1 No implication.

### **7.0 Financial Implications**

7.1 Until such time as it is determined that, following a suitable risk assessment to assess the costs vs benefit of such installations, to either new build or existing Council owned property no costs will be incurred. However, should such a risk assessment determine that the fitting of sprinklers will be beneficial; the cost implication will be reported as part of the project business case and considered as a part of the future business planning process.

### **8.0 Legal Implications**

8.1 Should it be determined that sprinklers should be installed as part of a new build or refurbishment of an existing building, then all works should be carried out under a compliant contract either as part of or in addition to the contract for new construction works or as part of a compliant procurement process to supply and install sprinklers in existing buildings (which process will depend on the scope and value of the works to be carried out).

8.2 Currently there is no legislation which enables the council to require sprinklers to be fitted in buildings owned by others, however the council can use its influence and policies to encourage fitting as best practice.

## **9.0 Risk Management**

- 9.1 For Council owned properties a suitable risk assessment should be carried out as to the benefit of such installations together with associated costs, whenever that building is altered or extended.
- 9.2 With regard to any new build for the Authority, a similar risk assessment should be carried out to determine the necessity and cost of inclusion of sprinklers.

## **10.0 Background and Options**

- 10.1 Changes to legislation have brought about a flexible approach to building design which allows the incorporation of both active and passive fire measures within buildings to enable the designers to have more freedom of expression in design.
- 10.2 Currently where a person proposes to build a new property or extend/make alterations to an existing property the "Building Regulations 2012" make specific requirements relating to fire safety and encompass all elements of fire safety, combining both active and passive measures to achieve a satisfactory resolution.
- 10.3 The Building Regulations are intended to ensure that a reasonable standard of life safety is provided in the case of fire and does so through the assessment of the buildings use, construction and location.
- 10.4 Where buildings exceed specific dimensions of floor area, height etc sprinklers are currently specified and where a developer wishes to include the provision of sprinklers together with the applicable requirements of passive fire resistance, this will add to the safety of the building.
- 10.5 There are many stakeholders involved in the use of a building and the Building Regulations only consider "life safety", and does not provide protection for property. Protection of property including the building itself often requires additional measures and insurers will in general seek their own higher standards before accepting the insurance risk.
- 10.6 An example of higher requirements relates to Schools and the associated guidance given within Building Bulletin (100) which requires that a risk assessment be undertaken to decide what physical fire precautions and management arrangements are necessary to ensure the safety of people in premises if a fire is started. This assessment also takes into account the number of recent arson attacks on that particular school.
- 10.7 The recent publication issued by the Cheshire Fire Authority supporting the installation of Sprinklers believes that sprinklers can make a major contribution to improving public safety and limiting the impact of fires

on business and local communities, and this cannot be argued with, however this statement should be taken within the context of Cheshire East and not that of a national picture.

- 10.8 Figures provided within the literature refer to 380 fire related deaths in 2011-12 and are national statistics where as the number for Cheshire East is significantly lower with the following statistics provided by the Fire Authority

Deaths from Domestic Fires where no sprinklers have been fitted in;

2011/12 – 3

2012/13 – 0

- 10.9 National figures suggest that 70% of housing stock which will be inhabited by 2050 already exists.
- 10.10 Building Regulations remain a national requirement and are not always administered by the local authority which may result in alternative solutions within the same geographical area being implemented.
- 10.11 To improve life safety within Cheshire East support should continue in the promotion of the use of sprinklers, including building on close working relationships with the Fire Authority, in addition to the lobbying of Government for the inclusion within the requirements of the Building Regulations.
- 10.12 Should the motion intend to include property protection of personal property then a greater number of stakeholders should be included who have responsibility for property assets, ensuring they work together with the Council where possible.
- 10.13 For Council owned properties a suitable risk assessment should be carried out as to the benefit of such installations together with associated costs, whenever that building is altered or extended.
- 10.14 Where sprinklers are considered necessary as part of a fire fighting regime this too, should be included within appropriate legislation.

#### **11.0 Access to Information**

The background papers relating to this report can be inspected by contacting the report writer:

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## CHESHIRE EAST COUNCIL

### Cabinet

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<b>Date of Meeting:</b>	17 <sup>th</sup> September 2013
<b>Report of:</b>	Head of Public Protection and Enforcement
<b>Subject/Title:</b>	Notice of Motion - Late Night Levy
<b>Portfolio Holder:</b>	Councillor Les Gilbert

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#### 1.0 Report Summary

- 1.1 This report deals with the Motion to Council on the introduction of a '*Late Night Levy*', referred to Cabinet at the 18<sup>th</sup> July 2013 Council meeting.

#### 2.0 Recommendation

It is recommended that:

- 2.1 Cabinet ask Licensing Committee to consider the introduction of a Late Night Levy in accordance with the existing Statement of Licensing Policy.

#### 3.0 Reason for Recommendation

- 3.1 The introduction of a Late Night Levy is a matter for Licensing Committee as the 'licensing authority' and is a discretionary power for them to exercise.

#### 4.0 Wards Affected

- 4.1 All Wards.

#### 5.0 Local Ward Members

- 5.1 All Ward Members

#### 6.0 Policy Implications

- 6.1 Consideration of a Late Night Levy will impact on:

The Council's agreed three year plan in particular, Outcome 2 concerning a strong economy, Outcome 4 ensuring a sustainable environment and Outcome 5 helping people to live well and for longer

## 7.0 Financial Implications

- 7.1 Cheshire Constabulary will receive at least 70% of any net levy revenue. The licensing authority can retain up to 30% of the net levy revenue to fund other activities besides policing. There are restrictions on the types of services that licensing authorities can fund with the levy revenue to ensure that the levy is spent on tackling alcohol-related crime and disorder and services connected to the management of the night-time economy – for example, Domestic Abuse services, Street Angels and Street Pastors and additional Streetscape activities. The licensing authority will be able to deduct permitted administration, collection and enforcement costs from the gross levy revenue.
- 7.2 The Council issues around 1,400 premises licences each year, of which approximately one third operate after 12am. With an estimated average levy charge of £900 p.a., there would be a potential total annual income of circa £400k to be split between the Police and CEBC.
- 7.3 This does not take account of any proposed exemptions which the Council may be minded to offer. It is possible that premises may decide to vary, free of charge, their existing licence to bring them below the levy times reducing the potential income still further.

## 8.0 Legal Implications

- 8.1 The introduction of a Late Night Levy is a matter for Licensing Committee as the 'licensing authority' and is a discretionary local power for them to exercise. It must cover the whole of the licensing authority's area. The licensing authority will need to choose the period during which the levy applies every night, between midnight and 6am, and decide what exemptions and reductions should apply. Premises that do not wish to operate in the levy period will be able to make a **free** minor variation to their licence before the levy is introduced.
- 8.2 The Council is currently consulting on an updated 'Draft Statement of Licensing Policy' which includes the power to introduce a Late Night Levy.

## 9.0 Risk Management

- 9.1 The Council also needs to consider the impact of such a charge on the late night economy as a whole including 'ancillary' businesses such as the Private Hire and Hackney Carriage trade.
- 9.2 The Council would need to consult with Cheshire Constabulary along with other stakeholders as part of a statutory consultation process before seeking to introduce a borough-wide levy.

## 10.0 Background and Options

10.1 On 18 July 2013 Council considered the following motion;

*‘That the Cabinet investigate the cost and likely income of imposing a levy on those establishments which sell alcohol after midnight in order to help fund the cost of control of the late night economy’*

The motion stood and was referred to Cabinet.

10.2 The late night levy will enable CEBC as the licensing authority to raise a contribution from late-opening alcohol suppliers towards policing the night-time economy.

10.3 The levy seeks to charge businesses that supply alcohol late into the night for the extra enforcement costs that the night-time economy generates for both the police and the council.

The Council may not wish to unfairly penalise premises which are not part of the wider night-time economy, and licensing authorities will therefore have the discretion to offer an exemption from the levy to certain categories of premises e.g.

- Theatres and Cinemas & Bingo Halls
- Community Amateur Sports Clubs
- Community halls, pubs and clubs
- Country village pubs

10.4 The amount of the late night levy will be set at a national level. The charge is calculated according to rateable value in the same way as the existing licence fee and the levy charge will be collected alongside the annual licence fee. The following charges will apply to the levy:

Rateable Value Bands (based on the existing fee bands)	A No rateable value to £4,300	B £4,301 to £33,000	C £33,001 to £87,000	D £87,001 to £125,000	E £125,001 and above	D x 2 Multiplier applies to premises in category D that primarily sell alcohol	E x 3 Multiplier applies to premises in category E that primarily sell alcohol
<b>Annual Levy charge</b>	<b>£299</b>	<b>£768</b>	<b>£1,259</b>	<b>£1,365</b>	<b>£1,493</b>	<b>£2,730</b>	<b>£4,440</b>
<i>Existing Annual Licence Fee</i>	<i>£70</i>	<i>£180</i>	<i>£295</i>	<i>£320</i>	<i>£350</i>	<i>£640</i>	<i>£1050</i>

**11.0 Access to Information**

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## CHESHIRE EAST COUNCIL

### Cabinet

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<b>Date of Meeting:</b>	17 <sup>th</sup> September 2013
<b>Report of:</b>	Head of Public Protection and Enforcement
<b>Subject/Title:</b>	Devolution of Streetscape Services to Congleton Town Council
<b>Portfolio Holder:</b>	Councillor David Topping

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#### 1.0 Report Summary

- 1.1 This report sets out the proposed arrangements to finalise the devolution of streetscape services to Congleton Town Council, in accordance with the Council's existing policy on transfer and devolution of services.
- 1.2 The report seeks Members' agreement to devolve the streetscape services listed in 10. to Congleton Town Council.

#### 2.0 Recommendation

It is recommended that:

- 2.1 Cabinet give delegated authority to the Head of Environmental Protection & Improvement (SRO for the project), the Monitoring Officer and the Section 151 Officer (or the officers that are devolved those powers) to conclude negotiations for the devolution of services and award the contract in consultation with the Portfolio Holder and Leader of the Council by the proposed date for transfer of staff on 2<sup>nd</sup> January 2014.

#### 3.0 Reasons for Recommendation

- 3.1 There is a need to achieve best value for the services that the Council directly commissions and provides, and to reduce net operating costs wherever possible, whilst at the same time maintaining the best possible service for its residents in line with the Council's agreed three year plan.
- 3.2 The guiding principles for service devolution are to enable Towns and Parishes to improve service standards in the longer term by being more responsive to local needs whilst maintaining the costs to CEBC within the current budget levels (inclusive of all overheads and any management fees)
- 3.3 With the ever increasing budgetary pressures faced by CEBC, devolution of services is one way in which the Council can achieve 'more

for less' and ensure future service quality and standards are sustained locally. Local Councils can 'top-up' the budget locally to enhance service standards and are in a better position to optimise the use of local volunteers and community groups.

#### **4.0 Wards Affected**

4.1 All Congleton Wards

#### **5.0 Local Ward Members**

5.1	Cllr David Topping	Cllr David Brown
	Cllr Peter Mason	Cllr Roland Domleo
	Cllr Andrew Thwaite	Cllr Gordon Baxendale

#### **6.0 Policy Implications**

6.1 The project is in line with the Council's three year plan and is instrumental in the achievement of:-

- The Council's agreed three year plan outcome 1 concerning strong communities and civic pride and outcome 4 ensuring a green and sustainable environment.
- The Council's Business Plan identifies efficiencies linked to streetscape services (Priority 6. Redefining the Council's role in core place-based services- 6.2: Develop new delivery model for streetscape operations).

#### **7.0 Financial Implications**

7.1 The total full year operational budget proposed to devolve to Congleton Town Council is £364,307 in the first year, reducing to £314,307 thereafter subject to future budgetary decisions for Street Cleansing and Grounds Maintenance operations by both Councils.

7.2 To ensure best value and incorporate sound quality monitoring arrangements it is recommended that payment of the fee to Congleton Town Council, to provide the services mentioned on behalf of Cheshire East Council in paragraphs 10.3 and 10.4, be made half yearly in advance to coincide with the existing precept payments.

#### **8.0 Legal Implications**

8.1 A draft 'Collaboration Agreement' or Contract was produced in the earlier stages of the devolution work and this has been updated to reflect the recent changes to the scope and costs of the service set out above. This will include details of the performance management arrangements, contract period and review mechanism and the future budget setting framework for negotiations.

- 8.2 Employer and Public Liability Insurance requirements will be covered by an extension of the Town Council's existing policies.
- 8.3 Contracts currently held by Cheshire East Council will need to be reviewed to assess the impact of devolving this element of service to Congleton Town Council. It is unlikely that existing contracts can be novated and therefore the Town Council will be required to procure new contracts as required.

### **TUPE and Staff Considerations**

- 8.6 Transferring the service delivery to the Town Council will trigger a TUPE transfer of the eight members of Council staff who are working in these services at this time.
- 8.11 The Council has identified those employees who have the right to transfer to the Town Council and are able to provide the necessary employee liability information in accordance with the TUPE regulations. Both Councils will also have to comply with the Regulations' consultation requirement, which stipulates that consultation on any planned changes to terms and conditions of employment (measures) needs to be conducted in good time before the transfer. In "good time" is not defined in the regulations, but a comparison is usually drawn with the timescale for redundancy consultation which is 45 days.
- 8.12 Specialist pension/actuary advice will be required on transferred staff pension issues and confirmation of the potential bond costs will need to be established,.

### **9.0 Risk Management**

- 9.1 Early and continued engagement with trade unions and the existing workforce will be key to successfully delivering the outcomes of the service devolution with no discontinuity of service provision.
- 9.2 Congleton Town Council already have a separate pension scheme as part of the Cheshire LGPS and staff will be admitted to that scheme without any loss of benefits.
- 9.3 Cheshire East remains accountable for statutory service elements of street cleansing without the same direct ability to control the levels of service and performance outcomes. A piecemeal approach to devolution could create a fragmented service leading to an increase in costs through the loss of existing economies of scale.
- 10.4 There is a risk that the devolution target date could be compromised by competing demands for corporate capacity to support similar alternative delivery model initiatives within similar timescales.

## 10.0 Background and Options

10.1 In May 2011 a pilot devolution project was started with Congleton Town Council to explore the operational and financial issues of local service delivery by a Town Council and, just as importantly, how it affects the remaining operations from a Cheshire East Council perspective.

10.2 During this time both Councils have invested heavily in the ongoing shared management of the service and in developing this final proposal. The commitment of the Town Council to a successful project and their contribution of resources have been major factors in the successful conclusion of the project.

10.3 The Street Cleansing Service required by the Council is principally the service set out in s9 Open Spaces Act 1906, Part IV Highways Act 1980 and the Litter Act 1983. Broadly it includes the cleansing of all public areas including highways, streets, open spaces and amenity land. It includes the removal of litter, detritus, fly tips, graffiti, fly posters and hazardous waste.

10.4 Grounds Maintenance is carried out across all open spaces including variety of natural landscapes; bio diverse habitats, greenspaces and urban areas. In the Congleton area the authority has a large number of formal and informal Greenspace under its stewardship and it is expected all these will be maintained to a publically acceptable standard. Included are the typologies outline below although it should be noted this is not a complete list.

- Parks and Gardens, although not Country Parks
- Natural and semi natural greenspaces including woodlands, scrub and grasslands.
- Outdoor sports pitches including football, rugby and bowling greens
- Amenity green space, often around housing, including informal recreation spaces.
- Play Areas, Skateboard parks and informal areas including teen shelters.
- Community gardens and allotments
- Civic Spaces including civic and market squares, and other hard surfaced areas designed for pedestrians.
- Features on the Highway Network including shrub beds and roundabouts

This work is extremely varied and includes a broad range of horticultural activities including grass cutting, planting, sports turf maintenance and arboriculture works.

10.5 In February 2013, Cabinet agreed to the recommendation from Environment PDG to transfer mechanical cleansing activity to Ringway

Jacobs Highways. Whilst it is now considered a better option to include this in the evolving waste wholly owned company, the decision has further reduced the value of the package of works earmarked for transfer and simplified the scope of activities proposed to be undertaken by a local council.

- 10.6 The devolvement and transfer of frontline environmental services to Congleton will increase community involvement in service provision. This will include the growing of resident groups to participate in local voluntary work where they will have the opportunity to make a difference to improve their own localities. It is also likely that resident groups would show greater enthusiasm, care and attention to detail when carrying out the work leading to an improvement in standards.
- 10.4 The Service Specification and Collaboration Agreement have been re-drafted to reflect the change in the scope of services being transferred as well as the overall value. The latest proposals will provide sufficient resources and budgets to maintain the current service standards without leaving CEBC with residual costs or overheads. In addition, it will not adversely impact on other areas of the Borough or affect the current plans to establish new arms length companies for environmental services. All remaining environmental services work has now been included in the scope for the new wholly owned company for waste and streetscape as a key part of that business case.
- 10.5 The responsibility for the provision of vehicles will transfer to CTC and the remaining vehicles will be disposed of by the Council's Fleet Service. It will then be CTC's responsibility to procure appropriate vehicles. It is recognised that a transitional period will need to be agreed, allowing CTC time to provide their own fleet arrangements. This will be reflected in the fleet budget which transfers.

#### **11.0 Access to Information**

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## CHESHIRE EAST COUNCIL

### Cabinet

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**Date of Meeting:** 17<sup>th</sup> September 2013  
**Report of:** Director of Economic Growth and Prosperity  
**Subject/Title:** All Change for Crewe: High Growth City  
**Portfolio Holder:** Cllr David Brown & Cllr Don Stockton

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#### 1.0 Report Summary

- 1.1 This report seeks Cabinet endorsement for an updated high growth strategy for Crewe, building on the 2010 strategy document and the work of the All Change for Crewe programme. Recent success in attracting funding for road and rail infrastructure and the announcement that Bentley will invest £800m in new production facilities now provides the opportunity to accelerate our high growth plans for Crewe and develop our ambitious plans for the next stage of growth.
- 1.2 The report sets out how the Council and its partners are committed to releasing the massive potential and delivering the vision for Crewe: High Growth City. The report sets out 5 key commitments to the future of Crewe which will form the focus of the Council (and LEPs) priorities for interventions and development within Crewe:
1. A World Class Automotive and Rail Hub – Working in partnership with Bentley Motors and other key players in the sector to create an Automotive Research, Development and Supply Hub in Crewe and accompanying rail centre of excellence, supported by a bespoke Growth Accelerator programme and strategic logistics centre, to capitalise on the £800 million investment announced by Bentley Motors in July, as well as Crewe’s prestigious industrial heritage and skills base.
  2. A UK Centre of Excellence for Employer Led Skills – Developing Crewe as a national centre of excellence for engineering and manufacturing skills by working with industry leaders like Bentley Motors to build a genuinely employer-led approach. This includes delivery of Crewe’s University Technical College, apprentice and workplace learning programmes to create a “work ready” local workforce.
  3. A Market Leader in Renewable Energy – Realising the potential of the UK’s first Deep Geothermal Energy Centre, including developing cutting edge research and development facilities, in order to position Crewe at the forefront of the global renewable energy agenda, securing new inward investment and growth.

4. Connecting Crewe – Delivering a £500 million investment programme to improve our road and rail infrastructure and maximise Crewe’s massive connectivity opportunities which will create the right conditions for future growth and development.
  5. Achievable and Sustainable Growth – Creating the right mix of sites to drive employment and balanced housing growth in Crewe, ensuring we deliver the right types of development opportunities in the right places to support sustainable growth going forward.
- 1.3 This report is aligned with two key emerging policy frameworks: the Council’s new Local Plan and the Cheshire & Warrington Strategic Economic Plan, for which All ‘Change for Crewe: High Growth City’ represents one of its key Transformational Projects, and a major potential beneficiary of future government funding.
- 1.4 The report aims to support the following key agendas;
- To help shape the LEP Growth Prospectus, providing detailed proposals and an evidence base to support the vision for Crewe as a High Growth City.
  - To act as a supporting framework and evidence base for the ongoing proposals for a University Technical College within central Crewe.
  - As part of the Council’s engagement with the emerging High Speed 2 proposals.
  - The Council’s new *Core Strategy* – the first stage in the production of a Local Plan for Cheshire East. This will provide the planning policy framework for determining future planning applications but more importantly, it sets out the vision for jobs-led growth in the Borough and this report will help to shape and guide the development of the Local Plan.

## **2.0 Recommendation**

- 2.1 Cabinet is requested to receive and endorse the accompanying “All Change for Crewe: High Growth City” report.

## **3.0 Reasons for Recommendation**

- 3.1 The project relates directly to the Council’s key priority: *A growing and resilient local economy*. It is also prioritised in the Council’s Three Year Plan:
- Outcome 2: *Cheshire East has a strong and resilient economy,*
  - Outcome 4: *Cheshire East is a green and sustainable place,*
  - Priority 1 (*Local Economic Development*), and
  - Change Project 1.3 (*Investment to support business growth*).

#### **4.0 Wards Affected**

4.1 Crewe North; Crewe South; Crewe East; Crewe West; Rope; Doddington; Nantwich; Leighton; St Barnabas; Crewe Central; Wistaston; Shavington; Haslington.

#### **5.0 Local Ward Members**

5.1 Councillors Grant, Flude, Hogben, Martin, Newton, Thorley, Nurse, Sherratt, Silvester, Butterill, Moran, Groves, Martin, Clowes, Bebbington, Cartlidge, Faseyi, Simon, Weatherill, Brickhill, Hammond and Marren.

#### **6.0 Policy Implications**

6.1 The proposals contained within the accompanying report are designed to help to secure significant new investment and jobs for Cheshire East, supporting the Council's key priority to achieve: *a growing and resilient local economy*. It is also prioritised in the Council's Three Year Plan:

- Outcome 2 (*Cheshire East has a strong and resilient economy*),
- Priority 1 (*Local Economic Development*), and
- Change Project 1.3 (*Investment to support business growth*).

6.2 The project also supports the Council's 'Ambition for All' Sustainable Communities Strategy (2010-2025)

#### **7.0 Financial Implications**

7.1 In order to deliver All Change for Crewe, support and resources will need to be harnessed from across the public, private and voluntary sectors, principally through our Local Strategic Partnership and Local Area Partnership.

7.2 The identified interventions are likely to have some degree of financial implication for the Council and its partners, but individual assessment and approval of each project via the appropriate project and financial management processes will be required at the appropriate time.

#### **8.0 Legal Implications**

8.1 Section 2 of the Local Government Act 2000 of the Act gave Local Authorities power to take steps which they considered were likely to promote the economic social or environmental well being of their area or its inhabitants; in doing so, no action could be taken which would contravene any specific statutory prohibition restriction or limitation. Regard was also to be had to the Community Strategy. Whilst now repealed in England (it still applies in Wales), Section 2 has in effect been replaced by Section 1 of the Localism Act 2011, which although still subject to some constraints under Section 2 of the Localism Act 2011, provides the Council with a general power of competence, intended to be wider than that conferred by the 2000 Act, and allows local authorities to do anything that

individuals generally may do. The actions proposed in this report are likely to fall within this power but individual assessment of each one will be required at the appropriate time.

## **9.0 Risk Management**

9.1 In undertaking any regeneration programme or project, there are a wide range of inherent risks that need to be considered at project scoping stage, and handled through a robust project management approach which incorporate risk logs which are already used to identify and manage risks and their potential impact.

9.2 In terms of the more strategic risks associated with taking forward the proposed approaches to addressing the regeneration priorities of the Council, the key risks are:

- Management of Expectations: the *All Change for Crewe* programme will operate over a 20 year period where there are major infrastructure requirements. It will be important to maintain momentum and ensure clear communication of plans and progress.
- Public Funding: over the next 3-5 years, there will be a major reduction in the availability of public funding. Many projects have already been delayed or cancelled. There will therefore be a need to maximise private sector funding and well-considered use of public funding, to maximise leverage and impact.
- Governance: these must be robust, supported by stakeholders and well connected to the key priorities of Cheshire East to ensure the risk of divergence of priorities is minimised.

## **10.0 Background and Options**

10.1 SQW consultants, supported by Cambridge Econometrics and Colin Buchanan were appointed by Cheshire East Council in the summer of 2009 to provide consultancy support to deliver a high-level economic development strategy and action planning process for Crewe. This visioning work ran from August 2009 through to April 2010.

10.2 The purpose of the work was to provide a clear economic case for Crewe as a regionally significant player and define the major strategic opportunities and challenges facing the area over at least the next 10-20 years. The aims also included the development of a deliverable, yet ambitious, Economic Development Strategy and investment framework for the area, and recommendations on appropriate implementation and governance arrangements.

10.3 This report represents an update and refresh to key elements of that 2010 strategy document to build on recent positive announcements, strategic developments and other complementary factors which need to

be woven in to the narrative for the future growth and development of Crewe.

- 10.4 It underlines the case that Crewe is not only the major driver within the South Cheshire Economy, but will be the heart and engine of its growth and transformation over the coming years to cement Crewe's place as the dynamic focus for growth and development not just locally but sub-regionally, regionally and nationally.
- 10.5 As the largest town in South Cheshire, Crewe is already the area's primary population centre and its major economic hub. Its 5000 businesses include concentrations of professional services, distribution, logistics and advanced engineering built on its rich rail and automotive heritage. It is located in not only one of the most prosperous parts of the region but the best connected creating the perfect location for job creation, growth and development.
- 10.6 Crewe is the only place within the North West that will truly create the opportunity for decentralisation of the economy outside of London and the South East, creating a place where major employers can easily and rapidly locate office operations, call centres, staff hubs, logistics operations and R&D environments, whilst still having the direct and rapid connectivity to the City of London and their South East headquarters that will be provided by HS2, along with direct connections to both road and rail logistics networks.
- 10.7 Where other places in the UK have been unable to flex and adapt to the changing financial climate and suffered as a result, Crewe has begun to thrive, with major housing and mixed use development schemes underway, confirmation of over £1bn investment in highly skilled jobs and technologies and more investment committed to delivering in infrastructure across Crewe than ever before.
- 10.8 Crewe has long been known for its industrial heritage and its strong rail background. Now Crewe is capitalising on those skills, experiences and advantages as part of the wider M6 corridor of growth to deliver the vision for All Change for Crewe and to take up its place as the UK's High Growth City.
- 10.9 Where other locations may offer one or two of these things, Crewe is the only place in the UK that can genuinely offer businesses and investors the perfect combination of affordable land values, significant connectivity and attractive settings to provide a real and viable relocation offer, and the ability to split their working operations across sites, capitalising on the benefits of Crewe whilst still having central offices or marketing sites in London, Manchester and elsewhere.
- 10.10 Its strategic location within the M6 Growth Corridor from Birmingham to Manchester allows it to act as the key linkage between these major hubs

and the wider Cheshire economy, opening up major development sites in Congleton, Sandbach and beyond.

- 10.11 Earlier this year, the Government issued its response to Lord Heseltine's, setting out its vision for local economic growth - unleashing the ambition and creativity of local leaders, by devolving resource and responsibility to those places which can demonstrate credible and compelling economic leadership, in pursuit of growth.
- 10.12 The Government subsequently committed to negotiate Growth Deals with every Local Enterprise Partnership in England, which will create new freedoms, flexibilities and influence over resources for local economies. As part of these Growth Deals, the Government has invited LEPs to develop Strategic Economic Plans (SEPs) which provide a coherent set of strategic objectives and actions that address the economic challenges and opportunities of each sub-region. This will be the key mechanism to secure more public sector funding for local projects and programmes which deliver economic growth (jobs and productivity), to be principally funded through:
- a new Single Local Growth Fund, that will include the key economic levers of skills, housing and transport funding
  - the next round of European Structural and Investment funds
- 10.13 Crewe plays a strategically vital role within the economy of the Cheshire & Warrington sub-region. This has already been recognised by our business-led Local Enterprise Partnership that has been leading much of our work on shaping economic growth and utilising resources already awarded to it (e.g. Growing Places Fund, Local Transport Board funding). The LEP and a sub-regional approach with our partner Councils will also draw in other funding streams which, hitherto, it has not had access to, including funds to promote innovation managed through the Government's Technology Strategy Board.
- 10.14 The importance of Crewe, and the pivotal role it plays in relation to other local economies to which it is so well connected, needs to be reflected in the Strategic Economic Plan (SEP), and the accompanying European Structural Investment Funds Strategy, which sits within this. The SEP is currently being developed ahead of a draft submission to Government in October. This will be informed by this update and refresh to the All Change for Crewe strategy, which incorporates many new and emerging developments that synch with Government growth policy (HS2 and other rail and road infrastructure, job creation, UTC, etc).
- 10.15 Layered between the All Change for Crewe: High Growth City strategy and the new Strategic Economic Plan, the Council's recently launched Vision and Strategy for Economic Growth captures the scale of ambition for the whole borough, including Crewe. It sets out a range of initiatives that the Council is already committing to, which will be accelerated and

enhanced when the new funding streams start to become available over the next 18 months.

- 10.16 Building on the 2010 All Change for Crewe studies led by SQW Consultants, this updated report sets out the Council's ambitious and deliverable vision for the growth and transformation of Crewe, capitalising on its key assets such as its connectivity and its manufacturing skills base to unlock Crewe's latent potential and deliver the vision of a High Growth City.
- 10.17 This vision is best captured by the term "High Growth City", which describes the Council and its partner's ambitious plans to deliver the All Change for Crewe agenda by;
- Continuing to realise the development of the major schemes and projects already underway in Crewe such as Bentley Motors expansion, the Basford development and other key sites,
  - Delivering the vision for a skills hub within Crewe, shaped and led by the development of East Cheshire University Technical College, a rail skills academy and the realisation of an Automotive Innovation Hub within Crewe,
  - Driving forward the growth agenda across the area to unlock new major employment sites and developments to meet both latent demand and future projected growth in sites along the M6 Growth Corridor including Radway Green, Capricorn, Radnor Park, Basford and Leighton Green,
  - Realising the massive potential for Crewe to act as a launch pad for new and emerging sectors like geothermal energy and advanced rail engineering,
  - Investing in and delivering significant major infrastructure projects such as the Crewe Green Link Road, M6 improvements and A500 widening to facilitate growth,
  - Unlocking the connectivity potential of HS2 by providing a key junction and hub location through which major areas of the UK population can connect to the HS2 line.
- 10.18 This report outlines the key issues that are facing Crewe, and the actions and approaches that the Council and its partners, building on the previous research and current programmes and projects are undertaking to not only address these, but to unlock the potential of Crewe as a High Growth City. These areas of action are;

Strategic Aim 1: All Change for Crewe's knowledge economy people and businesses

Strategic Aim 2: All Change for Crewe's connectivity and linkages

Strategic Aim 3: All Change for Crewe's physical development

Strategic Aim 4: All Change for Crewe's liveability, local transport and aspiration

Strategic Aim 5: All Change for Crewe's image, perception and leadership

10.19 The Council's emerging Core Strategy establishes the planning framework for future developments in the wider Crewe area for the period up to 2030. A range of employment sites are allocated both on the edge of the town and within the wider area, particularly the M6 corridor. To facilitate economic growth, the plan's strategy is firmly focused upon the 'All Change for Crewe' initiative and thereby seeks to allocate the majority of new employment sites, and the homes needed to support new jobs, in the south of the Borough. This approach is favoured, as land in the north of the Borough is principally constrained by the North Cheshire Green Belt and other environmental considerations. Although the Core Strategy allocates a surplus of employment land when judged against the needs assessments contained in the Employment Land Review (2012), the Council is receptive to the need to provide a range of sites to provide flexibility and choice. The delivery of employment sites will necessarily be phased due to infrastructure requirements, which is clearly factored into the emerging planning framework, but once adopted, the Core Strategy will provide a key delivery mechanism and a valuable first step towards achieving the objectives of the 'High Growth City: Beyond Crewe'. However, in the short-medium term, these aspirations may trigger an early review of the Local Plan.

10.20 As a culmination of the evidence base, the Strategic Aims and the Operational Aims the Council and its partners are committed to releasing the massive potential within Crewe, and delivering the vision for Crewe: High Growth City by making 5 key commitments to the future of Crewe;

6. A World Class Automotive and Rail Hub – Working in partnership with Bentley Motors and other key players in the sector to create an Automotive Research, Development and Supply Hub in Crewe and accompanying rail centre of excellence, supported by a bespoke Growth Accelerator programme and strategic logistics centre, to capitalise on the £800 million investment announced by Bentley Motors in July, as well as Crewe's prestigious industrial heritage and skills base. Whilst the automotive hub will be based in a single location with good access to infrastructure and linkages to the wider area it is anticipated that the resulting development will kickstart a wider investment and uptake of automotive related investment in Crewe. Alongside this the Council will take the opportunity to work with existing and emerging businesses such as the Virgin Trains Academy, OSL Rail, Unipart and Atkins Rail to capitalise on Crewe's strong rail heritage and skills base to promote Crewe's role as a world class centre for rail technology and engineering. The Council will take an active role in looking to reduce statutory and financial burdens on businesses, recycle investment to further promote the sector and work with partners to create a supportive structure for investment in the automotive and rail sectors within Crewe and particularly in founding and developing the automotive hub. This will be linked to the wider agenda within the Governments Automotive Investment Office (AIO) and its role in facilitating growth within the sector and

particularly this area, where the Council and partners will work directly with BIS, UKTI, AIO and others to co-ordinate investment, strategy and delivery on a sub regional and national scale within Crewe.

7. A UK Centre of Excellence for Employer Led Skills – Developing Crewe as a national centre of excellence for engineering and manufacturing skills by working with industry leaders like Bentley Motors to build a genuinely employer-led approach. This includes delivery of Crewe’s University Technical College, apprentice and workplace learning programmes to create a “work ready” local workforce. This will link to the wider programme of transformation in Crewe, where skills training will be aligned to the emerging needs of the market and create the right opportunities to attract major new investment. This will be delivered by working closely with the existing education networks, the various stakeholders who are leading and delivering Governments skills agenda and primarily by the private sector employers within the Crewe area who will be given the direct opportunity to shape and develop the approach to education and learning in Crewe to create a cutting edge approach to skills and work readiness.

8. A Market Leader in Renewable Energy – Realising the potential of the UK’s first Deep Geothermal Energy Centre, including developing cutting edge research and development facilities, in order to position Crewe at the forefront of the global renewable energy agenda, securing new inward investment and growth. This renewable agenda will link directly to investment and development sites, with assistance and facilitation for renewable energy projects that support the wider growth in sectors like the automotive industry within Crewe.

9. Connecting Crewe – Delivering a £500 million investment programme to improve our road and rail infrastructure and maximise Crewe’s massive connectivity opportunities which will create the right conditions for future growth and development. This will focus on realising the opportunities that HS2 will present for Crewe in creating a new major hub station, along with investing in and developing the wider network (both road and rail) to further enhance Crewe’s connectivity and accessibility. This will include key projects such as A500 expressway (including dualling), M6 Junction 16 restructuring, Crewe Northern Growth Corridor, A530 improvements, M6 widening, Crewe Green Link Road South and the Basford Spine Road developments.

10. Achievable and Sustainable Growth – Creating the right mix of sites to drive employment and balanced housing growth in Crewe, ensuring we deliver the right types of development opportunities in the right places to support sustainable growth going forward. This will be delivered by working in partnership with communities,

businesses and key stakeholders in Crewe to shape a viable and deliverable Local Plan, plans for investment and growth and by taking a proactive approach to inward investment.

10.21 These key projects cut across and address all of the Strategic and Operational Aims set out in the report, build on the actions outlined and set a priority list of areas to be addressed and ways in which the Council will take them forward within Crewe.

#### **11.0 Access to Information**

The background papers relating to this report can be inspected by contacting the report writer:

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September 2013



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## A Commitment to Crewe

175 years of rail heritage undoubtedly puts Crewe at the heart of both the UK's rail network and manufacturing industry. Companies such as Bentley Motors, UK Fuels and Fujitsu, make Crewe an unrivalled centre of advanced manufacturing and engineering, with an impressive reputation for high quality and innovative manufacturing and product development.

As the original UK railway town, Crewe is a vibrant intersection with 360 degree connectivity to all major cities across the UK and beyond due to its close links to the motorway network and major international airports. This unequalled connectivity makes Crewe the only place in the region with the real potential to become an important gateway between the economies of northern and southern England.

Benefiting from having six million people within one hour of the town, Crewe is undoubtedly a well connected and strategically located base for outward facing and ambitious businesses who value good transport links, affordable land values all within one hour travel time to London.

Here at Cheshire East, with our partners across the sub-region, we are enthused by the pivotal role that Crewe plays in the future of the wider region's economies, and have a clear vision that by 2030 Crewe will become the nationally significant economic centre and will continue to be one of the leading advanced engineering and manufacturing centres in the country.

This will be strengthened through both the East Cheshire University Technical College, an innovative facility for training the highly-skilled engineers of the future, and the planned Automotive Research, Development and Supply Hub, which will capitalise on significant investment and expand on the town's significant automotive skills base. These will further be underpinned by a continued commitment to sustainable growth and significant new infrastructure investment.

As a High Growth City, Crewe is the premier location in the North West region for advanced manufacturing and engineering, and it will continue to be the location of choice as a place where innovation and manufacturing flourish, and where unrivalled connectivity connects companies to the rest of the country and beyond.



**Councillor Michael Jones,  
Leader of Cheshire East Council**



# EXECUTIVE SUMMARY



**Crewe is the critical keystone that will support the exponential growth of the UK Plc as the premier northern location for productivity and economic output.**

The Council and its partners are committed to releasing the massive potential within Crewe, and delivering the vision for Crewe: High Growth City by making 5 key commitments to the future of Crewe;

- **Achievable and Sustainable Growth**
- **A World Class Automotive and Rail Hub**
- **A Market Leader in Renewable Energy**
- **Connecting Crewe**
- **A UK Centre of Excellence for Employer Led Skills**

The town has long been at the **core of the UK's manufacturing industry**, built on over 175 years of rail heritage and home to major manufacturers, suppliers and engineering powerhouses like **Bentley Motors, UK Fuels, Fujitsu** the town has built itself a deserved reputation for high quality manufacturing and product development which in itself has attracted major investment.

Crewe is the only place within the North West that will truly create the opportunity for decentralisation of the economy outside of London and the South East, creating a place where **innovation and manufacturing** can take advantage of the direct and rapid connectivity to London that will be provided by HS2, along with direct connections to both road and rail logistics networks and easy access to Manchester International Airport.

Where other locations may offer one or two of these attributes, **Crewe is the only place in the UK that can genuinely offer businesses and investors the perfect combination of affordable land values, significant connectivity and attractive settings** to provide a real and viable relocation offer, and the ability to split their working operations across sites, capitalising on the benefits of Crewe while still having central offices or marketing sites in London, Manchester and elsewhere.

In 2013, **Bentley Motors announced £1bn investment** into Crewe from 2015. This investment provides the potential to create a UK automotive hub which not only supports the assembly and production of their new SUV model but also builds a supplier base of innovative new automotive businesses which can not only service the prestige of Bentley Motors but other UK manufacturing plants.

The vital role Crewe plays within the Cheshire & Warrington sub-region has already been recognised by Cheshire & Warrington LEP. Together with its partners, it is already drawing in new funding streams, and will continue to seek new ones.

The pivotal role that Crewe plays will be reflected in the Strategic Economic Plan (SEP), ensuring Crewe fulfils its role as a key player on the regional stage.

**Crewe – a High Growth City – must build on this opportunity and create the right conditions to capture future growth.**

By 2030 Crewe will be;

- **A nationally significant economic centre** with a total population in excess of 100,000 people, with a large highly skilled working age population, business density and with start-up rates, output, productivity and salary levels that meet or exceed national levels.
- **A key driver and hub for investment, connectivity, enterprise and business across the South Cheshire sub region**, with investment and development in Crewe not only directly benefitting Crewe as High Growth City, but with wider impacts to Congleton, Winsford, Stoke, Newcastle and beyond,
- **Widely recognised as an important anchor to the North West region** and a key gateway between northern and southern England, and as the heart of the multi centred UK economy,
- **One of the leading advanced engineering and manufacturing centres in England**, building on its rich industrial heritage and successful outward-facing firms, with a major focus on automotive, advanced engineering and advanced manufacturing sectors,
- **Home to one of the premier education facilities in the form of the East Cheshire University Technical College**, a major facility for training highly skilled engineers and manufacturing graduates who will then boost the local and sub regional economic offer,

## Five Key Commitments to Crewe

### **A World Class Automotive and Rail Hub**

Working in partnership with Bentley Motors and other key players in the sector to create an Automotive Research, Development and Supply Hub in Crewe and accompanying rail centre of excellence, supported by a bespoke Growth Accelerator programme and strategic logistics centre, to capitalise on the £800 million investment announced by Bentley Motors in July, as well as Crewe's prestigious industrial heritage and skills base.

### **A UK Centre of Excellence for Employer Led Skills**

Developing Crewe as a national centre of excellence for engineering and manufacturing skills by working with industry leaders like Bentley Motors to build a genuinely employer-led approach. This includes delivery of Crewe's University Technical College, apprentice and workplace learning programmes to create a "work ready" local workforce.

### **A Market Leader in Renewable Energy**

Realising the potential of the UK's first Deep Geothermal Energy Centre, including cutting edge research and development facilities, in order to position Crewe at the forefront of the global renewable energy agenda, securing new inward investment and growth.

### **Connecting Crewe**

Delivering a £500 million investment programme to improve our road and rail infrastructure and maximise Crewe's massive connectivity opportunities which will create the right conditions for future growth and development.

### **Achievable and Sustainable Growth**

Creating the right mix of sites to drive employment and balanced housing growth in Crewe, ensuring we deliver the right types of development opportunities in the right places to support sustainable growth going forward.

- **The prime location for the development of new growth sectors such as renewables, high speed rail, aerospace and premium quality automotive.** Through a programme of phased development, Basford East is firmly established as a high quality business location with significant levels of Grade A office accommodation, dedicated incubator space and other business opportunities, housing multinational companies, leading edge logistics firms, university spin-outs and a wide range of technology-rich enterprises including automotive research and development,
- **Central to the expansion of the highly skilled automotive engineering sector within the UK,** kick started by the development of a major new headquarters and manufacturing facility for Bentley Motors,
- **A flagship for the UK renewables sector** through the realisation of a deep geothermal energy centre and accompanying research and development facility,
- **A worldwide centre of excellence in rail engineering,** building on Crewe's exceptional rail heritage and skills base,
- **An anchor for wider growth along the M6 Corridor** linking with growth in Congleton and Macclesfield as well as reaching down into the West Midlands,
- **Recognised as a sought-after place in the South Cheshire Belt where talented and able people want to live, work and play,** and where once previously deprived areas of the town have been completely revitalised and re-energised.

Crewe is perfectly located for connectivity to the UK's motorway network, creating an attractive location for logistics and manufacturing sectors to grow. With **ongoing investment from the Department for Transport, the Highways Agency and private sector developers** to expand and enhance capacity on the M6 and connections to Crewe over coming years, the town will be in an unrivalled position to attract businesses and investment.

Crewe is also uniquely positioned within the **UK rail network**, with a hub station at Crewe being able to not only tap in to **a passenger base of over six million people within one hours travel, but providing 360 degree rail connectivity**. Crewe's current and future role as one of the key intersections of the UK rail network provides unrivalled connectivity benefits for the planned HS2 network. This applies not only to the existing South Cheshire commuter base, but also gives unrivalled connections for North Wales, the north midlands and north west of England to the rest of the UK by developing a major Hub Station at Crewe. This scale of connectivity means Crewe has a unique offer which can secure the maximum influence and impact from HS2 in terms of both the economy and passenger market.

**Simply put, there is no better place for well connected, strategically located advanced manufacturing and engineering businesses in the UK to develop and grow.** Crewe provides the perfect combination of connectivity, accessibility, ambition and support to be the key factor in unlocking the UK's economic growth and development.

# CONTEXT



**SQW consultants, supported by Cambridge Econometrics and Colin Buchanan were appointed by Cheshire East Council in the summer of 2009 to provide consultancy support to deliver a high-level economic development strategy and action planning process for Crewe. This visioning work ran from August 2009 through to April 2010.**

The purpose of the work was to provide a clear economic case for Crewe as a regionally significant player and define the major strategic opportunities and challenges facing the area over at least the next 10-20 years. The aims also included the development of a deliverable, yet ambitious, Economic Development Strategy and investment framework for the area, and recommendations on appropriate implementation and governance arrangements.

This report represents an update and refresh to key elements of that 2010 strategy document to build on recent positive announcements, strategic developments and other complementary factors which need to be woven in to the narrative for the future growth and development of Crewe.

It underlines the case that Crewe is not only the major driver within the South Cheshire Economy, but will be the heart and engine of its growth and transformation over the coming years to cement Crewe's place as the dynamic focus for growth and development not just locally but sub-regionally, regionally and nationally.

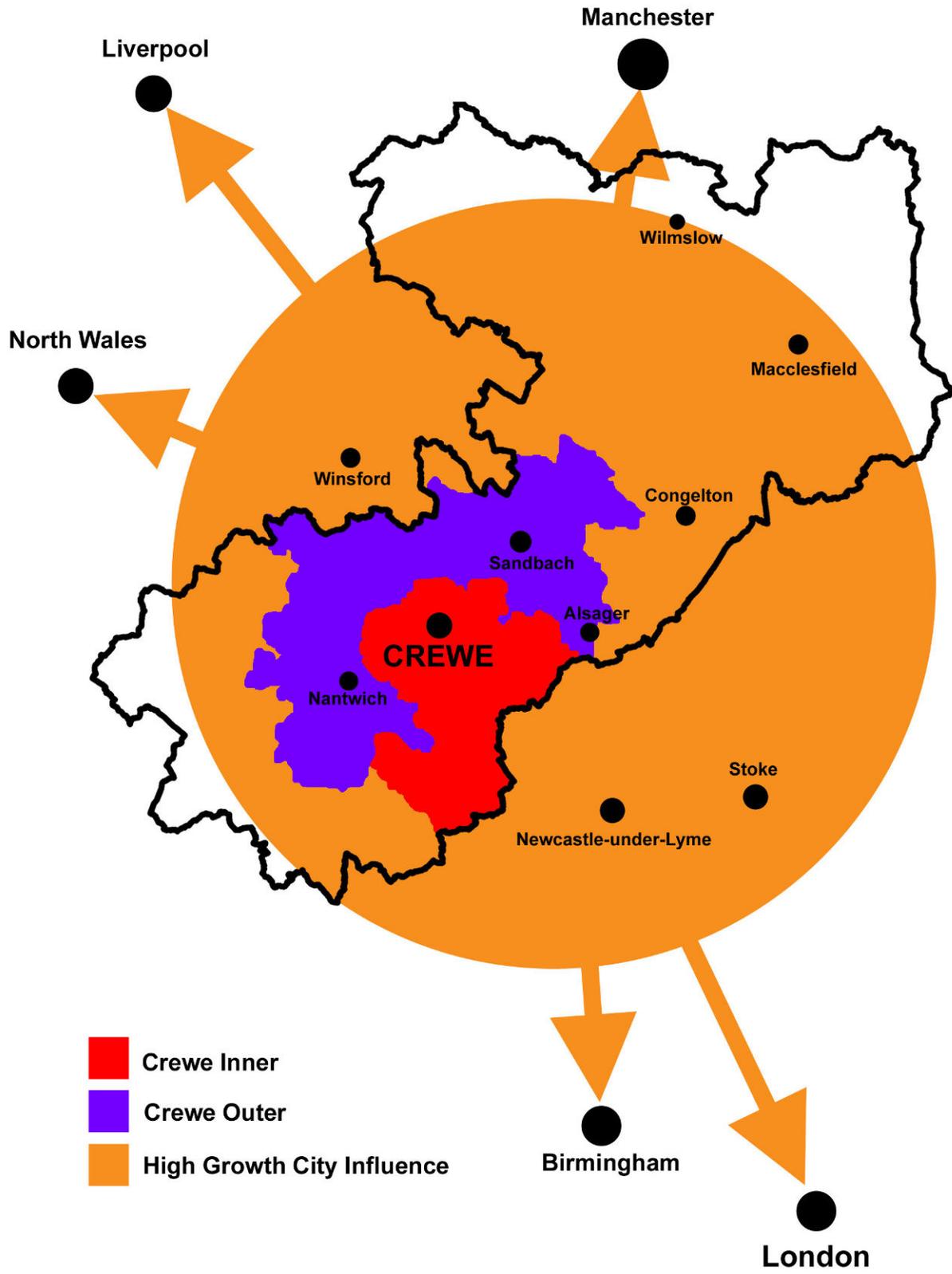
This report includes a number of annexes which provide additional evidence, information and context to the development of Crewe, and should be read in conjunction with this report.

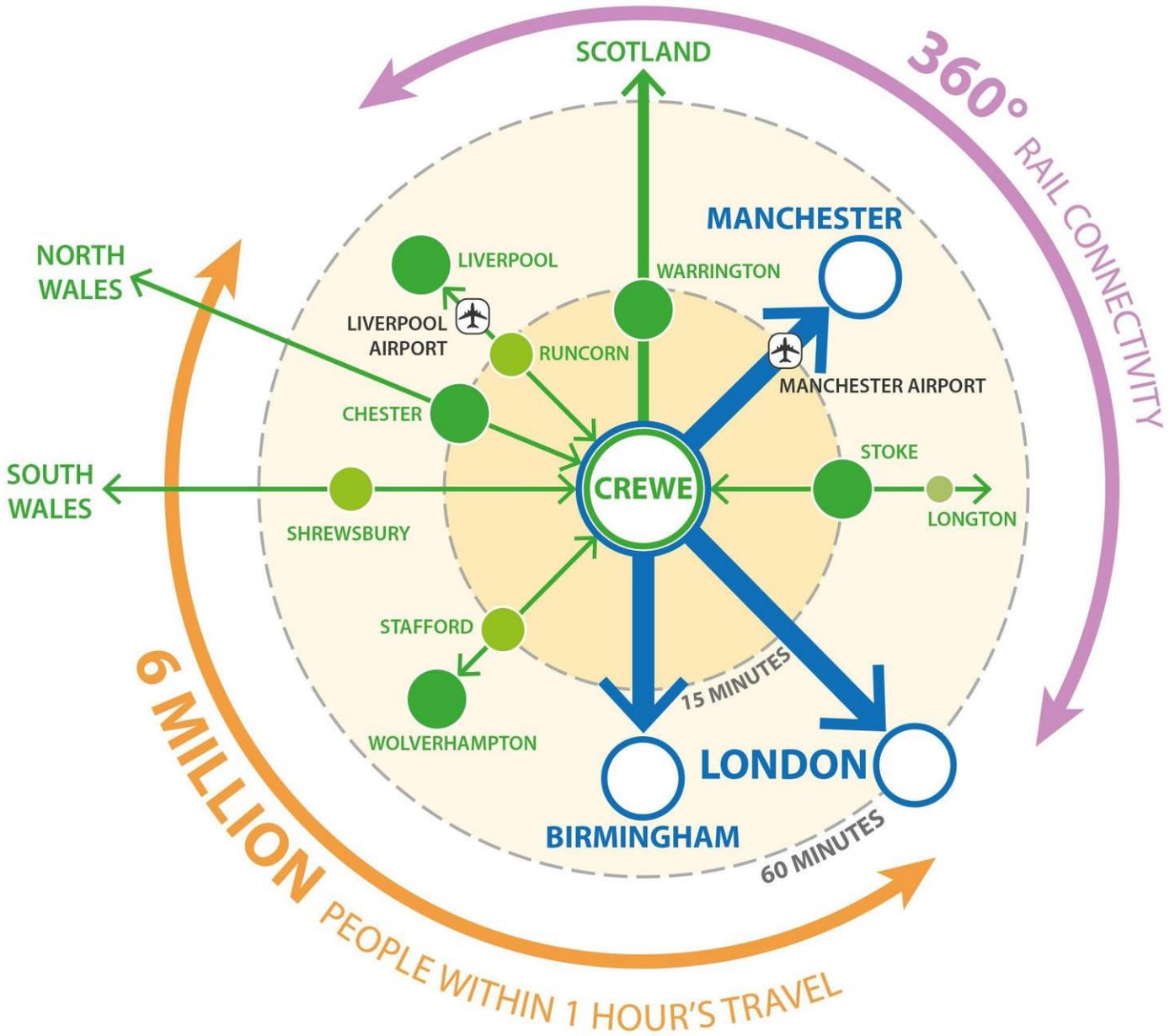
The definition of Crewe as a place is a key part of the strategy development process, and for framing the thinking on how the evidence base is best handled, structured, and utilised. The most appropriate geographical definition however, varies according to the issues at hand – local issues, for example on levels of worklessness, deprivation and health, are often best viewed at a finely grained spatial scale, whilst policy and wider economic trends and drivers operate at a much broader geographical level.

Crewe as an economy, therefore, operates across a number of different functional geographies, which vary in scale as each one has its own spatial footprint. For instance, the Travel to Work area of Crewe and Northwich reaches from the town of Northwich, which lies 16 miles further north of Crewe down to the most northerly tip of the Shropshire local authority district boundary towards the South of Crewe. In contrast, Crewe's urban core encompasses a much smaller geography which extends southwards towards (but not reaching) the A500 and northwards towards (but not reaching) Copenhall Moss.

Of course, when assembling and analysing data, it is necessary to set precise boundaries for the Crewe Study Area, to ensure consistency in the secondary data collection and analysis and to correspond to the availability of appropriate socio-economic data sources. Given this, two boundary definitions were agreed with the original SQW Steering Group in 2010, based upon client guidance and discussion. These correspond to 'inner' and 'outer' footprints for Crewe and were constructed by building-up Lower layer Super Output Areas (LSOAs), the smallest geographical areas from which reasonably robust secondary data can be sourced. Specifically:

- *'Crewe inner' was designed to reflect the spatial footprint of the urban area of Crewe town centre and its proximate housing areas, as well as the major employment sites of Basford East and West. As such, it stretches from Copenhall Moss in the north to Bridgemere, a village situated just off the A51 to the south.*
- *'Crewe outer' includes this area, plus Crewe's rural hinterland, nearby market towns and smaller settlements with strong functional economic linkages and interdependencies with Crewe. 'Crewe outer', therefore, encompasses Nantwich to the east and Alsager to the west, up to and beyond Sandbach in the north and to the border with Stoke City Council to the south.*





# CREWE: HIGH GROWTH CITY

*High Speed Rail*

11:53:24

**London**

**12:00**

Birmingham

12:10

Manchester  
via Manchester Airport

12:20

London

12:30

Glasgow

12:40



**As the largest town in South Cheshire, Crewe is already the area's primary population centre and its major economic hub. Its 5000 businesses include concentrations of professional services, distribution, logistics and advanced engineering built on its rich rail and automotive heritage. It is located in not only one of the most prosperous parts of the region but the best connected creating the perfect location for job creation, growth and development.**

Crewe is the only place within the North West that will truly create the opportunity for decentralisation of the economy outside of London and the South East, creating a place where major employers can easily and rapidly locate office operations, call centres, staff hubs, logistics operations and R&D environments, whilst still having the direct and rapid connectivity to the City of London and their South East headquarters that will be provided by HS2, along with direct connections to both road and rail logistics networks.

Where other places in the UK have been unable to flex and adapt to the changing financial climate and suffered as a result, Crewe has begun to thrive, with major housing and mixed use development schemes underway, confirmation of over £1bn investment in highly skilled jobs and technologies and more investment committed to delivering in infrastructure across Crewe than ever before.

Crewe has long been known for its industrial heritage and its strong rail background. Now Crewe is capitalising on those skills, experiences and advantages as part of the wider M6 corridor of growth to deliver the vision for All Change for Crewe and to take up its place as the UK's High Growth City.

Where other locations may offer one or two of these things, Crewe is the only place in the UK that can genuinely offer businesses and investors the perfect combination of affordable land values, significant connectivity and attractive settings to provide a real and viable relocation offer, and the ability to split their working operations across sites, capitalising on the benefits of Crewe whilst still having central offices or marketing sites in London, Manchester and elsewhere.

Its strategic location within the M6 Growth Corridor from Birmingham to Manchester allows it to act as the key linkage between these major hubs and the wider Cheshire economy, opening up major development sites in Congleton, Sandbach and beyond.

Earlier this year, the Government issued its response to Lord Heseltine's review into all aspects of Government policy that affect economic growth. This set out its vision for local economic growth - unleashing the ambition and creativity of local leaders, by devolving resource and responsibility to those places which can demonstrate credible and compelling economic leadership, in pursuit of growth.

The Government subsequently committed to negotiate Growth Deals with every Local Enterprise Partnership in England, which will create new freedoms, flexibilities and influence over resources for local economies. As part of these Growth Deals, the Government has invited LEPs to develop Strategic Economic Plans (SEPs) which provide a coherent set of strategic objectives and actions that address the economic challenges and opportunities of each sub-region. This will be the key mechanism to secure more public sector funding for local projects and programmes which deliver economic growth (jobs and productivity), to be principally funded through:

- a new Single Local Growth Fund, that will include the key economic levers of skills, housing and transport funding
- the next round of European Structural and Investment funds

Crewe plays a strategically vital role within the economy of the Cheshire & Warrington sub-region. This has already been recognised by our business-led Local Enterprise Partnership that has been leading much of our work on shaping economic growth and utilising resources already awarded to it (e.g. Growing Places Fund, Local Transport Board funding). The LEP and a sub-regional approach with our partner Councils will also draw in other funding streams which, hitherto, it has not had access to, including funds to promote innovation managed through the Government's Technology Strategy Board.

The importance of Crewe, and the pivotal role it plays in relation to other local economies to which it is so well connected, needs to be reflected in the Strategic Economic Plan (SEP), and the accompanying European Structural Investment Funds Strategy, which sits within this. The SEP is currently being developed ahead of a draft submission to Government in October. This will be informed by this update and refresh to the All Change for Crewe strategy, which incorporates many new and emerging developments that synch with Government growth policy.

Layered between the All Change for Crewe: High Growth City strategy and the new Strategic Economic Plan, the Council's recently launched Vision and Strategy for Economic Growth captures the scale of ambition for the whole borough, including Crewe. It sets out a range of initiatives that the Council is already committing to, which will be accelerated and enhanced when the new funding streams start to become available over the next 18 months.

Building on the 2010 All Change for Crewe studies led by SQW Consultants, this updated report sets out the Council's ambitious and deliverable vision for the growth and transformation of Crewe, capitalising on its key assets such as its connectivity and its manufacturing skills base to unlock Crewe's latent potential and deliver the vision of a High Growth City.

This vision is best captured by the term "High Growth City", which describes the Council and its partner's ambitious plans to deliver the All Change for Crewe agenda by;

- Continuing to realise the development of the major schemes and projects already underway in Crewe such as Bentley Motors expansion, the Basford development and other key sites,
- Delivering the vision for a skills hub within Crewe, shaped and led by the development of East Cheshire University Technical College, a rail skills academy and the realisation of an Automotive Innovation Hub within Crewe,

- Driving forward the growth agenda across the area to unlock new major employment sites and developments to meet both latent demand and future projected growth in sites along the M6 Growth Corridor including Radway Green, Capricorn, Radnor Park, Basford and Leighton West,
- Realising the massive potential for Crewe to act as a launch pad for new and emerging sectors like geothermal energy and advanced rail engineering,
- Investing in and delivering significant major infrastructure projects such as the Crewe Green Link Road, M6 improvements and A500 widening to facilitate growth,
- Unlocking the connectivity potential of HS2 by providing a key junction and hub location through which major areas of the UK population can connect to the HS2 line.

This report outlines the key issues that are facing Crewe, and the actions and approaches that the Council and its partners, building on the previous research and current programmes and projects are undertaking to not only address these, but to unlock the potential of Crewe as a High Growth City. These areas of action are;

**Strategic Aim 1:** All Change for Crewe's knowledge economy people and businesses

**Strategic Aim 2:** All Change for Crewe's connectivity and linkages

**Strategic Aim 3:** All Change for Crewe's physical development

**Strategic Aim 4:** All Change for Crewe's liveability, local transport and aspiration

**Strategic Aim 5:** All Change for Crewe's image, perception and leadership

The Council's emerging Core Strategy establishes the planning framework for future developments in the wider Crewe area for the period up to 2030. A range of employment sites are allocated both on the edge of the town and within the wider area, particularly the M6 corridor. To facilitate economic growth, the plan's strategy is firmly focused upon the 'All Change for Crewe' initiative and thereby seeks to allocate the majority of new employment sites, and the homes needed to support new jobs, in the south of the Borough.

This approach is favoured, as land in the north of the Borough is principally constrained by the North Cheshire Green Belt and other environmental considerations. Although the Core Strategy allocates a surplus of employment land when judged against the needs assessments contained in the Employment Land Review (2012), the Council is receptive to the need to provide a range of sites to provide flexibility and choice. The delivery of employment sites will necessarily be phased due to infrastructure requirements, which is clearly factored into the emerging planning framework, but once adopted, the Core Strategy will provide a key delivery mechanism and a valuable first step towards achieving the objectives of the 'High Growth City: Beyond Crewe' report. However, the Local Plan is based on what can be shown to be delivered by 2030 based on current evidence and may need to be reviewed should the Council be successful in attracting the investment needed to fully meet the aspirations detailed in the report.

# BEYOND CREWE



**Whilst the focus on economic growth will be on the existing Crewe urban area, the scale and benefits of High Growth City extends beyond this to other parts of the sub-region and beyond. Central to this will be further enhancements to the rail and road connectivity radiating out of Crewe.**

High Growth City, developed alongside the sub-region's other major development project, Atlantic Gateway, will be transformative – unleashing the potential of the wider sub-region, by building on the area's strengths and creating the conditions for thousands of new jobs and homes, and enhancing even further our already high levels of productivity (GVA), to levels on a par with the over-heated South East.

This will be delivered as follows:

**Local Plan** – The Council is currently preparing a Core Strategy as a first stage in the production of a Local Plan for Cheshire East. This is a key document, providing the planning policy framework for determining future planning applications but more importantly, helping to set out the vision for jobs-led growth in the Borough. A range of employment sites in and around Crewe, including the M6 corridor, will deliver a significant number of new jobs, and the homes to support them during the plan period up to 2013. It is against this context that the aspirations to develop a 'High Growth City' focused on Crewe will be based, providing the 'golden thread' which links sustainable economic growth to the plan-making process.

**Crewe** – Planned growth through the All Change for Crewe regeneration programme will deliver significant population growth and up to 14,500 new jobs by 2031, but this is just the start of it. Super-charged growth will take the town forward beyond 2030 from this point with even higher levels of growth focused around a new Central Business District at the HS2 Hub Station at Crewe, with the potential for the hub to generate over 5,000 new homes and at least 20,000 new jobs in the wider area. Building on public and private sector investment in the pipeline for Crewe, it is at this point that Crewe emerges from the shadows that the moniker "railway town" implies, and becomes High Growth City – a modern and dynamic city that is universally desired as a place to live, work and invest.

**M6 Growth Corridor** – the proximity of Crewe and other major growth areas along the M6 corridor, provide the sub-region with an enticing proposition for investors with plans to deliver new jobs and homes. Recently announced funding for improvements to M6 junctions 16 and 17 will accelerate development at previously allocated employment sites at J17 (Sandbach) and close to the J16 (A500 Basford). To capitalise on this investment, other potential sites have been proposed close to these junctions, including at Radway Green, which would look to provide an opportunity to retain key existing jobs and promote diversification. Congleton also features as a key part of the M6 Growth Corridor – this key town will transform itself on the back of advanced plans for investment in a new northern link road which will secure and create around 3,000 jobs as well as 3,500 new homes, alongside multi-million pound investment in enhanced leisure, retail and education facilities.

**Macclesfield** – will be freed up for new housing and employment opportunities through investment in key existing infrastructure constraints, and better connectivity, through SEMMMS, into Greater Manchester and including key projects like the Silk Road and Poynton Relief Roads developments and enhancement of the A6 Didsbury. Major new commercial investment in the town centre's retail and leisure offer are well advanced, recognising the credentials for growth in the town, and its relationship to the aspirational requirement of communities both locally and across to South Manchester and North Derbyshire.

**Congleton** – capitalising on Congleton's strong work ethic and major business base the realisation of the Congleton Link Road scheme will unlock significant growth potential within Congleton particularly at Radnor and Congleton Business Park, helping cement its place as one of the key major sites along the M6 corridor of growth and within the wider context of Crewe: High Growth City.

**Chester and Warrington** - as other significant economies in our sub-region have assets and reputations that are renowned. Our High Growth City approach will enhance this further – with faster and more regular rail connections within and outside of the region, their strategic sites for employment and housing will realise increase commercial viability and achieve accelerated delivery.

**North-east Cheshire towns** – aligned with the key draw of our regional capital, Manchester, these towns share the same assets in terms of local and global accessibility, with major investment in the road and air infrastructure – SEMMMS and Airport City. Building on these and the connectivity of High Growth City, we have the potential to create thousands more jobs and homes.

**New strategic highways investment corridors** will be created within Cheshire East. Firstly, linking the planned SEMMMS relief road in the north via Macclesfield and Congleton to the M6 at J17 and then on to Crewe. Secondly, developing plans with the Highways Agency for the A500 corridor to become an “Expressway” between Crewe and the Potteries. These corridors will act as the catalyst for growth for both existing businesses and new areas for development and growth, all of which will be linked into the expansion and connectivity benefits provided at Crewe as part of the wider High Growth City concept.

**Sustainable Towns** – so many of our smaller market towns and villages in Cheshire have road and rail connectivity that are unrivalled anywhere in the UK, with fast and frequent access to major population centres and commercial markets. With High Growth City, these towns stand to benefit even further. They will experience economic growth as they become even more desirable places to live, with increased investment in SoHos (Small Office / Home Office) resulting from imminent invest in Superfast Broadband (Sfb) by June 2015 - and beyond then with plans for UltraFast Broadband (UfB).

**And wider still** – the plan isn’t to constrain the benefits of High Growth City, but to ensure the benefits of it are balanced and sustained in both environmental and economic terms. To do this, we’re collaborating with towns beyond our own sub-region, ensuring that they share some of the benefits, building on their respective strengths and competitive advantages to maximise the benefit of such major investment in HS2 and our wider infrastructure. Stoke/North Staffordshire, Shrewsbury and the West Midlands automotive centres are in the front row of the audience for this, but we’re keen to get them up to share our stage with some active participation to share in our planned success.



# UNDERSTANDING CREWE



In many ways, Crewe is a unique town. Situated in the heart of Cheshire, within the local authority area of Cheshire East, it is considered a key 'gateway to the North' although the town also links the North West region – both its businesses and communities – to the West Midlands, London, the wider South East and beyond. The quality of the area's strategic transport connections – and through these its accessibility to the rest of the UK – is undoubtedly one of the town's major economic strengths. Indeed, Crewe has excellent links to the West Coast Main Line, M6 motorway, airports in Manchester, Liverpool and Birmingham as well as major seaports at Liverpool and Holyhead.

Crewe's early development dates from the establishment in the 1830's of a rail interchange in what was then a small village, for major rail links between London, Birmingham and Liverpool. The Grand Junction Railway company expanded the settlement to accommodate the railway workers. As the growth of the railway industry slowed towards the end of the 19th Century, the town's economy diversified, with printing, chemicals, brick making and cloth making becoming established. In the 1940's Rolls Royce moved car production from Derby and London to Crewe and during the war Crewe became a major centre for aircraft engines – the aerospace factory employing around 10,000 people at its peak.

In 1998 the then parent company Vickers, sold Rolls-Royce cars and Bentley separately – production of Rolls Royce was acquired by BMW and moved to the south, whilst the Crewe factory, acquired by the Volkswagen Group, remained the home of Bentley Motors, leading to large scale investment and job creation. Bentley is the town's largest private sector employer.

The railways still play a significant part in local industry with the major focus at Crewe Works, which carries out train maintenance and inspection, home to Bombardier Transportation since 2001. Recently railway maintenance has increased in importance and is slowly rebuilding a reputation for Crewe (together with Bentley) for advanced engineering skills, with Unipart, Atkins, Carillion, Network Rail and others locating advanced testing and engineering facilities in Crewe to take advantage of both the rail network connections and the advanced skills base.

Today Crewe Railway station remains a busy and important gateway to the North West, Midlands and south England, and serves as a major interchange on the West Coast Main Line, with direct trains to London, Manchester, Liverpool, Birmingham and Glasgow. Its national connectivity is also enhanced by its proximity to the M6 and other principal regional roads.

The economy has diversified over the last 20 years and there are a number of business parks around the town hosting light industry and offices, the most prominent being the Crewe Business Park, the UK's first "green" business park. This is a 67 acre site with blue chip companies such as Air Products, UK Fuels, and Fujitsu Services Ltd. Crewe has also become a regional distribution centre, taking advantage of its good road links to the national transport network. Major public sector employers include Leighton Hospital and Manchester Metropolitan University (MMU) creating a diverse and strong employment base with massive potential for sustained and sustainable growth.

In 2011 the leading private sector employers and public sector agencies came together to create the All Change for Crewe Partnership Board, a unique delivery group who act to co-ordinate and steer the efforts and investments of all parties in the town in order to kick start the development and economic success of the town for years to come.

# DELIVERING THE VISION



The All Change for Crewe vision set out an approach to delivering the transformation of Crewe and laid an incredibly successful base from which major schemes have grown and developed, ranging from securing over £50m of investment in infrastructure from Government and other sources in 2013/14 and the development of a High Speed rail centre within Crewe to confirmation of Bentley Motors proposals to build its flagship SUV model within Crewe and invest over £800m in the UK economy.

The High Growth city concept as the next step in the delivery of the All Change for Crewe vision represents an exciting new growth trajectory for Crewe. It seeks to address pro-actively those challenges that are currently holding back the economic contribution of the area, and to maximise its considerable opportunities.

Our Strategic and Operational Aims are outlined in the following sub-sections as a way to capture the projects, programmes and approaches that will assist the Council and its partners in realising the vision for Crewe as the UK's High Growth City.

These areas of action are;

**Strategic Aim 1:** All Change for Crewe's knowledge economy people and businesses

**Strategic Aim 2:** All Change for Crewe's connectivity and linkages

**Strategic Aim 3:** All Change for Crewe's physical development

**Strategic Aim 4:** All Change for Crewe's liveability, local transport and aspiration

**Strategic Aim 5:** All Change for Crewe's image, perception and leadership

These Strategic Aims set out the overall aspiration for addressing Crewe's key needs and unlocking Crewe's potential. They are complimented by a set of Operational Aims that describe ways in which the Council and its partners are already or will address these Aims and a series of Key Commitments which prioritise the Councils and its partners work in unlocking Crewe's role as the High Growth City.

## STRATEGIC AIM 1: All Change for Crewe's knowledge economy

We aim to:

- Raise the competitiveness of the local economy
- Continue the process of economic restructuring
- Grow the local business base more quickly with a focus on higher value enterprises
- Nurture and support our emerging growth sectors
- Up-skill our residents and workers
- Support the transition to higher skilled and better paid employment.

Globalisation in the service sector as well as manufacturing means that the future economic growth of Crewe will be increasingly dependent on "knowledge economy" firms which create competitive advantage through innovation in products and processes and through the know-how and skills of their managers and employees along with the ability to partner these firms with Crewe's significant manufacturing industrial base to create a perfect synergy of concept, design and realisation.

Developing a thriving and sustainable knowledge economy with high value-added employment will necessitate substantial improvements in skills levels, such that local people can offer the skills that knowledge-intensive businesses require. Achieving this will demand action across all ages; up-skilling Crewe's existing workforce to meet more challenging future requirements and ensuring that young people leave the education system suitably qualified for, and informed about, future opportunities.

## OPERATIONAL AIMS

We will support the development of Crewe's knowledge economy by:

- Delivering a cutting edge University Technical College (UTC) in Crewe. The creation of the UTC focused on the advanced manufacturing and engineering sectors and backed by leading companies and experts such as Bentley Motors and Siemens will provide a valuable new asset for the development of advanced engineering and manufacturing businesses within Crewe and South Cheshire. It will build on the existing strong engineering heritage in Crewe to develop a new generation of engineers and manufacturers who are not only trained to the highest levels of expertise in the most advanced technologies, but are doing so hand in hand with the private sector, ensuring Crewe's graduates are not only highly skilled but are work place ready,
- Working with South Cheshire and Reaseheath Colleges and partners schools and institutions across Crewe to deliver a truly employer led skills agenda,
- Improving attainment in the low performing schools to ensure that young people leave the education system with the skills and qualifications that will let them progress to well paid employment. This will include a focus on attainment in English, and Science, Technology, English and Maths (STEM) subjects ensuring that the young people can make informed subject choices (especially around the STEM subjects), to enable them to succeed in the knowledge economy.
- Increasing the skills and qualifications of current Crewe residents to enable them to compete for higher skilled jobs in the future.
- Delivery, in direct partnership with Bentley Motors Ltd, of an Automotive Research, Development and Supply Hub (ARDS) within Crewe (potentially at the Leighton or Basford East sites with wider links to Radway Green and other employment areas) that will capitalise on the highly skilled graduates emerging from the UTC and Bentley's supply chain proximity to create a centre for excellence in manufacturing and engineering within Crewe linked not only to Bentley but the wider UK automotive industry and global markets,
- Developing a Growth Accelerator programme within Crewe and the wider area that supports and links to the development of the ARDS to create the supportive framework for growth that will attract investment and development in the wider area,
- Promoting the role of Crewe within the emerging High Speed Rail skills sector and in the accompanying Rail Academy proposals to ensure Crewe maximises its potential as a rail and engineering skills hub,
- Supporting existing major employers in developing the skills of their managers and staff, and their innovation activities; mitigating risks to existing high-value employment in Crewe, and exploring opportunities for further development of their operations in the town,
- Helping to nurture new innovative businesses, by providing a supportive environment for early-stage knowledge-intensive firms; establishing an innovation centre within the Basford development to act as a focal point for the development of new knowledge economy businesses in Crewe – including those emerging from private sector spin-outs, and those taken forward by graduates from local/nearby Higher Education Institutions,
- Develop the concept of a deep geothermal research and development centre in partnership with Keele University and others as proposals relating to the emerging geothermal energy projects are realised,
- Ensuring a co-ordinated approach to expand employer engagement across all types of learning provider, linked in to business development; our aim is to grow the market in a way that will create opportunities for all quality providers and to let employers better influence course design.

## **STRATEGIC AIM 2: All Change for Crewe's connectivity and linkages**

We aim to:

- Facilitate more sustainable transport movements within and around Crewe
- Fully leverage Crewe's strategic transport gateway status
- Deliver the new Strategic Highway Corridors that serve the High Growth City vision
- Establish a competitive and first rate Next Generation Broadband network across Crewe
- Develop stronger economic links to neighbouring city-regions.

It is widely accepted that effective transport systems support the productivity of urban areas, enabling deep and productive labour markets to develop, and allowing businesses to reap the benefits of agglomeration. Although Crewe has excellent external transport links by road and rail to key economic centres in the UK and strategic international gateways, we need to continue to promote the future development of these to ensure this connectivity advantage is maintained and wherever possible improved. This will include the works planned for the M6 and promoting the Expressway concept for the A500 and for the re-development of Crewe railway station along with maximising Crewe's role within the High Speed Rail Network.

We will ensure the delivery of a number of key infrastructure schemes such as the Crewe Green Link Road and 3 major pinch point schemes and are working hard to develop and deliver schemes on our new Strategic Highway Corridors that will all benefit the High Growth City plans.

In short, Crewe needs to establish stronger and more profitable connections/linkages with major centres of commerce/industry, services, knowledge, innovation, culture and strategic transport in the UK and further afield. As an ambitious and growth orientated town, we need to boost our existing efforts to maximise any competitive advantage that can be leveraged from our strategic road, rail, air and sea transport links.

Crewe is uniquely positioned within the UK rail and road network, with a hub station at Crewe being able to not only tap in to a passenger base of over 6 million people within 1 hours travel, but providing 360 degree rail connectivity and direct connections to the M6 growth corridor and wider road network.

Crewe's current and future role as one of the key intersections of the UK road and rail networks along with its significant highly skilled workforce, its well balanced land values, its major investment and development programme and the cross party support for growth and development within Crewe provides an unrivalled opportunity to deliver the vision of All Change for Crewe in the shape of Crewe taking its place as the UK's High Growth City.

In conclusion, we are not making the most of our accessible location and strong physical linkages, but have an unrivalled potential to do so. Furthermore, we also need to ensure that Crewe is actively engaged in high quality Information, Communication and Technology (ICT), knowledge and innovation networks through a competitive and dynamic broadband offer, as well as having strong links to leading HEIs and wider research facilities.

## **OPERATIONAL AIMS**

We will maintain and where feasible improve connections to key economic centres and international gateways, taking into account the need to reduce greenhouse emissions, by:

- Maximising Crewe's role within the High Speed Rail Network as a hub to connect to the HS2 line with the wider UK population centres and economies, maximising benefits to both Crewe and the wider UK economy,
- Working with partners to develop Crewe railway station as a high quality gateway to the town and to other parts of the UK through the West Coast Main Line (WCML).
- Establishing much stronger linkages to the neighbouring city-region networks including science, technology, innovation and business – as well as wider Northern Way policy agendas

- The early delivery of major transport related infrastructure schemes within Crewe and the wider M6 Growth Corridor including, but not limited to;
  - The development of the Crewe Green Link Road South, the last link in the road network which will massively improve traffic flows around the town and open up the town centre once again with work to commence in 2014 (subject to final review),
  - Delivering the Basford West Spine Road connecting Gresty Road with the A500,
  - Dualling 600m of the A500 leading up to the M6 junction to relieve the pinch point for traffic,
  - Realising the Congleton Link Road scheme to unlock traffic pinch points and growth as a result, and improve connectivity to Crewe and the surrounding South Cheshire region,
  - Delivering Crewe Rail Exchange: Phase 1, creating a new entrance to the station and accompanying car park, drop off space and public transport links,
  - Investing the Local Sustainable Transport Fund monies to fund new bus services, improvements to walking and cycling routes and new signage to link the station to the town centre,
  - Delivering a seamless and rapid link between Crewe Station and the heart of Crewe including its town centre, Coppenhall and other major sites as part of the wider delivery of the HS2 agenda,
  - Working with the Highways Agency and partners to improve the M6 junction and its accessibility and realise the implementation of a managed motorway project between M6 J16 and J19,
  - Realising enhancements to the Northern relief routes including A530 straightening, expansion to the Sydney Road Bridge and creating clear space within the town centre,
  - Maximising opportunities through investment of the emerging proposals for Community Infrastructure Levy funds.
- Ensuring Crewe has a robust and nationally-competitive Superfast Broadband infrastructure that effectively supports large-scale home-working, raises productivity levels within the local economy, helps to address local congestion issues as well as supporting mainstream service delivery improvements,
- Promoting Crewe to economic activities that are seeking locations with excellent national road and rail and international air and sea connections,
- Supporting further rail electrification to further improve services as well as reducing carbon emissions,
- Facilitating the development and use of rail-freight by Crewe-based businesses,

### **STRATEGIC AIM 3: All Change for Crewe's physical development**

We aim to:

- Deliver a vibrant and competitive town centre,
- Develop the Basford sites as regionally significant investment locations,
- Ensure the development of accompanying short to medium term employment sites to compliment the strategic sites at Basford, Leighton and Radnor Park,
- Support significant population growth and enhancement of the area's housing offer through fully integrated urban extensions that are well served through public transport and mainstream service provision.

Unlike other parts of Cheshire East and surrounding areas, Crewe has a significant amount of land that is not only available for employment, residential and leisure development, but has areas specifically identified with planning consent in place to take schemes forward.

Because of this and its excellent strategic transport links, the town has significant potential to cater sustainably for high levels of housing and employment-use related development. Indeed, there are already significant levels of developer interest in progressing new housing schemes in Crewe.

Attracting and retaining productive enterprises in Crewe relies in part on the quality of the business parks and premises that the town is able to offer. Ensuring an adequate supply of quality employment land is, therefore, a very important requirement of the strategic vision for Crewe. Crewe has some significant areas of brownfield or underused land that could provide locations for new, sustainable development of housing, community facilities and employment land. In some cases the private sector will be able to undertake such development alone, but in other cases partnership with the public sector may be needed to ensure the maximisation of benefits for Crewe and its residents.

Managing the expected growth of housing demand in Crewe – together with provision for the facilities and infrastructure that a growing population requires – will depend on the effective co-ordination of housing development in the town, as well as the provision of effective links to transport nodes and employment opportunities. It is also crucial that future housing development leads to the augmentation of the effective supply of community infrastructure (ideally incorporating some community-led and managed service provision) in Crewe, and does not result in added pressure on existing facilities and amenities as we seek to significantly increase the population of the town. Moreover, it is essential that the town is able to offer a full range of choice of living places capable of attracting workers in the knowledge industries upon which Crewe will increasingly depend.

Some areas of other development land on the periphery of Crewe have also been identified as being appropriate for realising the need for expansion and growth within Crewe. In some cases the bringing forward of these opportunities is likely to be dependent on significant upgrades to access and other local infrastructure such as utilities. Achieving these opportunities may require the case to be made for external funding support.

## OPERATIONAL AIMS

We will unlock the key development opportunities in Crewe by:

- Facilitating the successful redevelopment of a high quality retail and leisure offer in the town centre through an aligned development model that allows for a flexible and retailer led regeneration of the town centre to refresh the heart of Crewe,
- Enabling the co-ordinated release of development land for housing to meet the existing and future needs for growth, whilst ensuring that these developments are well connected by public and private transport to the wider strategic transport network, community facilities and employment areas. These developments will need to provide a full range of facilities and amenities required by their residents, or be capable of making adequate contributions to the funding of off-site facilities where this is more appropriate and ultimately be linked to the heart of Crewe to ensure the expansion of the town in a co-ordinated and structured way rather than by piecemeal unsustainable development,
- Delivering the substantial employment and investment opportunities that stand to be gained from the successful development of the Strategic Regional Site at Basford as a location for large scale and high value business investment from international and national occupiers, including a real focus on science-related business activity, automotive developments and major businesses,
- Working with key partners to release land in the short term for existing business expansion and freehold development to allow existing businesses and occupiers within Crewe to grow,
- Maximising the Councils use of its statutory powers to facilitate growth including putting in place supportive planning frameworks (LDO's, Local Plan allocations and similar), reducing regulatory burdens and looking at creative use of income such as business rates and similar to create attractive environments for investment and development.

#### **STRATEGIC AIM 4: All Change for Crewe's liveability, local transport and aspiration**

We aim to:

- Tackle deprivation in the round
- Improve mainstream Public Services across the board in Crewe
- Raise local aspiration levels
- Connect areas of opportunity with areas of need by developing effective local public transport networks.

Successful neighbourhoods need more than just the right housing – they need safe and attractive public spaces including parks and green spaces, local shops and leisure amenities, access to jobs and improved transport opportunities. They also need high quality and efficient services which are accessible to all.

Crewe as a whole performs reasonably well on key economic, social and environmental performance indicators. However, this picture masks severe and entrenched pockets of deprivation, most notably in the West End of the town. Within this area, quality of life and life choices are limited by poor health, low skills attainment, high worklessness, and low environmental quality.

The physical environment also poses particular challenges here in terms of poor condition housing and neglected and/or under-used buildings and poorly maintained open space. In addition, the legacy of dependence on a few major employers – for social infrastructure, as well as employment – has left a gap which the third and public sectors are struggling to fill. Without focused and sustained action to regenerate these areas and communities, there is a real risk that they will be excluded from future redevelopment plans and unable to contribute to and benefit from economic growth, requiring increased support services.

There is specific concern around some of Crewe's schools where educational attainment is below the national average. This contributes to an unacceptably high level of NEETs within deprived areas. Lacking the skills to enter the labour market will have real implications for the future prospects of young people in the town and prevent them from making a full contribution to its economy.

Improved access to employment support and training courses needs to be achieved through specifically targeted programmes. However, good physical access with effective public transport links will also be important. For any town to function well there needs to be good internal movement of both people and goods. Crewe's current internal transport system is constrained by the need to bridge the rail lines that dissect the town and a reliance on cars. As car ownership and use has grown so has internal congestion making the town less attractive and raising costs and pollutants. The low carbon agenda and limited resources means building new links or widening existing routes and bridges is unlikely to be feasible.

It is becoming more widely accepted that access to green-space and green infrastructure positively contributes to quality of life. Whilst Crewe is located near to open countryside, there is a lack of green-space within the town. An improved offer will improve the town's overall attractiveness to local residents, visitors and potential investors.

## OPERATIONAL AIMS

We will secure liveability excellence across Crewe by:

- Addressing the physical challenges in Crewe's West End and other deprived areas of the town through a specific focus on housing, local retail and the provision of higher quality green open space. Co-ordinated schemes for rejuvenating the area will be established in collaboration with private developers, businesses, Registered Social Landlords (RSLs) and local communities to provide a residential offer which meets the needs of existing and potential residents, developing Crewe into a residential location of choice.
- Improving opportunities for Crewe's children and young people through a specific focus on improving schools and addressing the challenge of local young people not in education, employment or training (NEET), particularly through the delivery of a cutting edge and aspirational UTC within the heart of Crewe which will offer a new model for learning and employment.
- Working with key voluntary and third sector partners such as ANTS at Queens Park to build on Crewe's strong sense of community and look at new models for promoting community engagement, involvement and leadership.
- Ensuring quality public transport links and addressing congestion between areas of opportunity and need to ensure that people in deprived areas can capitalise on the employment opportunities generated through increased economic growth. The biggest gains are likely to be achieved through a progressive approach embracing the smarter travel agenda, and looking at the opportunities High Speed Rail will create to investigate the feasibility of using new technology and considering radical traffic management measures to address congestion issues.

### **STRATEGIC AIM 5: All Change for Crewe's image, perception and leadership**

We aim to:

- Change outdated and negative perceptions of Crewe
- Significantly strengthen Crewe's leadership offer across all sectors (public, private and third).

Effective leadership, a strong image, as well as positive and modern perceptions are vital ingredients for long-term and sustainable economic success in Crewe. This cuts across all aspects of economic development activity, be this stimulated by the private, public, or community and voluntary sectors. Evidence suggests that in successful places, just as in successful businesses, there is a capable and committed leadership resource spanning all sectors. Furthermore, it is this leadership resource that will be tasked with establishing a robust and common sense of purpose amongst key stakeholders so that together, All Change for Crewe can be delivered effectively.

To that end the original All Change for Crewe vision established the creation of the "All Change for Crewe" brand, promoting use of the term and accompanying logo to act as a catch all banner for Crewe related regeneration and development to unify the approach.

The delivery of the High Growth City concept is a realisation of the All Change for Crewe vision and will look to continue the use of this brand and imagery to promote Crewe as a major place to do business, to live and invest.

### **OPERATIONAL AIMS**

We will enhance the image, perception and leadership offer across Crewe by:

- Working with partners across the public and private sector to continue the adoption of "All Change for Crewe" and the accompanying branding as the unifying mark of investment and regeneration within Crewe and the surrounding area to continue to promote the unique and exciting opportunities Crewe can offer,
- Devoting greater attention and energy to acquiring, developing and retaining premium leadership as a priority for the area,
- Supporting Crewe's leaders in intelligently looking forward, and consider how governance arrangements may need to change to better reflect and facilitate new types of leadership and new ways of working. This includes working with the All Change for Crewe Partnership Board to look at new and innovative delivery and resourcing models to support the development and growth of Crewe,

# KEY COMMITMENTS



**As a culmination of the evidence base, the Strategic Aims and the Operational Aims the Council and its partners are committed to releasing the massive potential within Crewe, and delivering the vision for Crewe: High Growth City by making 5 key commitments to the future of Crewe;**

**A World Class Automotive and Rail Hub –**

Working in partnership with Bentley Motors and other key players in the sector to create an Automotive Research, Development and Supply Hub in Crewe and accompanying rail centre of excellence, supported by a bespoke Growth Accelerator programme and strategic logistics centre, to capitalise on the £800 million investment announced by Bentley Motors in July, as well as Crewe's prestigious industrial heritage and skills base. Whilst the automotive hub will be based in a single location with good access to infrastructure and linkages to the wider area it is anticipated that the resulting development will kickstart a wider investment and uptake of automotive related investment in Crewe. Alongside this the Council will take the opportunity to work with existing and emerging businesses such as the Virgin Trains Academy, OSL Rail, Unipart and Atkins Rail to capitalise on Crewe's strong rail heritage and skills base to promote Crewe's role as a world class centre for rail technology and engineering. The Council will take an active role in looking to reduce statutory and financial burdens on businesses, recycle investment to further promote the sector and work with partners to create a supportive structure for investment in the automotive and rail sectors within Crewe and particularly in founding and developing the automotive hub. This will be linked to the wider agenda within the Governments Automotive Investment Office (AIO) and its role in facilitating growth within the sector and particularly this area, where the Council and partners will work directly with BIS, UKTI, AIO and others to co-ordinate investment, strategy and delivery on a sub regional and national scale within Crewe.

**A UK Centre of Excellence for Employer Led Skills –**

Developing Crewe as a national centre of excellence for engineering and manufacturing skills by working with industry leaders like Bentley Motors to build a genuinely employer-led approach. This includes delivery of Crewe's University Technical College, apprentice and workplace learning programmes to create a "work ready" local workforce. This will link to the wider programme of transformation in Crewe, where skills training will be aligned to the emerging needs of the market and

create the right opportunities to attract major new investment. This will be delivered by working closely with the existing education networks, the various stakeholders who are leading and delivering Governments skills agenda and primarily by the private sector employers within the Crewe area who will be given the direct opportunity to shape and develop the approach to education and learning in Crewe to create a cutting edge approach to skills and work readiness.

**A Market Leader in Renewable Energy –**

Realising the potential of the UK's first Deep Geothermal Energy Centre, including developing cutting edge research and development facilities, in order to position Crewe at the forefront of the global renewable energy agenda, securing new inward investment and growth. This renewable agenda will link directly to investment and development sites, with assistance and facilitation for renewable energy projects that support the wider growth in sectors like the automotive industry within Crewe.

**Connecting Crewe –** Delivering a £500 million investment programme to improve our road and rail infrastructure and maximise Crewe's massive connectivity opportunities which will create the right conditions for future growth and development. This will focus on realising the opportunities that HS2 will present for Crewe in creating a new major hub station, along with investing in and developing the wider network (both road and rail) to further enhance Crewe's connectivity and accessibility. This will include key projects such as A500 expressway (including dualling), M6 Junction 16 restructuring, Crewe Northern Growth Corridor, A530 improvements, M6 widening, Crewe Green Link Road South and the Basford Spine Road developments.

**Achievable and Sustainable Growth –** Creating the right mix of sites to drive employment and balanced housing growth in Crewe, ensuring we deliver the right types of development opportunities in the right places to support sustainable growth going forward. This will be delivered by working in partnership with communities, businesses and key stakeholders in Crewe to shape a viable and deliverable Local Plan, plans for investment and growth and by taking a proactive approach to inward investment.

These key projects cut across and address all of the Strategic and Operational Aims set out in this report, build on the actions outlined and set a priority list of areas to be addressed and ways in which the Council will take them forward within Crewe.

# ANNEXES

## CREWE'S SOCIO-ECONOMIC CONTEXT

Cheshire East Borough Council (The Council) is a unitary authority in the former County Council area of Cheshire. The Council was established on 1<sup>st</sup> April 2009 as part of structural changes to local government in England. The Council is formed of an amalgamation of the boroughs of Macclesfield, Congleton and Crewe and Nantwich.

The Office of National Statistics' (ONS) mid-2011 Population Estimates indicate that Crewe is the largest town in Cheshire East, with a population of 72,900. The vast majority of residents (47,600) are of working age (16-64). 14,300 are aged 15 or under; 11,000 are aged 65 or above.

In the town of Crewe, average household income is relatively low, as are qualification levels, and the town's unemployment rate is relatively high (see below). There are several neighbourhoods with very high unemployment rates, and several that suffer from significant deprivation.

CACI's Paycheck data for 2010 estimates Cheshire East's average (mean) income per household at £39,900 (13% above the Great Britain average of £35,300). However, Crewe has the lowest average income of any of the Borough's 24 main towns and settlements, at £32,000 (8.8% below the average for Great Britain). At ward level, mean household income is lowest (£23,200) in Crewe Central and also falls below £30,000 in five other Crewe wards (East, North, St Barnabas, South and West). Only one other Council ward (in Macclesfield) has a mean household income below £30,000.

Lower Layer Super Output Areas (LSOAs) are geographical areas developed by ONS for statistical purposes. LSOAs consist of former (pre-2009) wards or smaller (sub-ward) areas and originally had similar-sized populations (averaging about 1,500 at the time of their creation in 2004). Indices of Deprivation data indicate that, of the sixteen Cheshire East LSOAs that rank among the England's worst 20% for overall (IMD) deprivation, eleven are in Crewe. Five LSOAs, all of them in Crewe, rank among England's most deprived 10%, though none of these are in the top (most deprived) 5% nationally. Of the 47 LSOAs in Crewe, ten rank among England's worst 20% for employment deprivation (one of which is in among the worst 5%). 17 Crewe LSOAs are among England's worst 20% for education, skills and training deprivation – including one that is among the worst 0.5% nationally – whilst nine are in England's "top" (worst) 20% of LSOAs for crime.

ONS data also show that, in Crewe as a whole, 2,043 people were claiming Jobseeker's Allowance as of March 2013, which equates to 4.3% of the working-age (16-64) population. This is above the average for the UK (3.9%) and well above the Cheshire East figure (2.5%), but slightly lower than the North West's claimant unemployment rate (4.4%). However, in thirteen of the town's 47 LSOAs, the rate is 6% or more and in two of these LSOAs, it reaches 10%.

2011 Census data indicate that, of the nine wards that lie partly or entirely within Crewe, there are five (Central, East, North, St Barnabas and West) where 27% or more of those aged 16+ lack any qualifications. In this sense, these five wards fare worse than the North West (25%) and England & Wales (23%) and in one of them, St Barnabas, the proportion exceeds 35%. Conversely, the proportion of residents aged 16+ who have a qualification at or above Level 4 (first degree level) is 15% or less in four of these wards, which is well below the North West average of 24%.

The Cheshire, Halton & Warrington Econometric Model's (CHWEM's) latest forecasts (produced in 2012) predict that the former Crewe & Nantwich District's economic output, measured as Gross Value Added (GVA) will grow by an average of 2.1% per annum during 2009-25, which is below the rates expected for Cheshire East as a whole (2.7% per annum), the North West (2.5%) and the UK (2.6%). In addition, CHWEM forecasts suggest that employment in Crewe & Nantwich will contract by an annual average of 0.4% per annum between 2009 and 2025, which again compares unfavourably to the outlook for Cheshire East (0.1% fall per annum), the region (0.1% growth) and the UK (0.4% growth).

*Analysis of the 2011 Cheshire and Warrington Business Needs Survey found that 15% of Crewe businesses identified traffic congestion as a disadvantage of their local authority area, in contrast to 6% for other Cheshire and Warrington firms. The survey also found that Crewe firms were less likely to cite access to transport links as being an advantage of their location (50% did), than businesses elsewhere in Cheshire and Warrington (61%).*

Looking more widely the National Government identifies the critical need for growth to stimulate the UK economy, and the key role infrastructure plays in facilitating development. Particularly, in the Written Ministerial Statement: Planning for Growth (23 March 2011), the then Minister for Decentralisation and Local Growth, Greg Clark outlined that “*Local planning authorities should support enterprise and facilitate housing, economic and other forms of sustainable development*”.

The Council has actively promoted and looked to deliver the Governments “agenda for growth” by looking to identify and bring forward key strategic sites across the local authority area in order to expedite growth and development. This report sets out one key strand in the approach to how the Council and its partners will deliver this growth agenda within Crewe.

More widely, despite being a key economic driver in Cheshire East, significant challenges for Crewe remain around:

- a relatively low skilled workforce which impacts negatively on the overall earnings of the town’s workforce
- pockets of high unemployment in particular areas of the town
- the size of the business base and the extent to which Crewe’s businesses are knowledge-based and technology focused, which generally impacts negatively on the amount of wealth that they are able to generate for the local economy.

Looking towards the future, the productivity gap between Crewe and the rest of the UK is projected to rise if targeted action is not taken. In the absence of All Change for Crewe, GVA per job is projected to fall further to 89% of the UK level (compared to 90% regionally) by 2020, whilst employment growth will be sluggish at best. Sectors such as computing and other business services are likely to see growth in terms of both jobs and GVA, whilst at the same time; there will be further contractions in the heavy industries and agriculture.

Although Crewe is an important business location in Cheshire East and crucially has significant capacity for growth in the future given its sizeable bank of land that is potentially suitable for development, the rate of new business formation lags behind that achieved elsewhere. In 2007, there were 54 new business registrations per 10,000 of the working age population in Crewe and Nantwich compared to 70 across wider Cheshire East. In addition, just 13% of firms in Crewe and Nantwich were identified as Knowledge Intensive Businesses (KIBs) compared with 16% across Cheshire East.

Underlying this, Crewe has a significant pent up demand for industrial, retailing and manufacturing space. Between April 2011 and August 2013 the Council received over 100 queries by prospective developers looking for development space of over 3000 square foot (classified as large developments), and over 350 queries from those seeking a wider variety of space. The majority of these queries related to searches for freehold land which could be developed over an 18 month to 2 year window from the date of the query. Where the Council was able to meet those needs and connect the prospective developers with appropriate land owners there were a significant number of these queries that couldn’t be progressed due to a lack of appropriately available employment land for short term development within Crewe.

This points towards a need to improve the attractiveness of Crewe, to develop its core ‘product’ and actively market the locality as a business location of choice for the 21st Century entrepreneur. Recent announcements concerning High Speed Rail, Bentley Motors and future plans for growth in Crewe will help to improve the town’s offer and help to bolster local advanced engineering and related sectors. At the same time the important role played by existing firms in the local economy cannot be forgotten. These major employers and investors who are committed to Crewe will require continued support to ensure they are able to flourish and compete over the longer-term, and there is space available outside the strategic employment sites for the small and medium sized operations to expand on a freehold or similar basis whilst the larger operators orientate themselves to the strategic investment sites at Basford, Leighton and Radnor Park.

Increasingly, global economic success is tied to the science, engineering, and technology (SET) occupations, as the ability to master and wield new technology is the black box of economic growth. However, models for future skills demand are predicting shortages of SET qualified people for areas where demand is driven by expansion – namely advanced engineering subsectors such as automotive manufacturing, a key sector in Crewe and the vision for Crewe as the UK’s High Growth City.

## SKILLS AND EMPLOYMENT

Although employment levels in Crewe are generally positive, jobs are all too often in those occupations which tend to pay low wages, reflecting the low skills profile of Crewe's workforce.

In Britain there are distinct skills shortages and high levels of youth unemployment. Other nations such as China and India are heavily investing in vocational, industrial skills that will translate into economic growth, as higher skill levels equate directly to higher labour productivity and enable countries to adopt new technologies. For the UK, it is a challenge to compete.

British businesses and their employees can benefit from increased trade and new export markets, but only if they have the skills to be globally competitive. Currently, the UK economy is skewed towards services, which accounted for 78% of output in 2012. This is imbalanced compared to other leading and emerging economies, where industrial output is higher. Germany (71%), India (55%), and China (43%) all have less of their economies devoted to services and more to industry, underpinned by advanced engineering. The recession has made the need for high value-added, high-technology, sustainable engineering and manufacturing all the more evident if the UK wants to compete.

Moreover, the UK's gross investment in Research and Development was just 1.8% in 2010 compared with 2.8% in Germany and 3.2% in the US. Accordingly, the US produces 4 times as many engineering graduates than the UK, whilst the India produces eight times as many, and China twenty times. As such, the ability to compete on a global economic stage is increasingly being defined by a nation's ability to produce engineers to drive industrial innovation and drive key economic sectors.

To raise more skilled engineers, a more focused and technically-specified educational offering is needed in this country. Currently, there is a dearth of engineering competencies, reflected in the fact that engineering occupations tend to carry a 15% wage premium in the UK and 19% for STEM skills overall, indicating their rarity and high value-added economic potential. It is therefore vital to provide concerted engineering training as early as possible to deliver the skills the UK needs.

Increasingly, global economic success is tied to the science, engineering, and technology (SET) occupations, as the ability to master and wield new technology is the black box of economic growth. However, models for future skills demand are predicting shortages of SET qualified people for areas where demand is driven by expansion – namely advanced engineering subsectors such as automotive manufacturing, a key sector in Crewe and the vision for Crewe as the UK's High Growth City.

The Royal Academy of Engineering, using sectoral analyses from the UK Commission for Employment and Skills (UKCES), estimated that between 2012-2020 there will be a need for an additional 110,000 SET professionals and 70,000 SET technicians through industrial expansion alone. In that same period, we can estimate that 90,000 SET professionals and 50,000 SET technicians will be lost through retirement. The total forecast employment demand for 2012-2020 is 830,000 SET professionals and 450,000 SET technicians. The majority of these (80%) are in engineering or IT occupations.

The (UKCES) anticipates that manufacturing, electronic and precision engineering are expected to increase by 2.6% and 2.5% respectively per annum, and there needs to be a skilled workforce to meet this demand. The country has little precedent for producing this many engineers, with the aforementioned sectors dropping by -3.5% and -3.9% per annum respectively between 1990-2010. However, it is anticipated that these sectors will suffer further decline in 2010-2020, dropping by -0.6% and -1.9% annually. The top ten manufactured products by value in the UK are all connected with motor vehicles, medicaments, aircraft, or food and drink.

As such, the UK is poorly equipped to generate the engineers it needs to become a global economic powerhouse. Indeed, it may struggle to sustain its current economic performance without more engineers, given that automotive and aerospace manufactured products feature in the top ten most valuable UK products.

To meet the SET skills need for 2012-20, the UK needs to produce over 100,000 STEM graduates per year and circa 60,000 individuals with Level 3+ STEM qualifications. However, research by the

Royal Academy of Engineering indicates that the UK produces only 90,000 STEM graduates per year, many of whom are international students who do not go on to work in the UK and so home-grown UK engineers with strong ties to local industries are required to incubate and retain the necessary skills.

Moreover, the CBI Education and Skills Survey found that the UK sectors that were least confident in being able to access highly-skilled employees in the future were manufacturing and engineering, hi-tech/IT, and science. Among those businesses aiming to recruit staff with STEM skills, nearly half (45%) anticipate difficulties over the next three years. Nearly a third of manufacturing firms report difficulties in acquiring appropriately skilled people. Although apprenticeship schemes are popular and well-applied for, 20% of manufacturers report difficulties in attracting applicants with the right skills.

This is echoed amongst engineering companies local to Cheshire East. Indeed, the biggest problems experienced in recruiting STEM-skilled staff is lack of general workplace experience (42%), perhaps indicating a lack of engagement with businesses or business focus in their education, and weaknesses in core employability skills (39%). 35% percent report a lack of interested applicants and 34% say that the STEM applicants are not of sufficient calibre. 53% of manufacturing employers, 48% of construction, and 50% of engineering/IT/science believe that higher-quality work placements are required to bridge the gap between education and work.

Cheshire East is a chequered region where standards of educational provision, aspiration, and youth employment vary widely. In 2012 there was a higher average proportion of the 16-24 age group with no qualifications in Cheshire East (9.4%) than in Great Britain as a whole (8.5%). Moreover, the percentage of 16-19 years olds with no qualifications was higher in Cheshire East than the national average: 13.8% compared with 11.7%.

Similarly, NOMIS has modelled Cheshire East's 16-24 population as:

- Below the national average in terms of qualification up to NVQ Level 1: 8.4% compared to a national average of 13.4%.
- Fractionally below the national average for NVQ Level 3: 29.2% compared to a national average of 29.5%
- Below the national average for attainment of degrees (NVQ Level 4): 12% compared to a national average of 16%.

Finally, there are a lower proportion of 16-64 year old residents undertaking apprenticeships in Cheshire East (2.5%) compared to the national average (3.7%) and that of Cheshire East's closest neighbours (4.1%).

These trends culminated in the results of the 2011 Cheshire Business Needs Survey, which identified that the chief reason Cheshire East businesses failed to fill vacancies was because there were not sufficient applicants with the desired skills. If such trends continue there will be a particular challenge for the education system – these young people will be ill-equipped to succeed in a labour market where skill requirements are expected to continue to rise. This problem of youth skills is resulting in an ever-widening skills gap in Cheshire East as school leavers mature. From 2007 to 2010 the skills gap, as recorded in the Employee's surveys, had risen from 12.1% to 19.9%. These surveys indicate that, aside from our partner businesses, there is a wider skills problem in the Cheshire East business community that needs to be resolved with a more focused and applied approach to skills provision.

Moreover, many areas of skills deprivation overlap unfavourably with the catchment areas for the identified high-potential industries. Crewe and Nantwich, a primary recruitment zone for advanced engineering and manufacturing industries such as Bentley, has an above average proportion (23%) of Lower Layer Super Output Areas in the region. 8 of the 10 LSAOs in Cheshire East with the highest percentage of adults with no or low qualifications are in Crewe; this correlates with the highest recorded levels of deprivation (see section on deprivation). 7 of these LSAOs fall within the bottom 15% nationally for lack of skills, with 3 in the bottom 10%.

Crewe and Nantwich is also notably below the national average in terms of 16-64s qualified to NVQ Level 4 (degree level) and has the largest number of firms with identified skills gaps in the region at 17.7%. Low skill levels preclude unemployed residents from many job opportunities and limit the contribution that employed residents can make to local industries.

Going forward, it is likely that the town's businesses will increasingly require more highly-skilled and productive workers. Indeed, this will be key if Crewe is to remain competitive in an increasingly globalised and interlinked economy.

In short, not enough of our residents are engaged in high end and well paid occupations such as managerial and senior official positions. This, arguably, reflects the skills profile of residents.

In order to maximise the potential of all our workers, we need to:

Continue to restructure our economy, targeting higher growth and higher value sectors in particular so that our workers have greater access to suitable opportunities to earn more and progress to more senior roles

Improve the performance of our primary and secondary schools so that more of our students are equipped with the skills, aptitudes and qualifications - as well as having the ambition and aspiration - required for long-term success. We must also encourage more of our school-leavers to go to university and to obtain degrees

## MAJOR INFRASTRUCTURE

Congestion is a considerable issue both in Crewe's town centre and outside of the core urban area. The M6 motorway is currently operating over capacity. Some 114,000 vehicles per day use the stretch of the M6 around Crewe despite its original design capacity of 72,000 cars per day. In addition, the A534 and A532 roads which pass through Crewe's town centre suffer from congestion limiting the movements of both cars and buses, and affecting the reliability of local road-based public transport services.

Crewe owes its development as an urban centre to the railways. Crewe was, and to some extent remains, a 'railway town'. Its development as an urban centre in the 19th Century arose solely as a result of the decision to locate an interchange in the then small village for rail links between Liverpool, London, and Birmingham. The railway required workers, and the Grand Junction Railway company built the town to accommodate them. Around this, cloth making, printing, brick-making, and chemicals industries also started to develop and in the mid-1940s Rolls Royce, which had recently acquired Bentley Motors, decided to move its car production from Derby and London to a new purpose-built factory at Crewe. Bentley, in spite of changing ownership since this time on a number of occasions, has remained at Crewe and now employs around 3,500 workers in the town with plans for significant growth.

Through its widely accepted status as 'gateway to the north', Crewe plays a key role in linking the North West region, its workers and communities to the West Midlands, North Wales, Greater South East and beyond. Despite experiencing ongoing restructuring as discussed in greater detail later in this section, the legacy of the area means that Crewe as an economy remains distinct from, and relatively loosely tied into, the wider Cheshire context in which it sits.

Whilst Crewe's rail heritage helped the town to develop and grow over previous centuries and decades, as the nature of industrial processes and manufacturing has shifted, Crewe has had difficulty adapting.

Physically Crewe is intersected by and structured around its rail heritage, with multiple lines and banks of sidings cutting through significant portions of the town and creating distinct physical barriers to movement. These, in turn, have impacted on the nature and ability of Crewe to grow and adapt. For example, whilst suitable for their original purposes in the Victorian and subsequent eras, the scale and number of road crossings / bridges over the rail lines within Crewe are unsuitable for modern usage and volumes of traffic. This helps to create significant congestion and disruption.

At a national level, the key linkages between transport and economic development have been highlighted by the Eddington review (2008). Particularly, this report and the resulting studies and supporting evidence highlight that there are direct economic benefits that arise from firms being in close proximity or having high levels of accessibility.

The proximity and ease of accessibility of other firms, workers and consumers has a direct impact on assisting firms with their business activity and growth. The implication is that business productivity will rise as the access to consumers and resources improves through an enhancement of linkages and accessibility. This can be as simple as consumers being able to reach a business more readily and therefore making more frequent use of services, or as advanced as ease of access allowing a sharing of resources and intelligence more readily between businesses, leading to improvements in innovation and development (economies of agglomeration).

Crewe's physical severing and the resulting limits on accessibility, particularly congestion within the town-centre areas and congestion on the access to key motorway junctions, is therefore directly impacting on the ability of its businesses to benefit from proximity and accessibility. This has a negative impact on productivity and growth.

Whereas in other competing urban economies the highway accessibility and network allows easy access for consumers and suppliers along with improved access for the workforce, in Crewe the limits imposed by the existing infrastructure sever these potential links between businesses, their suppliers, their consumers and their workforce. As a result this impacts not only the potential for future growth and development within Crewe, but also on the existing businesses and operators.

A mix of infrastructure projects, promotion of a modal shift and new traffic management measures are required to improve access and through-flow for residents and workers alike. Linked to this, the increasing prominence of the low-carbon agenda and expanding population and jobs points towards a need to ensure that mobility within and around Crewe is future proofed through a broad range of measures including the promotion of behavioural shifts.

The creation of a HS2 hub in Crewe will allow a quantum shift in the dynamics of the Crewe economy. The current economy is focused on the advanced engineering and manufacturing sectors, with a number of notable successes, not least of which being the recent announcement of over £800m of investment and the creation of over 1,000 new jobs as part of Bentley Motors decision to build their cutting edge SUV car in Crewe.

However a rapid link to London and other major cities, coupled with excellent motorway network connections, evidence of significant latent demand in the economy and attractive land values creates a perfect combination to attract decentralised office markets, regional hub employers and major retailing.

Crewe is the only place within the North West that will truly create the opportunity for decentralisation of the economy outside of London and the South East, creating a place where major employers can easily and rapidly locate office operations, call centres, staff hubs, logistics operations and R&D environments, whilst still having the direct and rapid connectivity to the City of London and their South East headquarters that will be provided by HS2, along with direct connections to both road and rail logistics networks.

Where other locations may offer one or two of these things, Crewe is the only place in the UK that can genuinely offer businesses and investors the perfect combination of affordable land values, significant connectivity and attractive settings to provide a real and viable relocation offer, and the ability to split their working operations across sites, capitalising on the benefits of Crewe whilst still having central offices or marketing sites in London, Manchester and elsewhere.

Indeed, this is one of the reasons why Bentley Motors Ltd, despite maintaining small office locations elsewhere (such as London), choose to keep their key operations in Crewe, including all senior management. It is a perfect working example of the dual centred economy Crewe can and will offer.

## PHYSICAL DEVELOPMENT PROJECTS

### CREWE TOWN CENTRE

Crewe's town centre is at its heart and the town's long-term economic competitiveness and success depends on significantly enhancing and better integrating its offer. The town centre itself is limited in scope, serving primarily local needs shopping and specialist units (such as banking and professional services) where the major retailers are located out of town in the Grand Junction Retail Park development.

Presently, the 'quality of place' of the town centre and of Crewe more widely is poor and needs to be upgraded and modernised to improve residents, visitors and investors' perceptions of the town along with modifying and revising the footplates of units in the town centre to create more flexible and versatile town centre sites for development. Securing a successful town centre through an attractive and ambitious, yet deliverable, scheme will provide a larger and richer source of additional enterprise as well as job and training opportunities for Crewe's residents.

This enhancement of the town centre would need to be complimented by implementing an attractive and efficient transport system – through the potential redevelopment of the bus station and restoration of the efficient functioning and physical appearance of the railway station and its connections to the town centre – will work towards this goal.

### BASFORD DEVELOPMENT SITE

The delivery of the Basford Development Sites is one of the Council's key regeneration and economic growth priorities, a scheme that by virtue of its nature, location and quantum of development will have a transformational impact on Crewe and the surrounding area.

The vision, as identified in "All Change for Crewe: Crewe's Strategic Framework for Economic Growth 2010 - 2030 Final Report 3 - The Action Plan" - extracts is set out below.

*Basford was identified as one of the North West's Strategic Regional Sites soon after the formation of the NWDA in 1999 (continuing until its closure in 2012). The allocation of Basford East and West as major employment sites of regional significance potentially provides a major flagship business park and employment generating scheme for Crewe and East Cheshire. The two sites together provide around 150 hectares of development opportunity for B1, B2 and B8 uses, and therefore present a significant opportunity because of their size and strategic location.*

*The objective at Basford is to create a nationally and regionally important commercial asset including the following elements:*

- *a science-orientated business and innovation park providing start-up and grow-on space for knowledge-driven enterprises*
- *high quality business park accommodation providing the opportunity to attract headquarters and other high order business functions*
- *other high quality business accommodation across the range of B1, B2 and B8 uses*
- *the creation of a regional logistics park asset at Basford West.*

*The strategy for the Basford sites will result in a wide range of benefits, including the following:*

- *the development of a large bank of modern commercial floorspace including offices, industrial units and warehousing*
- *key strategic commercial property asset capable of attracting high quality investment from international and national investors, including:*
- *science and high-knowledge sectors (including identified priority sectors for the sub-region)*
- *plus other high value business sectors*
- *headquarters and other command-and-control functions from any sector.*

*As a result of these developments it is expected that there will be economic benefits manifested in:*

- *achieving the long-held strategic objective of developing a key regional land and property asset at Basford*
- *direct and indirect employment generation*
- *additional economic output (GVA).*

This vision for the development and delivery of the Basford sites has lain at the heart not only of the Council's vision for growth and regeneration within Crewe, but also at the core of the North West Development Agency's (NWDA's) and later its successor, the Cheshire and Warrington Local Enterprise Partnership's (CWLEP's) strategic priority, with the scheme and its supporting infrastructure recognised by Central Government in its 2011 National Infrastructure Plan as essential to realise this vision for growth.

The development of Basford East was included within the draft Crewe Town Strategy as being suitable for mixed-use development, to facilitate the development of the site for employment purposes and the delivery of about 4,000 jobs. The site could also deliver around 1,000 dwellings; a local centre; hotel; GP surgery; petrol filling station and a primary school. The delivery of the site is important to the achievement of the Vision within the draft Town Strategy and within 'All Change for Crewe', as well as central Government's wish to see more sustainable development.

Funding has been secured for the realisation of major infrastructure links to and through both the Basford East and West sites, opening up both locations for direct development, alongside ongoing investment in electricity supply and sewerage connections that are delivering the underlying structure on which the Basford vision will be realised.

With an agreed delivery plan in place, funding on stream and work underway, the development of the Basford sites will realise a massive opportunity for the expansion and growth of Crewe, creating major investment and development areas led by employment and job creation.

## COMMUNITIES AND NEIGHBOURHOODS

As is the case in many successful urban areas, Crewe suffers from pockets of deprivation such as those that lie towards the West End of the town. Communities facing hardship need intensive support so that they are able to contribute to, and benefit from, future economic growth in the town and surrounding economies. This includes the young people of Crewe.

The proportion of 16 to 18 year olds Not in Education, Employment or Training (NEET) in October 2009 stood at 8.8% in Crewe compared to just 5.6% across Cheshire East. Addressing under-performance in some of the area's primary and secondary schools will be a vital first step in reducing the number of NEETs and consequently fourth generation benefit dependants. Poor health, low aspirations, comparatively high levels of crime and a lack of green open space are all aspects to be addressed if communities are to prosper and flourish in Crewe.

Tackling issues around the prevalence of poor quality housing alongside the wider residential environment, amenities, cultural, creative and leisure offer by expanding the range and choice available in deprived areas will help to lift these communities out of poverty. Strengthening the local Third Sector infrastructure and empowering communities across Crewe will also be important.

Generating significant improvements in mainstream public service delivery whilst providing real efficiency savings is never an easy task. It is vital however, that despite the ongoing public sector budget cuts, stakeholders across Crewe strive to deliver an enhanced quality of life offer locally for both Crewe's existing communities but also for future residents and workers.

Existing local neighbourhood engagement activities already underway could be further progressed, bolstered and rolled-out across the town. Exploring the potential to provide further opportunities for community empowerment through community-led, managed, developed or owned assets as well as other means, may play an important role.

## SUPPORTING EVIDENCE

The development of both the original All Change for Crewe Strategy by SQW Consultants and this refresh and revitalisation of that document is based on a significant supporting evidence base which includes the following documents;

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## CHESHIRE EAST COUNCIL

### Cabinet

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<b>Date of Meeting:</b>	17 <sup>th</sup> September 2013
<b>Report of:</b>	Director of Economic Growth and Prosperity and Business Manager - Economic Growth and Prosperity
<b>Subject/Title:</b>	Connecting Cheshire Project Update
<b>Portfolio Holder:</b>	Councillor David Brown, Deputy Leader and Cabinet Member for Sustainable Communities.  Councillor Don Stockton, Cabinet Member for Housing, Planning Economic Development and Regeneration.

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#### 1.0 Report Summary

- 1.1 Our objective is to make Cheshire, Halton and Warrington one of the best connected regions in the country, and to ensure our businesses and citizens have the support and skills to exploit the benefits of faster broadband and digital services. This project is focused on achieving the council's objectives of economic growth and enabling communities – improved connectivity and infrastructure create high growth businesses and result in wide-ranging social benefits, including assistive technology to enable people to remain independent and in their own homes.
- 1.2 This report provides a progress update on the development and delivery of the Cheshire, Halton & Warrington Local Broadband Plan. The Connecting Cheshire Partnership is ahead of schedule to deliver fibre broadband with speeds in excess of 24Mbps to a further 80,000 homes and businesses by the summer of 2015, increasing high speed broadband coverage to 96% of premises. It is estimated full coverage of fibre broadband will generate £1.3 billion of growth to the economy and create 11,000 jobs by 2025.
- 1.3 Following the appointment of BT as the telecommunications partner in April 2013, the project has completed its mobilisation phase and has commenced a period of detailed work with Openreach, BT's local network division, beginning the process of engineers surveying locations so to inform the deployment plan.
- 1.4 The survey work will be completed in December, with announcement of which localities will be included in the first phase of the roll-out at a similar time. Further rollout announcements per phase will be made on a quarterly basis thereafter, with the fibre build being completed by April 2015. BT anticipate the first of five deployment phases to commence in late 2013.
- 1.5 Connecting Cheshire is one of the country's most ambitious broadband programmes with a rapid deployment schedule. Running in parallel with the

fibre deployment will be a programme of demand stimulation, business support and digital inclusion. This will be focused on ensuring a fast take-up of faster broadband, and providing support to help as many people and businesses as possible to exploit the benefits of being online.

- 1.6 Peninsula Enterprise (working with Groundwork Cheshire) have been selected as a partner to deliver a tailored programme of business support for eligible Small and Medium sized Enterprises (SMEs) to help them exploit the benefits of faster broadband and digital technology. The £1.5m contract will provide a minimum of 12 hours active consultancy or support to 900 businesses over a two year period (which is above our contracted amount with ERDF of 830). The programme is expected to create 478 new jobs and enable 415 businesses to improve their performance (GVA). Service delivery to SMEs is expected to commence early September.
- 1.7 The Chief Secretary to the Treasury announced on 27 June 2013 that the Government will provide a further £250 million of funding to support increased coverage of superfast broadband to 95% of UK premises by 2017 (£150 million in 2015-2016 and £100 million in 2016-2017). This funding will need to be matched by local bodies to create a potential public funding pot of £500 million. Government will also be engaging with suppliers to identify potential solutions towards reaching 99% coverage by 2018.
- 1.8 The Council and the wider Connecting Cheshire Partnership is committed to extending the coverage of high speed fibre broadband to the final 4% of premises and is working with government to secure further funding from sourcing including Rural Community Broadband Fund (RCBF), Broadband Delivery UK (BDUK), and European Structural and Investment Fund (ESI).

## **2.0 Recommendation**

- 2.1 To receive the project update and endorse the appointment of Peninsula Enterprise to deliver the Connecting Cheshire Superfast Business Support Programme.

## **3.0 Reasons for Recommendation**

- 3.1 Detailed in report

## **4.0 Wards Affected**

- 4.1 All

## **5.0 Local Ward Members**

- 5.1 All

## 6.0 Policy Implications

6.1 The case for investment into Superfast Broadband for Cheshire East has been established in the following key policy documents:

- Cheshire East Three Year Plan 2013 - 16
- Cheshire East Sustainable Community Strategy: Ambition for All (2010)
- Cheshire East Economic Development Strategy (2011)
- Cheshire East ICT Strategy 2013 -16
- Cheshire All change for Crewe (2011)
- Cheshire and Warrington Local Enterprise Partnership Business Plan (2012).
- Cheshire and Warrington Local Enterprise Partnership Strategic Economic Plan (*forthcoming*)

## 7.0 Financial Implications

7.1 The Connecting Cheshire – Superfast Broadband project comprises three distinct elements; Capital Infrastructure, the Business Support Programme and the Programme Office Costs. Given the Infrastructure contract and the Business Support contract have been agreed, and the staffing arrangement for the project team finalised, the financial position is confirmed.

7.2 The total cost of the project is £31.26m with Cheshire East Council contributing £1.13m. The tables below show the gross cost of each element of the project, the phasing over financial years and the funding streams additional to Cheshire East Council.

Project Element	2013/14 (£'000)	2014/15 (£'000)	2015/16 (£'000)	TOTAL (£'000)
Infrastructure	5,088	22,140	1,260	28,488
Business Support	563	750	187	1,500
Programme Office	234	618	420	1,272
TOTAL	5,885	23,508	1,867	31,260

Funding Stream	2013/14 (£'000)	2014/15 (£'000)	2015/16 (£'000)	TOTAL (£'000)
ERDF	2,943	11,754	303	15,000
BDUK	748	3,252	0	4,000
Cheshire East B.C.	245	700	180	1,125
Cheshire West & Chester B.C	303	882	221	1,406
Halton B.C.	35	109	26	170
Warrington Council	120	324	91	535
BT (Supplier)	1,491	6,487	1,046	9,024
TOTAL	5,885	23,508	1,867	31,260

7.3 Future funding opportunities will be investigated to extend the coverage of superfast fast broadband in line with government and European targets.

## **8.0 Legal Implications (Authorised by the Borough Solicitor)**

- 8.1 Section 2 of the Local Government Act 2000 gives Local Authorities power to take steps which they consider are likely to promote the economic, social or environmental well being of their area - or its inhabitants. However, no action can be taken which would contravene any specific statutory prohibition, restriction or limitation. Regard must also be had to the Community Strategy. The actions proposed in this report fall within this power.
- 8.2 The Connecting Cheshire Partnership has received significant legal assistance in order to arrive at a mutually beneficial contractual arrangement with project partners, taking into account the grant funding criteria set by BDUK and particularly ERDF regarding challenging timescales to complete the project by spring 2015.

## **9.0 Risk Management**

- 9.1 A detailed risk position was included in the Connecting Cheshire update paper to Cabinet on 7<sup>th</sup> May. By exception below are the high level risks and the mitigation activities in place to reduce risk. Risk is regularly reviewed through the project's governance model including Executive Management Board (EMB). A full risk log is available on request.
- 9.2 An overarching risk within the project is failure to meet the ERDF audit requirements resulting in claw-back of grant. To mitigate this risk dedicated resources have been recruited into the project team to manage data and information. A Quality Management System (QMS) will be used to ensure compliance, and relationships with other ERDF funded projects are also being used to ensure experiences and knowledge are shared to avoid common mistakes.
- 9.3 A key risk concerning the infrastructure workstream is that it fails to meet the outputs, timescales and deadlines agreed with the principal funder (ERDF). To reduce this risk BT has agreed an accelerated deployment plan with the objective to overachieve against agreed targets. This will reduce risk, maintain confidence with project's funders and offer fibre broadband services earlier than planned.
- 9.4 There is a similar risk regarding the underachievement of the ERDF outputs within the required timescales for the business support aspect of the project. Several risk management actions have been put in place, including rapid mobilisation of project resources, the transfer of risk to the business support provider (through contractual obligations), and agreeing a delivery schedule that exceeds the requirements of the ERDF grant funding agreement.

## 10.0 Background

### *Project Delivery and Infrastructure:*

- 10.1 The Councils across Cheshire East, Cheshire West & Chester, Halton and Warrington have formed the Connecting Cheshire Partnership tasked with the delivery of faster broadband speeds for our businesses and indirectly our residents by 2015. The project is a real opportunity to give the sub-region a much needed economic and social boost; a study conducted in 2012 estimates full coverage of fibre broadband will generate £1.3 billion of growth to the economy and create 11,000 jobs by 2025.
- 10.2 The Connecting Cheshire project will replace long copper cables with state-of-the-art fibre optics, which will increase broadband speeds significantly. When considering the existing commercial rollout of fibre broadband regionally, availability of fibre services will increase from 80% (as it is today) to over 96%. Homes and businesses in the final 4% are often remote, technically difficult to service, and have very long copper line lengths. With technology advancements and the identification of further funding, there is a desire to increase the coverage of fibre broadband to homes and businesses in the final 4%, making Cheshire one of the best connected regions in the country.
- 10.3 Project mobilisation was completed in June and the technical survey and design phase has commenced. This implementation planning will ensure the project can deliver both an efficient and speedy deployment, whilst benefitting from opportunities to optimise the network and remove some of the anomalies inherited over decades whereby premises are not always served by their nearest exchange or cabinets.
- 10.4 To assist with the implementation planning, cross-cutting working groups within each partner Local Authority have been established, involving Planning and Highways departments along with the Connecting Cheshire Deployment Team. Clear communication lines are being developed through these groups to ensure that rollout plans are informed by local intelligence. Beyond these operational working groups, a Strategic Board and a Business Steering Group is being established to help inform the strategic decision making across the project.
- 10.5 Announcements of the initial deployment phase will be made once the survey and design phase is complete in December. The first phase will achieve, and if at all possible exceed, the introduction of fibre service to 76 cabinets, which will mean an additional 15,257 premises can take up a superfast broadband service by the end of March 2014.
- 10.6 The fibre deployment will be delivered in five phases with completion due by April 2015, followed by an infill programme (3,508 premises) to offer a minimum of 2Mbps broadband speed to those premises where a fibre solution is not currently possible.

- 10.7 As the Infrastructure and Business Support Contracts have been agreed it can be confirmed the total project cost is £31.26m. Public sector contributions to the project are £22.40m which is made up of £3.24m Local Authority, £4m BDUK, and £15m ERDF. BT is providing £9.02m match to the total sum.
- 10.8 The Chief Secretary to the Treasury announced on 27 June 2013 that the Government will provide a further £250m of funding to support increased coverage of superfast broadband to 95% of UK premises by 2017 (£150m in 2015-2016 and £100m in 2016-2017). This funding will need to be matched by local bodies to create a potential public funding pot of £0.5bn. Government will also be engaging with suppliers to identify potential solutions towards reaching 99% coverage by 2018.
- 10.9 Connecting Cheshire will actively explore the potential to secure further funding that may be available to enable the project to deploy additional fibre within the existing project partnership structure. To this end there is strong strategic engagement with the Cheshire and Warrington Local Enterprise Partnership to promote digital connectivity and services in the strategic economic plan.

***Demand Stimulation and Digital Inclusion:***

- 10.10 New branding for Connecting Cheshire was introduced in August to provide a more impactful, consistent and flexible design format. Connecting Cheshire will be the umbrella brand covering all aspects of the project including the demand stimulation and business support programmes.
- 10.11 The project will deliver a demand stimulation and digital inclusion workstream that will build on our successful demand registration campaign that has received over 9,000 registrations to date. The principal objective of this work will be to ensure a fast take-up of fibre broadband and to ensure those currently off-line or low users of the internet can gain the digital literacy skills and confidence to exploit the technology more effectively.
- 10.12 Once the infrastructure deployment is underway, the key objective with communities and stakeholders will be to ensure they are proactively engaged in the process via 3 phases that will form a repeatable cycle of local engagement during the life of the project:
- **Prepare:** once timescales are announced, the project will raise awareness with communities of the fibre roll-out locally. This will include the likely timescales, local impacts such as new cabinets and civil engineering or road closures, switch-on date, benefits of fibre, demand stimulation and how to switch to fibre (including links to ISPs), and the recruitment of volunteer Digital Champions.
  - **Launch:** the project will build on the above measures by increasing local awareness of the switch-on date and communicating with local PR and media.

- **Exploit:** the benefits of digital inclusion and availability of digital literacy resources will be promoted by the project and partners, such as the Library service, Life Long Learning and the voluntary sector. Local businesses will be encouraged to enrol in the support programme.
- 10.13 The Connecting Cheshire website ([www.connectingcheshire.org.uk](http://www.connectingcheshire.org.uk)) will be used as the primary information resource into the project. A revised website for the project is in development with BT and is expected to be live late September; this will include the project background, deployment information/where and when, a post-code checker, FAQs plus generic information, advice and case studies on the benefits of fibre broadband. There will also be dedicated sections on business benefits and links into the Business Support Programme, the project's Digital Inclusion and Digital Literacy provision and resources for the Digital Champion network.
- 10.14 Whilst delivering the social, environmental and educational benefits resulting from faster broadband, the project will also support the wider 'digital by default' agenda underpinning the future provision of public services.
- 10.15 Digital Champions will provide a community learning network to deliver individual support and assistance, which will build on and complement a wide range of digital literacy support already available locally and nationally. At present there are around 100,000 people off-line across Cheshire, the majority of whom are elderly, disabled or on a low income. Assisting the 'off-line' population to gain the skills and confidence to use the internet and communicate digitally will ensure there is a reduction in digital exclusion both in terms of broadband speeds and skills.

***Business Support Programme:***

- 10.16 The procurement process for the Business Support Programme provider commenced 22<sup>nd</sup> March with the release of the Pre-Qualification Questionnaire. Five of the eleven PQQ responses submitted were invited to tender for the contract on 13<sup>th</sup> May. During tender evaluation four of the tenderers were invited through to interview, which upon completion resulted in Peninsula Enterprise (a business unit of Serco), with Groundwork Cheshire as a named sub-contractor, being selected as the preferred bidder on 1<sup>st</sup> July. Following a period of due diligence the final contract award was given on 7<sup>th</sup> August. The £1.5m contract will ensure 900 business are provided with a minimum of 12 hours support, which is 70 more businesses above the project's target
- 10.17 The Superfast Business Support Programme will focus on business efficiency, innovation and transformation through digital technologies. The services provided will consist of: an enquiry service and website; introductory events programme; a tailored diagnostic and action plan for SMEs; specialist ICT expertise; links to other relevant business support; and further follow up activities. The Superfast Business website has been developed to provide a comprehensive knowledge hub and supporting resources, including registration onto the programme ([www.ccbusiness.co.uk](http://www.ccbusiness.co.uk)).

- 10.18 Highly specialised advice will be provided by a pool of approximately 40 expert advisers, based within the local area where possible, who will be able to advise on niche and growing subject areas, and also broker additional support outside of the programme. The local advisers themselves are expected to experience growth and knowledge transfer from their involvement in the programme, which will be captured and monitored as part of broader impact reporting.
- 10.19 Peninsula Enterprise has begun their mobilisation phase. Delivery of the programme will commence early September with the first 25 SMEs completing the 12 hours support package by the end of October.
- 10.20 As a result of the business support programme, it is expected a minimum of 478 gross new jobs will be created and 416 of the SMEs will experience business growth by the end of 2015, leading to an impact of £19.5m increase in GVA by the end of 2017. During this period reporting on additional outputs as a result of the programme, such as the number of jobs safeguarded, apprenticeships created and the growth of local providers involved in the programme will also take place.
- 10.21 Further background information can be found in the Connecting Cheshire update report provided to cabinet on 7th May 2013.

## **11.0 Access to Information**

- 11.1 Background papers relating to this report can be inspected by contacting the report writer:

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## CHESHIRE EAST COUNCIL

### Cabinet

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**Date of Meeting:** 17<sup>th</sup> September 2013  
**Report of:** Lorraine Butcher, Executive Director of Strategic Commissioning  
**Subject/Title:** Integrated Care and Support – Achieving Better Outcomes for Residents  
**Portfolio Holder:** Councillor Janet Clowes, Health & Adult Care Services

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#### 1 Report Summary

- 1.1 This report seeks to update Cabinet on work underway to address the opportunities presented by the Health and Social Care Act 2012 which has given Local Authorities and reformed NHS organisations leverage to improve outcomes for those individuals who use health and social care services through a better deployment of resources.
- 1.2 The legislation enables local organisations to improve their collaborative work across the health and social care arena through a more focussed approach to commissioning critically with local practitioners, specifically General Practitioners, who now have a strengthened role at a local level in determining the deployment of health resources.
- 1.3 It is acknowledged nationally that organisations need to take urgent and sustained action to make integrated care and support happen. Recent headline cases (such as Mid-Staffordshire Hospital and Winterbourne View) have demonstrated a failure of care, and a failure to connect care arrangements and intelligence across a range of health and care agencies. Clearly despite a lot of good and hard work, too many people continue to be let down by the failure to 'connect care' better across the range of agencies to better meet the needs of the individual.
- 1.4 Locally as well as nationally demand upon health and care services is expected to grow and it is widely acknowledged that current arrangements for providing services, which are often fragmented, is unsustainable in the current climate.
- 1.5 This report outlines steps being taken locally to make future health and social care arrangements both safe and sustainable into the longer term.

## **2 Recommendations**

- 2.1 To note the work underway locally working collaboratively with partners including, CWAC, 4 Clinical Commissioning Groups, the Acute Trusts and NHS England and specifically the effort to become a Pioneer Site for integration across Cheshire.
- 2.2 To support the ongoing work of the Caring Together Programme to redesign models of care and give delegated authority to the Executive Director for Strategic Commissioning to jointly commission health and social care services that secure improved outcomes for residents, returning to Cabinet as appropriate when Key Decisions are required.
- 2.3 To endorse the ongoing work with the South and Vale Royal Partnership Board and again give delegated authority to the Executive Director Strategic Commissioning to jointly commission health and social care services that secure improved outcomes for residents, returning to Cabinet as appropriate when Key Decisions are required.
- 2.4 To support the development of Member Development sessions to more fully understand the reshaping of the health and social care landscape within the sub-region.
- 2.5 To note the financial strain associated with the current arrangements for providing health and social care services, the efforts being taken to reshape services to be safe and sustainable into the longer term, and the shifts in resourcing announced in the recent Spending Round to support integration in 2014/15.
- 2.6 To give delegated authority to the Executive Director, Strategic Commissioning, in consultation with the Lead Member for Adults and Health, to consider additional investments in temporary capacity to secure key work streams, funded from the Cost of Investment Budget as appropriate.

## **3 Reasons for Recommendations**

- 3.1 In July NHS England set out a 'call for action' to staff, public and politicians to have an open and honest debate about the future shape of the NHS in order to meet rising demand, and meet the expectations of its patients. This is set against a backdrop of 'flat funding' which, if services continue to be delivered in the same way as currently, will result in an unsustainable funding gap from 2014 onwards.

3.2 This position is matched by continued pressures on funding arrangements for Councils, which locally means a requirement to reduce costs to the Council of approximately £35m over the current 3 year period up to 2017.

3.3 Locally, it is acknowledged that residents with complex health and support needs, including those with long term conditions and the vulnerable elderly often receive care and support in a fragmented form, with different agencies meeting only particular aspects of their needs, with an absence of a co-ordinated holistic approach to their support arrangements. In such instances there is high risk of the needs of the individual not being met, or them experiencing poor standards of care.

3.4 The compelling vision emerging in all of the discussions with local partners regarding how care and support arrangements are remodelled include the following:

- The communities of Cheshire will experience world class models of care and support that are seamless, high quality, cost effective and locally sensitive.
- Better outcomes will result from agencies working together in different ways (and potentially organisational forms) with better experiences of local services by residents that make sense to local people rather than reflecting a complex and confusing system of care;
- More individuals and families with complex needs are able to live independently and with dignity in communities rather than depending on costly and fragmented crisis services;
- There will be enhanced life chances rather than widening health inequalities.

3.5 It is acknowledged that communities are different and local solutions will reflect local challenges. However what is emerging in all discussions are the needs to integrate our approaches. For example, integrated case management will ensure that those residents with very complex health and care needs might access support through a single point and benefit from their needs being managed and co-ordinated through a multi-agency team of professionals working to a single assessment, a single care plan, and a single key worker.

3.6 Another example will be through a commitment to integrated commissioning of services. The vision is that people with complex care needs will have access to services that have a proven track record of reducing the need for longer term care. This will be enabled by investing as

a partnership at real scale in interventions such as intermediate care, reablement, mental health services, drug and alcohol support and housing with support options.

- 3.7 It is on this basis that this report lays the basis for the fundamental transformation of care and support arrangements across the health and social care landscape that is required to happen across the country, and which outlines the approaches being explored across the Cheshire East Council footprint.

#### **4 Wards Affected**

- 4.1 All wards are affected.

#### **5 Local Ward Members**

- 5.1 A Member development programme will be framed which will assist Members in better understanding what integration means, and what the implications may be locally for residents.

#### **6.0 Policy Implications**

- 6.1 This report accords with national legislation and policy and aims to outline how that is beginning to shape with partners and applied locally.

#### **7.0 Financial Implications**

- 7.1 It is acknowledged that the current deployment of health and social care resources is unsustainable in the current climate of austerity and the increased demand for services.

- 7.2 Within the Council financial pressures of approximately £35m over the next 3 years. Similar equivalent pressures are being experienced within the Clinical Commissioning Groups, and the Acute Hospital Trusts. This represents significant financial strain across the health and social care economy locally.

- 7.3 Both the Comprehensive Spending Review and more recently the June 2013 Spending Round have been challenging for local government. However, the June Spending Round announced the creation of an Integration Transformation Fund to ensure closer integration between health and social care services. The funding is described as “a single pooled budget for health and social care services to work more closely together in local areas, based on a plan agreed between the NHS and local authorities”. While the

fund does not come into effect until 2015 it is expected that it will enable local areas to begin to build momentum and planning for their local integration programmes.

- 7.4 The Integration Transformation Fund will be a pooled budget which will be able to be deployed locally on social care and health subject to specified conditions. To date the Local Authority has not yet received notification of the value of that fund locally. It must be noted however, that the fund does not represent additional resourcing to meet health and social care needs of residents, but rather is a resource transferred from NHS agencies to the Local Authorities.

## **8 Legal Implications**

- 8.1 The recommendations in this report are in line with the aspirations of the Health and Social Care Act 2012. That Act expanded the local authority responsibilities for ensuring integration in the approach to health and social care provision in its area. It established Health and Wellbeing Boards to carry out these functions and the boards have a duty to encourage integrated working.

- 8.2 Section 75 of the National Health Service Act 2006, allows NHS bodies and local authorities to pool their resources, delegate functions and transfer resources from one party to another so that there can be a single provider of services. This provision therefore enables the joint commissioning envisaged by this report.

## **9 Risk Management**

- 9.1 The Corporate Risk Register identifies under Risk Ref CR8 Public Service Effort, opportunities available to the Local Authority to secure improved commissioning of services with partners to reduce duplication of effort and best deployment of shared resources to achieve shared improved outcomes for citizens/residents. The information contained in this report demonstrates efforts being taken to maximise this opportunity and thereby also mitigate the risk that the Council fails to manage its expenditure within budget.

## **10 Background and Options**

- 10.1 The introduction of the Health and Social Care Act 2012 resulted in the demise of the former Primary Care Trusts, and the formation of a range of different NHS agencies which are now responsible for commissioning health services in local areas, and also holding the system to account for standards. In Cheshire East that has resulted in the formation of 2 Clinical

Commissioning Groups, NHS Eastern Cheshire CCG, and NHS South Cheshire CCG and the formation of a local area team for NHS England. It is the combination of these agencies, along with Cheshire East Council and Public Health now part of the Council which hold responsibility for commissioning health and social care services within the Borough. These bodies are accountable both to their individual Boards but also to the Health and Well Being Board and Health Scrutiny for their work in driving integration. They are also individually responsible to their respective constituents and to the regulatory bodies such as CQC, Monitor, and Local Health Watch.

- 10.2 The growing older population, and children and young people with long term and complex conditions, are currently vulnerable to experiencing fragmented care, from health and care providers who provide episodic interventions of care, but which neither takes a holistic approach to their needs, nor fully takes account of their views of how and where they wish their needs to be addressed.
- 10.3 Additionally the growing financial pressures faced by the country posed by the economic climate and the changing demographic needs means that the current models of care provision are not sustainable.
- 10.4 As a consequence the Government is encouraging all areas to develop their own reforms to public services, and in the context of health and social care, has set out an ambitious vision of making person-centred co-ordinated care and support the norm across England in the future. In May 2013, Jeremy Hunt, Secretary of State for Health issued “Integrated Care and Support: Our Shared Commitment” (Appendix 1) which outlines more fully the challenges posed and invites all areas to innovate to provide better care appropriate to local needs.
- 10.5 Nationally, the agreed definition of integrated care and support puts the individual at the centre and around whom services should be co-ordinated. This is often referred to as ‘person-centred care’ and is defined as:
- “I can plan my care with people who work together to understand me and my carer(s), allowing me control, and bringing together services to achieve the outcomes important to me”.***
- 10.6 In response to the challenges posed a considerable amount of work is underway locally and within the sub-region. An overview of work and progress to date is summarised below.

### 10.6.1 Health and Social Care Integration 'Pioneers'

In May 2013 the Department of Health invited expressions of interest for Health and Social Care 'Pioneers'. The intention is that 10 'Pioneer Sites' will be selected as a means of driving forward change at scale and pace, from which the rest of the country can benefit. The DoH are looking for Pioneers that will work across the whole of their local health, public health and social care systems and alongside other local authority departments and voluntary organisations as necessary, to achieve and demonstrate the scale of change that is required.

Expectations of sites are that, within 5 years they will:

- Be regarded as exemplars
- Have demonstrated a range of approaches and models involving whole system transformation
- Have demonstrated the scope to make rapid progress
- Have tested radical options
- Have overcome the barriers to delivering coordinated care and support
- Have accelerated learning across the system to all localities
- Have improved the robustness of the evidence base.

Within the Sub-Region, the Sub-Regional Leaders Group recently identified the integration of health and social care as one of its top 3 priorities. Following further discussions between CEC, CWAC, and the 4 Clinical Commissioning Groups across Cheshire (East CCG, South and Vale Royal CCGs, and West CCG) it was agreed that there was merit in pursuing a pan-Cheshire submission to be a Pioneer Site.

The Pioneer Bid was submitted to timescale, and was successful in being shortlisted from over a 100 submissions. The Bid, entitled 'Connecting Care across Cheshire' (Appendix 2) was submitted on behalf of both Health and Well Being Boards. Colleagues from CEC/CWAC and the 4 Clinical Commissioning Groups were interviewed on 16<sup>th</sup> September as part of the process. News is now awaited on the outcome of the shortlisting and interview process.

### 10.6.2 Caring Together Programme

Caring Together is the Programme for Integration which is developing in the footprint covered by Eastern CCG, covering predominantly the north of the

Borough (Macclesfield, Wilmslow, Knutsford, Congleton, and surrounding rural villages).

This programme aims to tackle the health and social care pressures associated with this part of the Borough the needs of which are characterised by disparities in life expectancy, within the context of a significantly aging population.

The aim of the Programme is to bring about a radical shift in care from a reactive approach to care to a proactive community based care model.

Significant work is underway to explore what the future model of care will look like to ensure that the needs of residents are better met, consider how that will be commissioned, and importantly test the model in terms of financial viability.

A Strategic Case for Change is being finalised but early findings indicate that:

- A sustainable high quality care model is achievable through combining our commissioning capacity to better: integrate care; to redesign acute services; and to ultimately increase productivity across the system;
- The Care Model currently being designed and to be tested financially over forthcoming months will be based upon '4 Pillars of Care' stretching from preventative health care and self management through individual empowerment and responsibility through to specialised care at the more complex end of the continuum. The model will seek to shift the current system from reactive acute care to proactive care closer to home, with improved experience and outcomes experienced by our citizens.
- the current model of care is not sustainable in the footprint served by NHS Eastern CCG with underlying financial strain combining across the CCG, East Cheshire Trust (ECT), and Local Authority amounting to approximately £66m. Formerly both East Cheshire NHS Trust and the former Central & Eastern Cheshire Primary Care Trust had to seek one-off financial support payments to manage financial pressures. Under the new arrangements those financial pressures have now become more exposed.

- Failure to act will increase the risk of declining care quality, poorer access to services, growing dissatisfaction with the system and rising financial deficits across the organisations.

Next steps in the work programme include proceeding to the development of a Costed Business Plan detailing key actions to be taken. Consideration is currently being given to how additional temporary capacity is secured to drive forward this programme.

### 10.6.3 South and Vale Royal Partnership

South and Vale Royal Partnership Board comprises CEC, CWAC, and NHS South CCG, NHS Vale Royal CCG, ECT, Mid Cheshire Hospital Foundation Trust, Cheshire and Wirral Partnership Acute Trust, and NHS England. It covers the geography ranging from the South of the Borough comprising Crewe, Sandbach, Nantwich and surrounding rural villages, and the wards comprising Vale Royal.

The Partnership Board extends into Vale Royal because it is evident that patient flows to the Hospital are from people living within the boundaries of the 2 CCGs, which happen to cross 2 Local Authority boundaries.

Similar antecedents to change the model of care and integrate services apply in this area as they do in the Caring Together Programme and like that programme work is underway to shape what that model of care looks like within affordable financial parameters.

Work underway in the South has been facilitated by AQUA to assist the partners in addressing the barriers and enablers of integration, challenging partners to not resort to organisational protectionism, and identifying the levers to secure integration. These include:

- Leadership
- Governance
- Culture
- Service user and carer engagement
- Financial and contractual mechanisms
- Information and IT
- Workforce
- Service redesign

11.1 Further information is available through the report author.

The background papers relating to this report can be inspected by contacting the report writer:

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## Appendices

### Appendix One

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/198748/DEFINITIVE\\_FINAL\\_VERSION\\_Integrated\\_Care\\_and\\_Support\\_-\\_Our\\_Shared\\_Commitment\\_2013-05-13.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/198748/DEFINITIVE_FINAL_VERSION_Integrated_Care_and_Support_-_Our_Shared_Commitment_2013-05-13.pdf)

### Appendix Two



FINAL VERSION -  
Integrated Care Pion



## Connecting Care Across Cheshire

Expression of interest to be an Integrated Care Pioneer

Submitted on behalf of West Cheshire Health & Wellbeing Board  
and East Cheshire Health & Wellbeing Board

**June 2013**



**OUR PROPOSAL:** Within three years the residents of Cheshire will enjoy a better standard of health and wellbeing and place less demand on more costly public services through the implementation of groundbreaking models of care and support based on integrated communities, integrated case management, integrated commissioning and integrated enablers. The main focus will be those cohorts such as older adults with long term conditions and complex families and that are currently not well served by models of care and require a seamless solution. This radical approach as well as benefiting local residents can be replicated, adopted and adapted in other localities.

**Who are we?** The following expression of interest covers the geographic area of Cheshire, as covered by the Cheshire East and Cheshire West Health and Wellbeing Boards. It is fully supported by the two Local Authorities of: Cheshire West and Chester Council and Cheshire East Council, along with the four Clinical Commissioning Groups working in the Borough, including; NHS Eastern Cheshire CCG, South Cheshire CCG, Vale Royal CCG, and West Cheshire CCG. These areas are covered by our hospitals: Countess of Chester NHS Foundation Trust, East Cheshire NHS Trust, Mid Cheshire NHS Foundation Trust, Cheshire and Wirral Partnership NHS Foundation Trust. With an estimated combined health and social care budget of £1.3 billion, there is a clear commitment from all partners including providers and third sector agencies to work together in a joined up way.

The document outlines our shared commitments across Cheshire but also sets out our detailed plans on a locality basis covering West Cheshire, Mid Cheshire, and East Cheshire.

**What are our shared challenges?:** The area includes approximately 700,000 residents, with a rich diversity of urban centres such as Chester, Crewe and Macclesfield, alongside market towns and rural communities. Whilst the area is relatively affluent it does face a number of local challenges. The population of West Cheshire is ageing, with the number of people aged 65 and over forecast to increase by 19,500 (26%) from 2010 – 2020, and the number of residents over 85 estimated to grow by 3,000 (41%). This challenge is mirrored in East Cheshire which has the fastest growing demographic of residents over 65 and 85 in the North West of England. This translates into a financial growth pressure of £19.1million in West Cheshire over the coming five years, and for East Cheshire organisations the financial challenge is in excess of £36million over the coming three years. In broad terms, this cohort represents approximately 30% of the population, but consumes 70% of the total Health and Social Care spend. Local residents over the age of 85 often require support with long-term conditions, but are confronted with a system of care that can be fragmented, disjointed, and designed to be acute based and episodic. In addition, organisations across Cheshire are working to address the challenge that around 1,100 families with complex needs place on the public purse, estimated at £83.3million annually. This group would benefit significantly from early and integrated support services covering mental health, physical health, public health, social care, housing and other key agencies. Quite simply, the current configuration of services does not meet the needs of individuals, families and communities in a coherent way, and certainly will not meet the collective financial challenges now and in the future, unless we implement radical reform.

**Why do we want to collaborate across Cheshire?** Both Health and Wellbeing Boards have ambitious plans in place that will deliver better outcomes through integration. Partners, however, have recognised the opportunity to work together across the patch for the following four reasons:

- 1. Patient flows across the health economy:** The boundaries that exist across organisations in Cheshire do not reflect the flow of patients and residents when interacting with services. This application across Cheshire presents the opportunity to address the transfers, referrals, and movement of services users in the area.
- 2. Capacity to make it happen:** By pooling together the talent and expertise of four CCGs, two Local Authorities and a range of providers we are more likely to achieve results with greater scale and pace.
- 3. A track record of partnership working across the geography:** The County of Cheshire has a long-history of working in partnership, formally a single County Council, with a number of partners such as police, Fire and Rescue, Cheshire and Wirral Partnership Trust, and Job Centre Plus already working to a wider Cheshire geography.
- 4. The opportunity to showcase an area with similarities to many communities across the UK:** The County of Cheshire reflects a number of challenges that will exist elsewhere in the UK, as it contains urban areas, market towns, and rural communities.

**What does integrated care mean to us?** Integrated care is about people not process. Through the vast engagement that partners have conducted across Cheshire and the results of National Voices programme we are able to use this adapted case study to describe the changes that will be made from the perspective of service users, staff and communities:

**Charlie and Marie (older residents living in Nantwich):** *Our care makes sense to us. Our key worker Sue sorts out all the things we said we needed to live at home and always keeps us up to date. She's treated us like adults and by bringing everything together quickly we have been helped to achieve our goal of staying together after Charlie was diagnosed with dementia.*

**Sue (social worker from Winsford):** *I've always worked closely with colleagues in health and housing but things now are so much more easier to get sorted. It now happens by design rather than accident. I work in a joint case management team where all agencies agree a joint plan for the individuals and families that used to get passed from pillar to post. I feel supported by my organisation and other partners to use my professional judgement to make things happen and I've learned a huge amount by understanding how we all play a part. Its common sense really – if we all work together we avoid falling over each other, we make our budgets go further and we deliver a better service for the most vulnerable members of our community.*

**Carol (daughter of Charlie and Marie):** *My mum and dad live over in a rural area of Nantwich but are well looked after in their community. The services in the area have all clubbed together to fund a volunteering scheme which means that mum and dad always have someone to help them with little things like the shopping and the ironing. They also have been told about all the things that are available in the area and they really appreciate the new friends they have made. As well as being good for them I really value the support network that has grown around them.*

This narrative is taken from individuals receiving services in Cheshire and will be communicated widely to describe the purpose of our approach. This will inform a number of guarantees outlining the changes for our communities.

We believe our expression of interest is worth consideration for the following five reasons:

- **Learning for other localities:** The commitment to take a locally sensitive approach across the varying communities of Cheshire will generate a range of proposals which will be applicable to most localities across the U.K.
- **A commitment to scale and pace:** Our shared ambition to deliver radical change across Cheshire will cover an area of 700,000 citizens and £1.3 billion of health and social care expenditure
- **A proven track record:** We have a large number of examples of delivering transformation, collaborative leadership and integrated care
- **Clarity on our plans:** We have already begun to scope what we will deliver through this opportunity and how we can combine the capability and expertise of four CCGs and two Local Authorities to make it happen
- **A clear ask to Whitehall:** We also have clarity on the technical support that will help us achieve our vision with real scale and pace

## 2. A Compelling Vision for 2015

We are committed to ensure that individuals in Cheshire stop falling through the cracks that exist between the NHS, social care and support provided in the community, and we will avoid:

- duplication and repetition of individuals experience, with people having to re-tell their story every time they come into contact with a new service
- people not getting the support they need because different parts of the system don't talk to each other or share appropriate information and notes;
- the "revolving door syndrome" of older people being discharged from hospital to homes not personalized to their needs, only to deteriorate or fall and end up back in A&E
- home visits from health or care workers are not coordinated, with no effort to fit in with people's requirements
- delayed discharges from hospital due to inadequate coordination between hospital and social care staff.

We will move away from commissioning costly, reactive services and commission those that will develop self-reliance, improve quality of care, reduce demand and take cost out of the system for re-investment into new forms of care. Across Cheshire we are aligning our commissioning approaches and where relevant jointly commissioning services to deliver consistency and integration in the wider service landscape.

By 2015, the communities of Cheshire will experience **world class** models of care and support that are **seamless**, high quality, cost effective and locally sensitive. **Better outcomes** will result from working together with:

- **Better experiences** of local services that make sense to local people rather than reflecting a complex and confusing system of care
- More individuals and families with complex needs are able to **live independently and with dignity** in communities rather than depending on costly and fragmented crisis services
- **Enhanced life chances** rather than widening health inequalities

Every community in Cheshire is different and local solutions will reflect local challenges. But our action will be united around **four shared commitments**:

1. **Integrated communities:** Individuals will be enabled to live healthier and happier lives in their communities with minimal support. This will result from a mindset that focuses on people's capabilities rather than deficits; a joint approach to community capacity building that tackles social isolation; the extension of personalisation and assistive technology; and a public health approach that addresses the root causes of disadvantage.
2. **Integrated case management:** Individuals with complex needs - including older people with longer term conditions, complex families and those with mental illness will access services through a single point and benefit from their needs being managed and coordinated through a multi-agency team of professionals working to a single assessment, a single care plan and a single key worker.
3. **Integrated commissioning:** People with complex needs will have access to services that have a proven track record of reducing the need for longer term care. This will be enabled by investing as a partnership at real scale in interventions such as intermediate care, re-ablement, mental health services, drug and alcohol support and Housing with support options.
4. **Integrated enablers:** We will ensure that our plans are enabled by a joint approach to information sharing, a new funding and contracting model that shifts resources from acute and residential care to community based support, a joint performance framework, and a joint approach to workforce development.

We recognise that the current position of rising demand and reducing resources make the **status quo untenable**. Integration is at the heart of our response to ensure people and communities have access to the care and support they need.

### 3. A blueprint for whole-system integration Page 108

The following section outlines further detail on the key changes that will be made as a pioneer site both across Cheshire and for each of our three localities:

#### Pan-Cheshire

Our Commitment	What does this mean?	Key Stakeholders
<b>Integrated communities</b>	<ul style="list-style-type: none"> <li>Delivering a joint investment plan for the voluntary community sector prioritising investment in activity which reduces demand for longer term demand on acute and specialist services;</li> <li>Implementing a joint information and advice strategy to help individuals make informed choices about their care</li> <li>Rollout of personal health and social care budgets to enhance local choice, independence and local microenterprises;</li> <li>Jointly commissioned initiatives to encourage volunteering such as time banks and community coordinators, particularly to tackle issues around social isolation;</li> <li>Integrated support for carers across health and social care.</li> <li>A suite of interventions that tackle the causes of unhealthy lifestyles</li> <li>Rolling out timebanks to attract volunteers and mutual support networks</li> <li>Rolling out the Paramedic Pathway programme and further development of developing community pathways, bridging the liaison between health and social care, at the same time avoiding A/E attendances and promoting self care models</li> </ul>	<ul style="list-style-type: none"> <li>All residents across Cheshire</li> <li>The voluntary and community sector</li> <li>Public Health</li> <li>All health and social care services</li> <li>Wider health and social care providers</li> <li>North West Ambulance Service</li> </ul>
<b>Integrated case management</b>	<ul style="list-style-type: none"> <li>A single point of access into services in each area.</li> <li>A risk stratification tool to identify target populations requiring joined-up support</li> <li>Real and virtual case management teams each working with patient populations of between 30,000 and 50,000.</li> <li>A common assessment tool to support the sharing of information across professionals with joint information systems to support collaboration.</li> <li>Care coordinators and lead professionals who will hold the case, step up and step down the appropriate interventions and help the individual and family navigate the system.</li> <li>Develop a Multi-Agency Safeguarding Hub covering both Adults and Children's that will enable strategic safeguarding leads to work closer together</li> </ul>	<ul style="list-style-type: none"> <li>Complex families (as per locally defined troubled families cohort)</li> <li>Individuals with mental health issues</li> <li>Older adults with long terms conditions</li> <li>All health and social care services</li> <li>Vulnerable Children and Adults</li> <li>Ambulance service</li> </ul>
<b>Integrated commissioning</b>	<ul style="list-style-type: none"> <li>A redesigned model of bed-based and community-based intermediate care to enable demand for long term care to be better managed.</li> <li>A full package of interventions which support older adults to live in their own home including assistive technology, admission avoidance/hospital discharge schemes and reablement.</li> <li>Scaled-up plans for Supported Housing to maximise independence within an additional supported environment.</li> <li>Evidence-based interventions to support families requiring additional support including triple P and Family Nurse Partnership.</li> <li>A jointly commissioned community equipment service</li> <li>A jointly commissioned offer for children in care</li> <li>A jointly commissioned offer for children with disabilities</li> <li>Jointly commissioned drug and alcohol services across health and social boundaries.</li> <li>Move towards a coalition approach to co-ordinated care.</li> <li>An Integrated Wellness Service that addresses the root causes of poor health outcomes alongside other partners outside of Health and Social Care.</li> </ul>	<ul style="list-style-type: none"> <li>Clinical Commissioning Groups and Local Authority Commissioners</li> <li>Transitional care providers</li> <li>Strategic Housing and Planning</li> <li>Emergency Services</li> </ul>
<b>Integrated enablers</b>	<ul style="list-style-type: none"> <li>A joint approach to information sharing</li> <li>Development of a single case management ICT system</li> <li>A new funding contracting model to ensure that incentives are in place to shift activity from acute provision to community based care (likely to include capitation or cap and collar supported by new contracting models such as prime provider models, joint ventures or accountable care organisations)</li> </ul>	<ul style="list-style-type: none"> <li>All health and social care services</li> <li>Acute Foundation Trusts</li> <li>Community Health Providers</li> <li>Monitor</li> <li>Information Commissioner</li> </ul>

**1. West Cheshire (West Cheshire CCG, Cheshire West and Chester Council and key partners)**

This area covers a population of approximately 250,000 people and includes key urban areas such as Ellesmere Port, Chester, and a number of rural communities. The main providers of care in this locality are the Countess of Chester Hospital, Cheshire and Wirral Partnership Trust, and Cheshire West and Chester Council, with 37 GP practices based in this area. The area participated in the Whole place community budget programme as one of four national pilots that developed robust business cases for integration. These plans are currently being implemented and are reflected below:

Our commitment	What does this mean?
<b>Integrated communities</b>	<ul style="list-style-type: none"> <li>Investment in time banking models to foster community delivery and create a closer link between residents and their neighbourhoods.</li> <li>Extension of telecare and telehealth to support residents to be safely supported to live independently in their own homes for longer. This approach supports the Department of Health’s 3million lives campaign which is based on the principle that if implemented effectively as part of a whole system redesign of care, telehealth and telecare can alleviate pressure on long term NHS costs and improve people’s quality of life through better self-care in the home setting</li> <li>A new third sector strategy jointly agreed across partner agencies, setting out an investment plan for voluntary and community sector support</li> <li>Extension of personal health and social care budgets</li> </ul>
<b>Integrated case management</b>	<ul style="list-style-type: none"> <li>A single point of access to health, social care and other key services</li> <li>Delivery of an integrated early support case management team to support complex families (currently operational in a testing phase with partners working together from health, local authority, police, probation, job centre plus)</li> <li>Further rollout of 7 integrated care management teams (two early adopters already in place with staff from health and social care aligned to GP surgeries)</li> <li>Mental health joint case management teams are already in place. Programme budgeting will also enhance and support joined up service provision for both Mental Health and Learning Disabilities</li> </ul>
<b>Integrated commissioning</b>	<ul style="list-style-type: none"> <li>A multi-agency approach to introducing a single Falls Pathways across West Cheshire</li> <li>Extra Care Housing</li> <li>A joint specification for Care Homes for all long stay including residential, nursing, dementia for older people, learning disabilities, mental health and physical disabilities. Undertaking a review of transitional care with partner agencies looking at both community and bed based services</li> <li>Explore the scale up of the successful Hospital at Home project</li> <li>Review End of life care to ensure provision of 24/7 community palliative care nursing for both children and adults.</li> <li>The planning and development of the Integrated Provider Hub for mental health commissioning, which has provided opportunities to identify and pilot different ways of commissioning contracting and funding services. Using this learning there are plans to identify opportunities to use these principles for the commissioning of learning disability services.</li> <li>There is a joint commissioner post for mental health and learning disabilities across the Local Authority, West Cheshire CCG and Vale Royal CCG</li> </ul>
<b>Integrated enablers</b>	<ul style="list-style-type: none"> <li>Workforce development plan to compliment joint working</li> <li>Information sharing agreements between GP practices and community services</li> <li>A new funding and contracting model for the acute sector and community care is being scoped to review opportunities to move toward outcomes based commissioning.</li> <li>In 2013/14 the CCG has used contracting levers with the Countess of Chester NHS Foundation Trust to support transition arrangements aimed at improving capacity, demand, patient experience and quality thereby supporting the whole system approach.</li> <li>The CCG is working alongside Chester University in developing and implementing specific learning set modules for the Integrated Teams.</li> </ul>

**2. Mid-Cheshire (including Vale Royal Clinical Commissioning Group, South Cheshire Clinical Commissioning Group, Cheshire West and Chester Council and Cheshire East Council)**

This locality has a population of approximately 278,500, and includes 30 GP practices (18 in South Cheshire CCG, 12 in Vale Royal CCG). This area covers a proportion of Cheshire East, and Cheshire West and Chester Council. The two Clinical Commissioning Groups share a management team to provide efficiencies. Patient flows to the DGH have illustrated that 92% are from people living within the boundaries of the two Clinical Commissioning Groups. There are significant financial pressures that exist within the health and social care geographies in this locality, and this is due in part to a relative lack of deprivation against national benchmarking making it difficult for local organisations to individually draw resources to create the headroom for innovation.

The local Partnership Board recognises the work that is already taking place with regards to developing integrated services to meet the needs of the local communities. Our approach so far has been to deliver integrated services locally, led by empowered staff groups and with a clear focus on improving outcomes and reducing health inequalities. This has engaged frontline health and social care staff, clinicians, patient groups, the voluntary sector and commissioners. The Partnership Board has now acknowledged the

need for further work to produce an integrated plan that will ensure this 'bottom up' approach is coordinated and meets the needs of the local HWB strategies to achieve real scale and pace.

Our commitment	What does this mean?
<b>Integrated communities</b>	<ul style="list-style-type: none"> <li>• Investment in time banking models to foster community delivery and create a closer link between residents and their neighbourhoods.</li> <li>• Extension of schemes such as Street Safe and Nominated Neighbourhoods that promote social inclusion, supporting older people to feel safe within their communities.</li> <li>• Deliver Falls Awareness training to all frontline staff through online learning, and develop and implement a new approach to Community Transport Grants that support local transport initiatives.</li> <li>• Partners in Vale Royal are currently working with the Systems Leadership Pilot to develop and deliver a fully costed plan to tackle social isolation.</li> <li>• Extension of telecare and telehealth to support residents to be safely supported to live independently in their own homes for longer.</li> <li>• A new third sector strategy jointly agreed across partner agencies, setting out an investment plan for voluntary and community sector support .</li> <li>• Extension of personal health and social care budgets</li> </ul>
<b>Integrated case management</b>	<ul style="list-style-type: none"> <li>• The integration that has already taken place regarding the creation of Multi-Agency Neighbourhood Teams provides a strong foundation for local partners to build on. Within this project there are in-built review dates that will enable partners to monitor the progress to-date, and capture the lessons learnt so that this model could potentially be extended to new areas, and improved as it develops.</li> <li>• Integrate secondary care clinicians (particularly community physicians and geriatricians) and GPs as part of the integrated care model</li> <li>• Delivery of an integrated early support case management team to support complex families (currently operational in a testing phase with partners working together from health, social care, police, probation, job centre plus)</li> <li>• There is a pooled budget for Learning Disabilities with Cheshire East Council and we have developed our approach through a Learning Disability Life Course service review which includes both Children's and Adults.</li> </ul>
<b>Integrated commissioning</b>	<p>Jointly commissioned interventions covering:</p> <ul style="list-style-type: none"> <li>• Falls</li> <li>• Extra Care Housing</li> <li>• Community Equipment</li> <li>• Transitional care (South Cheshire CCG and Vale Royal CCG are investing resources in intermediate care to address a gap in the provision of services that previously failed patients in a community setting. Following a point prevalence study it was found that 32% of admissions could be avoided, and 39% of patients could be discharged with the appropriate community support. In reaction to this research the two CCGs have committed approximately £1.6million to develop integrated intermediary care)</li> <li>• Learning Disabilities</li> <li>• The 'First Steps Pathway' developed with Mid Cheshire Hospital Trust will ensure that any child aged 0 - 2.5 years with a complex 'stable or unstable' health condition will experience a planned and robust transition from Secondary Care to Community Provision through a provider partnership that includes CEC and CWAC Children's Services, Community Nursing, Secondary Care Clinicians and Community Paediatrics. This process ensures any child that leaves the area to attend a Specialist Children's Hospital will remain the responsibility of the Local Paediatric Consultant and that they will ensure a smooth transition back into local services. This programme helps to inform local commissioners of information on complex cases at the earliest possible moments, and promotes health and care that is centred on the need of local residents and families. This programme was funded through a CQUIN programme within Mid Cheshire Hospital Trust agreed with South and Vale Royal CCGs.</li> </ul>
<b>Integrated enablers</b>	<ul style="list-style-type: none"> <li>• Workforce development plan to compliment joint working</li> <li>• Deliver measurable goals to improve patient experience.</li> <li>• Develop patient orientated standards for integrated care.</li> <li>• A new funding and contracting model will be developed to ensure the funding of support shifts from acute setting to community based care. The Clinical Commissioning Groups are in dialogue with other partners around this agenda and are committed to a feasibility study to identify alternative models and the opportunities for risk share. This will include a system of payments for specialists and GPs working in community settings in integrated teams, incentivising their organisations to keep people well and out of long term care. Potential issues with competition law will require technical support and advice to ensure any barriers are addressed within the current legislative framework.</li> </ul>

### 3. East Cheshire (including NHS Eastern Cheshire CCG and Cheshire East Council)

This area covers a population of approximately 201,000 residents, and includes the urban areas of Macclesfield, Congleton, and Knutsford. Whilst life expectancy is above the national average, there are significant disparities between areas. The main causes of premature death are circulatory and respiratory disease, cancers, and diseases of the digestive system, with particular links back to lifestyle issues of obesity and alcohol consumption. This area includes 23 GP practices, and works closely with the Local Authority of Cheshire East.

A partnership of health and social care organisations have developed a shared vision across Eastern Cheshire that is called ‘Caring together’ – joined up local care for all our wellbeing. This is aimed at bringing about a radical shift in care from a reactive hospital based approach to a proactive community based care model. Our approach is patient-centred and will use a new and enhanced primary care approach as the foundation. The notion of the empowered person is at the starting point of great care. The model builds out from this using a locality team approach and specialist in-reach to support primary and community care more effectively.

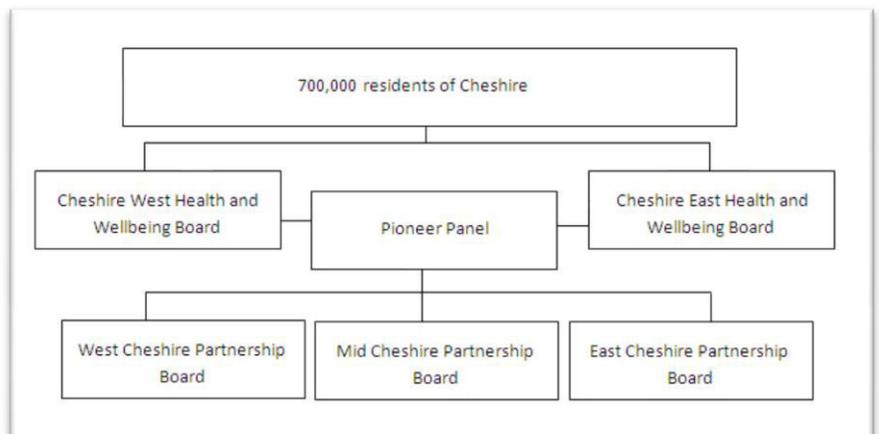
The vision in this area was developed in partnership between professionals and the public, and is clinically driven, incorporating the National Voice Principles. In Eastern Cheshire we believe that integration cannot be delivered by one organisation working alone in isolation, but must be delivered through genuine collaboration.

Our commitment	What does this mean?
<b>Integrated communities</b>	<ul style="list-style-type: none"> <li>• Introduce supported self management techniques; a proposal being supported by AQuA and the Talking Health Programme</li> <li>• A commitment to deliver the 3 Million Lives Project as one of the NHS Fast Follower pilots</li> <li>• The launch of the Engagement HQ to capture public and staff experiences and ideas, and use of social media, to link people together and to ensure experienced based co-design of services</li> <li>• A campaign strategy to promote the vision, values and principles of caring together and messages to increase momentum</li> <li>• Extension of personal health and social care budgets</li> </ul>
<b>Integrated case management</b>	<ul style="list-style-type: none"> <li>• <b>Caring Together</b> Community Teams that are structured around clusters of GP practice, and include professionals from across health and social care (Doctors, Nurses, Social Care Workers and Mental Health Professionals). These teams promote more integrated services across organisations, creating tailored packages and avoiding repetition in the system.</li> <li>• A <b>care co ordination hub</b> supporting case management will support the community based approach, providing a central point of contact and information for patients and coordinate a faster, more effective referral process and manage the use of new technologies to monitor some health conditions remotely.</li> </ul>
<b>Integrated commissioning</b>	<ul style="list-style-type: none"> <li>• <b>Reducing Hospital readmissions:</b> Local organisations are working in partnership with; Healthcare Management Financial Association, Health Care Services, and Net Orange with the ambition to reduce hospital admissions by 25%. The success of this programme over the past 18 months has seen the programme supported by NHS England to create a strategic plan by August 2013 to extend this work, including economic modelling, systems design and impact assessments. This will ensure a full business case and a five- year implementation plan will be agreed by December 2013. Moreover, a draft evaluation framework has been developed to take this work forward.</li> <li>• <b>Learning Disabilities:</b> Building on the recent submission for a community budget pilot we will pursue a whole-life course approach to the integration of LD services</li> </ul>
<b>Integrated enablers</b>	<ul style="list-style-type: none"> <li>• Workforce and leadership development to ensure new skills and competencies</li> <li>• Introduction of service improvement methodologies, focusing on measurement</li> <li>• Develop patient orientated standards for integrated care.</li> <li>• A new funding and contracting model will be developed to ensure the funding of support shifts from acute setting to community based care..</li> </ul>

**4. A strong commitment to integrate and support across the breadth of relevant stakeholders**

Partners across Cheshire are committed to a model of collaborative leadership, through which shared visions and outcomes will allow organisations to establish a common direction of travel and make joint decisions. A pioneer panel with representatives from both Health and Wellbeing Boards will be in place to help coordinate activity across the areas where appropriate. It is recognised that that all local organisations and partnerships will maintain their governance processes and structures to ensure continuity of existing sovereignty to stability.

The role of service users and their carers is vitally important and will feed in via Health Watch and



## 5. The capability and expertise to deliver successful transformation at scale and pace

Cheshire is in a strong position to deliver this agenda, building on a strong track record of serious transformation. For example,

Track record	Evidence
Developing robust business cases for change with Whitehall	<ul style="list-style-type: none"> <li>● <b>Whole Place Community Budgets:</b> West Cheshire and Vale Royal CCG worked alongside Cheshire West and Chester Council and other key partners to develop six business plans for integrated services. Collectively these plans will deliver financial benefits of £106m to local services over the next five years as well as and enhancing outcomes for vulnerable members of the community. These plans have been subject to scrutiny by the Treasury and the National Audit Office. The programme continues to involve strong working relationships with Whitehall Departments and demonstrated the ability for partners to move beyond fine words to credible plans for integration based on evidence and robust financial modelling.</li> </ul>
Delivering structural and cultural change	<ul style="list-style-type: none"> <li>● <b>Developing two new Unitary Authorities:</b> In 2009, Cheshire West and Chester Council and Cheshire East Council were formed through the integration of the County Council and six District Councils. This transformation was completed to required timescales and has resulted in total cashable saving of £150m across the area. It also involved a number of shared services arrangements where the two local authorities developed a joint approach to payroll, transactional finance and ICT.</li> <li>● <b>Delivering clinical leadership</b> – the new clinical commissioning groups have all formed with clinicians leading on local commissioning decisions</li> <li>● <b>Provider Services Mutual</b> – Cheshire West and Chester are implementing a business case which involves ‘spinning out’ provider services in Adult Social Care such as home care into a mutual. Working closely with the Cabinet Office this approach is seen as leading practice with staff engagement seen as a real strength.</li> <li>● <b>Developing connected Safeguarding and Quality Assurance:</b> Cheshire East with it’s partners are developing a Multi-Agency Safeguarding Hub (MASH). This will connect and co-locate Police, Health, Children and Families and Adult safeguarding services within the Council as one integrated team.</li> <li>● <b>Public Health Integration</b> – Public Health have embedded into the local authority and are a key partner to support the Clinical Commissioning Groups. The additional resource and development of the Joint Strategic Needs Assessment (JSNA) adds significantly to the ability to use intelligence to inform commissioning and delivery of services in an efficient and effective way.</li> </ul>
Transforming Learning Disability Services	<ul style="list-style-type: none"> <li>● Health and Social Care <b>Learning Disability Teams</b> have been co-located at the Countess of Chester Health Park to further facilitate integration and joint working. This enables shared access to cases, the development of joint approaches and systems to case management.</li> <li>● Cheshire East Council, working in partnership with its Clinical Commissioning Groups are one of a reducing number of areas that have retained <b>pooled budget</b> arrangements for Learning Disabilities. This equates to a joint investment that is worth approximately £43 million.</li> </ul>
Transforming Mental Health Services	<ul style="list-style-type: none"> <li>● <b>Community Mental Health Teams</b> are in operation across Cheshire bringing together health and social professionals under single line management. This will support and inform our wider approach to integrated care management across Cheshire.</li> <li>● <b>Transitions:</b> A Multi-Agency policy and protocol is developing between the Vale Royal, South Cheshire East Cheshire CCGs and Cheshire East Council relating to the transition of young people from children’s to adult services, including input from the voluntary and community sector. This provides information on statutory services, and broader services such as benefits, equipment, carer support, and the Mental Health Act.</li> </ul>
Developing aligned financial incentives	<ul style="list-style-type: none"> <li>● West Cheshire CCG has introduced a system-wide <b>Ageing Well CQUIN</b> which is based on timely communication across agencies following admission, prior to discharge and following discharge to support case management; volunteers befriending/supporting the frail elderly during and after an admission; and risk stratification of patients likely to be readmitted. These incentives have been introduced across the Acute and Community providers.</li> <li>● <b>Programme budgeting for mental health</b> – using prime provider models to manage integrated services for mental health with joint investment across the health economy.</li> </ul>
Reducing demand on crisis services	<ul style="list-style-type: none"> <li>● An integrated crisis and <b>reablement</b> team has had a significant impact in West Cheshire, providing short-term and intensive support to older people, adults with learning disabilities, people with physical disabilities, and individuals with mental illness. This team provides support up to a maximum of six weeks in order to maximise independence and avoid admissions to long-term care. The team consists of qualified nursing staff, health care assistants, social care supervisors and care staff, and has been operational in this co-operative and multidisciplinary manner for just over 18 months. On average 30% of people completing a period of reablement no longer require ongoing domiciliary support. In addition, this has achieved £250,000 of efficiencies savings through integration of health</li> </ul>

	<p>and social care, whilst providing a high quality and consistent model of care.</p> <ul style="list-style-type: none"> <li>• West Cheshire’s <b>Hospital at Home</b> service operates 24/7 and is a GP-led service with a skill mixed team including advanced nurse practitioners (independent prescribers) and health care assistants. The service has the capacity to manage twelve patients at any one time at home, depending on clinical conditions, with a proposed average length of stay of three days. The service is accessed by GPs and Community Matrons for those patients who require additional care but who do not necessarily require an acute bed. The service has continued to develop and also supports the early discharge of patients from the acute sector.</li> <li>• <b>Integrated OOH Social Care in A&amp;E:</b> The project was designed to prevent avoidable hospital admissions/ re-admissions through pro-active and fully integrated health and social care assessment in A&amp;E. A Social Worker based in A&amp;E, works side by side in partnership with nursing and medical staff to deliver a multidisciplinary approach to crisis intervention, and admission/re-admission avoidance. And evidence from this programme has indicated that it has saved 549 bed days, equating to nearly £140,000.</li> <li>• <b>Early Supported Discharge:</b> Cheshire and Wirral Partnership NHS Foundation Trust, the Countess of Chester Hospital and Cheshire West and Chester Council committed to provide a stepped care model for patients in Western Cheshire. The model supports commissioners’ aims to integrate care across the continuum of complexity for residents with long term conditions, so that we can maximise the appropriate skills of patients, carers, clinicians, specialists and the third sector. The integrated early supported discharge service provides co-ordinated rehabilitation and specialist care for patients discharged early from hospital in order to relieve the pressure on acute hospital beds.</li> <li>• <b>Long Term Conditions Service Integration:</b> Both Vale Royal and South CCGs have delivered a number of integrated patient pathways including, Respiratory Care Pathway, Diabetes Care Pathway and Cancer Pathway. Pathway development has incorporated integration with statutory and VCF sector to deliver excellent patient care.</li> <li>• <b>Award Winning Integrated Care Home Support:</b> integrated work across Vale Royal and South Cheshire CCGs is in place with Nursing and residential homes, community services and the acute hospital to improve standards of care and patient experience including GP-led home-based ward rounds to avoid inappropriate hospital admissions. Recognised nationally as an innovative service development to improve the coordination of care for some of our most vulnerable patients.</li> <li>• <b>Multi-Systemic Therapy Programme:</b> This is an intensive family, and community based treatment programme that focuses on addressing all environmental systems that impact chronic and violent juvenile offenders (housing, relationships, education, and neighbourhoods). MST recognises that these issues require integrated solutions, and this programme has been successful in keeping a number of young residents in a family environment.</li> <li>• <b>Family Nurse Partnership Programme:</b> The family nurse partnership is an intensive, structured, home visiting programme which is typically offered to first time parents under the age of 20. Through this programme a specially trained family nurse visits the mother regularly from early pregnancy to the child turning two. There have been high-levels of take up with this programme, and we have received positive feedback from parents.</li> </ul>
<p>Building community capacity</p>	<ul style="list-style-type: none"> <li>• Public Health integration into local government has enabled closer working with partners linking in synergies between health and wellbeing, stronger communities and supporting sustainable self-care models.</li> <li>• Across Cheshire we have worked with colleagues in Public Health in addressing <b>Excess Winter Deaths</b> and have jointly ran Keep Well Keep Warm This Winter campaigns during 2012/13 and going forward into 2013/14. This provides a systematic approach to health and social care interventions to vulnerable communities/patient groups.</li> <li>• West Cheshire CCG has worked with Public Health colleagues in commissioning the <b>Hospital Alcohol Liaison Service</b> within the Countess of Chester NHS Foundation Trust and have collaborated on the production and commissioning of the Health Checks Local Enhanced Service in primary care.</li> <li>• East Cheshire Health and Wellbeing Board have an <b>ageing well programme</b> in place to capture the voice of service users and support the connection of and investment in low-level community interventions. Reporting to the Health and Wellbeing Board and , to date this programme has seen 266 people attending <i>Be Steady, Be Safe exercise classes</i> to help reduce their risk of falls; 350 people trained as <i>Info Link Champions</i> and accreditation of the <i>Info Link</i> scheme; Arts and dementia activities rolled out across the borough; Nantwich Museum and Bridgend Heritage Centre currently developing memory box resources and service for dementia sufferers; delivery of the winter warmth campaign; the provision of a central, accessible and safe meeting place for social activities and regular lunch clubs.</li> <li>• <b>Every Contact Counts</b> - Development of an ‘Every Contact Counts’ approach so that we empower and facilitate other organisations, communities and individuals to become part of a wider public health network of health champions</li> <li>• <b>Dementia:</b> Partners in West Cheshire have worked closely together on the redesign of Dementia Services with the establishment of a new memory service. This work has led to a shifting of funding into the Third sector to develop</li> </ul>

a more responsive service provision that meets the needs of local residents.

- **Springboard:** Cheshire Fire and Rescue Services are working in partnership with Age UK, Health Partners, and Local Authorities to identify unmet needs of older adults through the extension of Home Safety Assessments. Traditionally, home safety visits would assess for potential fire hazards and provide safety advice; however, this new model of partnership working has enabled partners to investigate the needs of over 65 residents. This involves unique data sharing agreements, with the NHS providing core information to enable Cheshire Fire and Rescue to assess the broader needs of those most at risk, conducting over 40,000 visits with older residents in the past three years.
- **Clever Together Programme:** Cheshire East Council and East Cheshire Clinical Commissioning Group ran a joint campaign, engaging with residents to suggest, develop and prioritise initiatives to enhance the experience of using services through improved integration. This resulted in 246 contributions in three weeks, resulting in 10 quick wins and 5 strategic initiatives to improve integration. From this programme, changes included the alignment of Team boundaries, joint training, joint workforce planning and a new integrated, family-centered approach to service redesign.
- **Healthy Living** - Investment into 2 Healthy Living Centres in Blacon and Ellesmere Port (areas with significant deprivation and health inequalities) to target healthy interventions – cookery skills, benefits uptake, mental health and recovery services, smoking cessation, weight management, employment skills and parenting courses including breastfeeding.

Following selection as a pioneer site, partners have committed to:

- Establishing a **virtual redesign team and redesign budget** with three programmes coming together to cooperate where needed. Individuals from these teams will include commissioners, clinicians, business analysts, project managers and finance support.
- Ensuring that the three programmes are connected through the application of the **Managing Successful Programmes** methodology including clear scopes, roles and responsibilities, risk management and programme planning.
- Ensuring all staff involved in the programme are fully trained in **cost-benefit analysis methodology** in line with HM Treasury Green Book principle
- Ensuring a **Senior Responsible Owner** is in place for each of the reform proposals

## 6. Sharing our Learning:

We are committed to sharing our learning and believe the diverse nature of Cheshire will yield different models of integration that could be adopted and adapted across the country. This will be enabled through:

- A **dedicated website** providing regular updates, project documentation and opportunities to interact in one place.
- Use of **social media** to extend communication and engagement across a range of partners
- Using **existing networks** through the NHS Confederation, ADASS, the Kinds Fund, the newly established Public Service Transformation Network, the Early Intervention Foundation, and existing regional peer organisations such as I-Network to share learning
- Commitment to at least **two major conferences** to bring health and social care leaders together to hear about our plans and progress with implementation

This openness to share learning and invite dialogue from other localities is clearly in evidence in our current activities. For example:

- West Cheshire's involvement in the **Whole Place Community Budget Programme**. Through this programme Cheshire West and Chester Council have met with representatives from a range of geographies and organisations to share lessons learnt, including peer to peer meetings with Shropshire's Public Services Board and Tri-Boroughs Whole Base Community Budget Team; presentations at Halton's Local Strategic Partnership, and a number of one to one meetings with Local Authorities such as Stoke and Wirral. Further to these meetings, partners have regularly provided presentations and talks on the national stage, as reflected through Councillor Mike Jones (Leader of Cheshire West and Chester Council) speaking at the national launch of community budgets, and Dr Huw Charles Jones (Chair of the West Cheshire Clinical Commissioning Group) addressing the 2013 Local Government Association Conference on Public Service Transformation. This has been further reflected in the relationships that have been formed between local partners and trade-press publications that have taken an interest in the innovation that is taking place in Cheshire.
- There are also a number of links that have been formed between local organisations and academic institutions, as reflected through the work between Cheshire East and East Cheshire CCG working to develop a local evidence base through their involvement with the **King's Fund and the Nuffield Trust** through the **Advancing Quality Alliance's Integrated Care Discovery Programme**
- Based on the joint partnership approach and system wide leadership, Cheshire West and Chester Council, West Cheshire CCG, and Vale Royal CCG have been successful in applying for the **System Leadership programme** which allows collaboration between Public Health England, National Skills Academy for Social Care, NHS Leadership Academy, Virtual Staff College, Local Government

## 7. A Robust Understanding of the evidence base

All of our plans to date have been based on an ability to engage with a national and local evidence base. The Whole Place Community Budget programme required a fully-costed model of change based on the best available evidence. This involved working with academic, national policy leads, Whitehall Departments including the Department of Health, and Treasury Analysts. It was clear from this process that national evidence for integration is not comprehensive and continues to develop. The challenge therefore will be to ensure a local evidence base for integration is captured and evaluated. This will build on our established benefits realisation process which involves:

- Setting clear outcomes and measures
- Establishing the baseline
- Ensuring processes are in place to monitor data on a regular basis
- Monetising improvements in outcomes
- Establishing causality through techniques such as logic-chain analysis and randomised control groups

A dedicated budget for evaluation has also been identified to enable external evaluation to compliment this approach.

## 8. The Added Value of Pioneer Status:

The inclusion of Cheshire as an Integrated Health Pioneer would have a number of significant benefits for services and organisations in the local area, and would facilitate the delivery of improved services for local residents. We would like to work with the Integrated Care Pioneers on the following issues:

- **Technical support on developing a new funding and contracting model:** Local partners are committed to the importance of developing new funding and contracting methods to facilitate the movement of resources from acute to community services, and across organisational boundaries. This could be supported through this programme through access to technical advice and guidance, and facilitating a mature conversation with Government regarding potential methods.
- **Advice on financial modelling and benefits realisation:** The impact of changes in services and interventions will have natural consequences across the whole-system of public services, and we believe that this programme could provide support on modelling the long-term impact of proposals, and developing the methods to accurately track and measure the impact of reform.
- **Leadership brokerage:** This programme would provide external impetus and figures that could broker local discussions and provide neutral advice on contentious decisions as they arise.
- **Access to a well developed evidence base to inform joint commissioning:** The implementation of successful joint commissioning is largely dependent upon the use of accurate evidence. Local partners hope that this programme would provide access to useful models, metrics and measures to inform commissioning across the partnership, and we believe that we are well placed to contribute in this field.
- **Support the development of processes to track the impact of reform on providers:** The need to provide stability to local providers is important in supporting the delivery of high quality care, but also in securing a strong economic context for Cheshire. We would hope that this programme would provide evidence and models that would allow local partners to have a mature dialogue with local providers regarding the direction of travel for services.

## 9. Conclusion

In summary, we believe our proposals have the potential to deliver **better outcomes** for our customers many of which are vulnerable, a transformational **reduction in demand** and the ability to **meet needs with reducing resources**. Our expression of interest is worth consideration for the following five reasons:

- **Learning for other localities:** The commitment to take a locally sensitive approach across the varying communities of Cheshire will generate a range of proposals which will be applicable to most localities across the U.K.
- **A commitment to scale and pace:** Our shared ambition to deliver radical change across Cheshire will cover an area of 700,000 citizens and £1.3 billion of health and social care expenditure
- **A proven track record:** We have a large number of examples of delivering transformation, collaborative leadership and integrated care
- **Clarity on our plans:** We have already begun to scope what we will deliver through this opportunity and how we can combine the capability and expertise of four CCGS and two Local Authorities to make it happen
- **A clear ask to Whitehall:** We also have clarity on the technical support that will help us get achieve our vision with real scale and pace



**Pictured top left to right:**

Dr Paul Bowen, Chair of NHS Eastern Cheshire Clinical Commissioning Group, Cllr Janet Clowes, Chair of Health & Wellbeing Board (Cheshire East), Cllr Brenda Dowding, Chair of Health & Wellbeing Board (Cheshire West and Cheshire)

**Bottom left to right:**

Dr Jonathan Griffiths, Chair of NHS Vale Royal Clinical Commissioning Group, Dr Huw Charles Jones, Chair of NHS West Cheshire Clinical Commissioning Group, Dr Andrew Wilson, Chair of NHS South Cheshire Clinical Commissioning Group

## CHESHIRE EAST COUNCIL

### Cabinet

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<b>Date of Meeting:</b>	17 <sup>th</sup> September 2013
<b>Report of:</b>	Lorraine Butcher, Executive Director of Strategic Commissioning
<b>Subject/Title:</b>	Complex Needs Care Placements
<b>Portfolio Holder:</b>	Cllr. Janet Clowes, Health and Adult Care

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#### 1.0 Report Summary

- 1.1 Cheshire East Council (CEC) currently spend over £45.281 million per annum on residential care and supported living for adults with Learning Disabilities, Mental Health, Physical Disabilities and Sensory Impairment (including internally provided services by Care4CE). The Council continues to make a positive, substantial commitment to ensure that individual's care needs are met through the provision of quality care services.
- 1.2 Like many other authorities, however, CEC faces a significant financial and demographic challenge which will impact on the future demand for specialist complex needs care placements and consequently the ability to fund it. In Cheshire East, whilst demand management is helping to avoid future high cost interventions, inevitably there will still be a residual need for accommodation-based care.
- 1.3 It is therefore essential that the council obtains maximum value for money whilst ensuring the quality of care is maintained and care markets are sustainable. To support the management of these costs the Council has piloted the use of the Care Funding Calculator which has been developed by the Regional Improvement and Efficiency Partnerships.
- 1.4 Due to the individualised nature of care placements and the number of providers involved there can be huge variations in cost which often do not relate to the quality of the service provided or the outcomes achieved for the service user. The Calculator is a simple excel spreadsheet but this is underpinned by benchmarked guide prices (based on market costs rather than what Local Authorities are actually paying) to provide a breakdown of both the individual package of care and the accommodation related costs to agree a price band for the service.
- 1.5 As well as reducing costs the tool also facilitates outcome focused care planning ensuring that care services are linked directly to the needs of

an individual and that clearer contractual arrangements with providers are in place. It will also assist the Directorate to meet its targets for the annual review of service user care plans.

- 1.6 The introduction of the tool is aiding CEC Commissioners to ensure Value for Money by:
  - Creating a 'Fair Price, Quality Care' environment;
  - Creating transparency with the costs of LD, PD and MH placements allowing for an clear understanding of costs;
  - Informing negotiations with providers;
  - Fostering an environment of partnership between providers and commissioners.
- 1.7 By piloting the Care Funding Calculator, which is available at nil cost, on former Health Networks Contracts significant savings have been negotiated in 2013/14. To achieve maximum efficiencies it is proposed that the tool is now mainstreamed on an 'invest to save' basis and that a planned programme to review all existing placements is implemented. The use of the tool will also become mandatory for all new placements and will be applied when a void occurs. It should be noted, however, that due to the individualised nature of the placements that costs of individual packages may go up as well as down and that it is therefore difficult to predict future overall savings with any accuracy.
- 1.8 To embed this approach into the Council's future procurement and contracts for these services and to ensure compliance with the Public Contracts Regulations 2006 and the Council's Finance and Contract Procedure Rules it is proposed that the Council establish a Framework Agreement through which it will purchase future specialist care placements for adults with complex needs.
- 1.9 The regulations define a Framework Agreement as "an agreement or other arrangement between one or more contracting authorities and one or more economic operators which establishes the terms (in particular the terms as to price and, where appropriate, quantity) under which the economic operator will enter into one or more contracts with a contracting authority in the period during which the framework agreement applies". In other words, a framework agreement is a general term for agreements with providers that set out terms and conditions under which specific purchases (call-offs) can be made throughout the term of the agreement.
- 1.10 In addition to the Framework individuals have the option to take a direct payment and purchase their own services. This is not subject to procurement legislation as the individual, or agent managing their budget, can choose which organisations they wish to contract with to provide their care.

## **2.0 Recommendations**

### **2.1 That Cabinet**

1. note the savings already achieved by Cheshire East Council through the piloting of the Care Funding Calculator;
2. support the mandatory use of the tool to review all existing placements and any new complex needs care placements on an invest to save basis;
3. approve the establishment of a Framework Agreement through which it will purchase future specialist care placements for adults with complex needs;
4. delegate authority to the Director of Adult Social Care and Independent Living (Brenda Smith) to award contracts to providers meeting the requirements of the framework; and
5. delegate authority to the Director of Adult Social Care and Independent Living to award individual call offs under the framework contracts to provide support for individual service users.

### **3.0 Reasons for Recommendations**

- 3.1 To ensure that the council obtains maximum value for money, whilst maintaining the quality of care provision through sustainable care markets.
- 3.2 To ensure that the fees paid by CEC to external providers for the delivery of care services are appropriate and sustainable.
- 3.3 To ensure that future procurement and contracts for these services comply with the Public Contracts Regulations 2006 and the Council's Finance and Contract Procedure Rules.
- 3.4 To avoid the need for individual call offs, which can often be in excess of £500,000 over the life of the contract needing to go to Cabinet for approval.
- 3.5 It should be noted that these may be long term contracts in order to avoid disruption to vulnerable service users. The contract will contain provisions to allow the annual review of placements and the contract can be terminated in the event that the service cannot be provided on terms which remain acceptable to the Council.

**4.0 Wards Affected**

4.1 All

**5.0 Local Ward Members**

5.1 All

**6.0 Policy Implications**

6.1 The recommendations within this report support the delivery of priority two of the Cheshire East Council Three Year Plan,— Developing affordable and sustainable local models of care for vulnerable children and adults.

**7.0 Financial Implications**

7.1 The recommendations within this report support the delivery of priority two of the Cheshire East Council Three Year Plan,— Developing affordable and sustainable local models of care for vulnerable children and adults and facilitate the delivery of budget policy proposals already factored into the Council's 3 year business plan from 2013/14 to 2015/16.

7.2 The Care Funding Calculator (CFC) and the development of a Framework Agreement for specialised care will provide the Council with a robust care commissioning process, which over the longer term will deliver value for money and efficiencies for the council.

7.3 Through the savings made to date the service have controlled the previous year overspend on former health contracts and have delivered the policy proposal saving linked to reviewing externally commissioned care costs.

**8.0 Legal Implications**

8.1 The aggregate value of the requirement for specialist care placements is such that these services must be procured in accordance with EU legislation and the Council's Finance and Contract Procedure Rules.

8.2 A Framework Agreement enables the Council to meet its need for a service for a set period of time in order to obviate the need to undertake a wide competitive process in relation to each individual procurement. It complies with EU requirements and the Council's rules.

8.3 The Public Contracts Regulations allow local authorities to enter into Framework agreements with a number of service providers, following a competitive tendering process, and to thereafter select from those service providers to provide particular services, as and when required for

a maximum period of four years.. The Council can choose to appoint a supplier directly based on the pricing and/or other information established in the original tender process or if the price cannot be directly determined or in order to ensure best value it can hold a mini-competition between the suppliers appointed to the framework in or to make an award.

- 8.4 In order to evidence value for money the service will engage with Legal Services to ensure that call-off contracts contain provisions which enable continuing value for money to be tested (via the CFC) and to contain provisions such that the contract can be terminated in the event that the service cannot be provided on terms which remain acceptable to the Council.

## **9.0 Risk Management**

- 9.1 The provision of specialist care placements for adults with complex needs enable the Council to fulfil its statutory duty under the Health and Social Care Act.
- 9.2 A failure to establish a Framework Agreement through which it can purchase such services will mean that each specialist care placement will need to be tendered individually. This is prohibitive both in terms of time and cost.
- 9.3 Alternatively in order to fulfil its statutory duty under the Health and Social Care Act the Council may be required to purchase specialist care placements for adults with complex needs without due regard for the Public Contracts Regulations 2006 and the Council's Finance and Contract Procedure Rules.

## **10.0 Access to Information**

The background papers relating to this report can be inspected by contacting the report writer:

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## CHESHIRE EAST COUNCIL

### Cabinet

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<b>Date of Meeting:</b>	17 <sup>th</sup> September 2013
<b>Report of:</b>	Director of Economic Growth & Prosperity
<b>Subject/Title:</b>	Level Access Shower Framework
<b>Portfolio Holder:</b>	Councillor Don Stockton, Housing, Planning Economic Development and Regeneration

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#### 1.0 Report Summary

- 1.1 This report seeks authorisation to award and implement a Framework contract for level access shower facilities and associated works for disabled persons.
- 1.2 Level access showers are provided in the discharge of the Council's statutory duty to meet the needs of disabled persons. Adaptations are designed to enable disabled persons to live independently in the home of their choice, reducing or delaying the need for formal care.
- 1.3 The Framework Agreement is for a total value of between £900,000 and £1,100,000 over the period of the contract, which is two years, with the option to extend for up to a further two years.

#### 2.0 Recommendation

- 2.1 To delegate to the Director of Economic Growth and Prosperity the authority to award the contract for level access shower facilities and associated works for disabled persons.

#### 3.0 Reasons for Recommendation

- 3.1 Cheshire East Council provide adaptations to meet the needs of disabled persons, enabling them to live independently in their own home. The service is delivered through joint working between the Occupational Therapy service and the Strategic Housing service.
- 3.2 There are no existing contracts in place to meet the need for level access showers. A full procurement process has been undertaken to award a contract to one supplier, being the one who is a competitive bidding process demonstrated best value for money and quality in the bid.
- 3.3 A framework agreement means that a contract is awarded directly to the selected supplier on the basis of the quality and pricing established in the original tender process, but without obligation on the Council to award any work. This process results in a better controlled and consistent process by

which level access shower facilities and associated works for disabled persons are commissioned, contributing to the overall aim of the Council to ensure quality and value in public services.

#### **4.0 Wards Affected**

4.1 All wards.

#### **5.0 Local Ward Members**

5.1 All local ward members.

#### **6.0 Policy Implications**

6.1 The provision of adaptations for disabled persons has a close fit with Outcome 5 of the Council's three year plan: People will live well and for longer; specifically that care services focus on prevention, early intervention and physical and mental well being.

6.2 Key performance indicators set out within the specification will ensure that adaptations are delivered in a timely manner within stringent timescales, ensuring that any opportunities to substitute paid care with adaptations are maximised.

#### **7.0 Financial Implications**

7.1 The value of the contract (£225,000-£275,000 per annum, for up to four years) can be met within the annual Disabled Facilities Grant capital allocation received from the Department of Communities and Local Government. In 2013/14, the allocation was £704,717, however it should be noted that the future allocation of capital grant is not guaranteed beyond 2015/16. The statutory duty placed on local authorities to award Disabled Facilities Grants determines that should the Government not allocate capital grant to the Council in the future, funding will need to be provided from the Council's own resources or through prudential borrowing.

7.2 A Framework will enable the Council to call-off orders as required, and does not provide a guarantee of the volume or value of work that the Contractor will be awarded.

#### **8.0 Legal Implications**

8.1 The Chronically Sick and Disabled Persons Act 1970 places a duty on local authorities to arrange practical assistance in the home, and any works of adaptation or the provision of additional facilities designed to secure greater safety, comfort or convenience. Authorities may discharge their duties by the direct provision of equipment or adaptations, or by providing a grant to cover or contribute to the costs of such a provision.

- 8.2 The Housing Grants, Construction and Regeneration Act 1996 places a statutory duty on local authorities to provide grant aid to disabled persons in the form of Disabled Facilities Grants.
- 8.3 The aggregate value over the lifetime of the contract is below the EU threshold for works (£4,348,350), so the full EU procurement regime does not apply.
- 8.4 The contract has been tendered in accordance with the Public Contracts Regulations 2006. The Public Contracts Regulations allow local authorities to enter into framework agreements with one or more suppliers for a period of up to four years where a competitive process has been undertaken to test quality and price.

## **9.0 Risk Management**

- 9.1 Failure to procure works in accordance with the Public Contracts Regulations 2006 and the Council's Finance and Contract Procedure Rules would leave the Council open to challenge and in breach of regulations, with a subsequent reputational impact.
- 9.2 The contract has been advertised on the North West Chest, and all companies expressing an interest in the contract have been invited to tender. The tenders will be evaluated using criteria to establish the most economically advantageous tender.

## **10.0 Background and Options**

- 10.1 Since November 2011 the Strategic Housing service, when requiring level access shower facilities for disabled persons, have needed to procure these from an external source. Mini-tender exercises have been undertaken for each individual case by requesting a minimum of three quotes from contractors.
- 10.2 In order to comply with public sector procurement regulations and with the Council's Finance and Contract Procedure Rules, these services must be procured in a managed and value for money manner. This is also critical to achieve economies of scale and to consistently manage the quality of the works carried out in the homes of disabled persons.
- 10.3 A procurement exercise is being undertaken to establish a Framework Agreement with one supplier. The Framework will enable the Council to call-off orders as required, and does not provide a guarantee of the volume or value of work that the Contractor will be awarded. This Framework is one of three Frameworks under development for domestic repairs and adaptations, two of which will come forward to Cabinet for approval due to their value.
- 10.4 The contract details were posted on the North West Chest on 23<sup>rd</sup> July 2013, and the deadline for submission of tenders was 2<sup>nd</sup> September 2013. A comprehensive and rigorous evaluation process is being undertaken, with a view to selecting the supplier who demonstrates the best value for money and quality to deliver this contract.

10.5 Permission is now being sought to delegate responsibility to the Director of Economic Growth and Prosperity to appoint the successful bidder to the Framework Agreement.

**11.0 Access to Information**

The background papers relating to this report can be inspected by contacting the report writer:

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## CHESHIRE EAST COUNCIL

### Cabinet

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<b>Date of Meeting:</b>	17 <sup>th</sup> September 2013
<b>Report of:</b>	Head of Environmental Protection and Enhancement
<b>Subject/Title:</b>	Highways Permit Scheme for Cheshire East
<b>Portfolio Holder:</b>	David Topping, Environment

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#### 1.0 Report Summary

- 1.1 The Traffic Management Act (TMA) 2004 makes provision for Highways Authorities to introduce a Permit Scheme in order for it to manage disruption on the network more effectively for all road users. Permit Schemes provide an alternative to the current notification system so, rather than a works promoter informing the Highway Authority of their intention to carry out works, a permit will be required in advance. There will be a charge to the external works promoter for the permit aimed at allowing the Authority to adequately resource the administration of the scheme. Cheshire East Highways currently has a small dedicated streetwork's team that pro-actively co-ordinates the Utility companies on the road network and has been successful in enforcing the current legislation and has effectively managed the road network to reduce delays and congestion to all road users.
- 1.2 The successful performance of the scheme will maximise the safe and efficient use of road space which will minimise inconvenience to all road users, improving safety of those using the highway network with particular emphasis on people with disabilities and cyclists
- 1.3 If it is agreed that a Permit Scheme should be implemented for Cheshire East, it is proposed to implement the Scheme on all streets within Cheshire East, a formal application will be made to the Department for Transport, for a Statutory Instrument to be made to enact the scheme.
- 1.4 It is proposed that Cheshire East would join the West and Shires Permit Scheme (WaSP) which is a common scheme thereby expediting the programme for implementation, with an anticipated start date of October 2014.

## **2.0 Recommendations**

- 2.1 It is recommended that Cabinet approve that the Council should implement a Permit Scheme, as described above, under Part 3 of the Traffic Management Act (TMA) 2004.
- 2.2 It is recommended that Cabinet approve that the Council works in partnership with Shropshire Council and join the common scheme being developed named West and Shire Permit (WaSP) Scheme.

## **3.0 Reasons for Recommendations**

- 3.1 All highways authorities have a duty under the New Roads and Street Works Act 1991(NRSWA) and the Traffic Management Act 2004 (TMA) to effectively coordinate all activities on the highway to ensure the safe and expeditious movement of traffic, pedestrians and vulnerable road users.
- 3.2 Permit Schemes were introduced by Part 3 of the TMA to improve the Local Highway Authority's (LHA) ability to minimise disruption from both street and highway works. The TMA broadens the coordination and cooperation duties under NRSWA and is intended to give the LHA more powers over how and when activities are carried out.
- 3.3 It is not currently mandatory for Local Highway Authorities (LHA) to run Permit Schemes; however the Parliamentary under Secretary of State for the Department of Transport (DfT) has urged LHA's to give serious consideration to the benefits of introducing a Permit Scheme, the Department for Transport (DfT) letter is attached (Appendix 1).
- 3.4 Sections 32 to 39 of Part 3 of the TMA outline the basic structure within which Permit Schemes operate and any scheme prepared by the LHA will not take effect until approved by the Secretary of State for Transport by Order, in the form of a Statutory Instrument.
- 3.5 The introduction of a Permit Scheme will provide a new way to manage activities on the public highway, providing a powerful tool for effective co-ordination, minimising the inconvenience to the travelling public, businesses and local residents, whilst allowing works promoters the necessary time and space to complete their work.
- 3.6 Under NRSWA works promoters currently inform Cheshire East of their intention to carry out works using the noticing system via Electronic Transfer of Notices (EToN). If notices are not challenged the works promoters can proceed with the works without further consultation.
- 3.7 The proposed Permit Scheme gives the Cheshire East the opportunity to better evaluate each proposed works and enable the Authority to reject incorrect or incomplete permit applications. Work promoters will effectively book occupation of the street for specific periods and

purposes rather than the current system of informing the Authority of its intention to occupy the street.

- 3.8 The Permit Scheme when brought into effect will replace parts of NRWSA, specifically notices relating to S54 (advanced notice of certain works), S55 (notice of start of works) and S57 (notice of emergency works). Other aspects of NRSWA are Disapplied, (S53 S56,& S66) or Modified (S58, S58A, S64, S69, S74, S88, S89, S90 & S93).
- 3.9 All permit applications will need to be responded to within a given response time as per the regulations and should the time limit elapse without comment the Permit is deemed to have been approved and the works can proceed.
- 3.10 Permit Schemes differ from existing LHA powers for network management in a number of ways and will apply to our own works as well as those of Utility Companies and parity will be demonstrated through annual Key Performance indicators.
- 3.11 Works promoters will have to apply for a permit before commencing the work on the street with the exception of emergency and urgent works.
- 3.12 Emergency works are defined as works that are required to end, or prevent circumstances, either existing or imminent that might cause damage to people or property. Within two hours of the works starting, the Utility must contact the Council, apply for a permit and provide details of the activity.
- 3.13 Urgent activities are defined as, to prevent or put an end to an unplanned interruption of any supply, to avoid substantial loss to the Utility in relation to an existing service, to reconnect supplies or services where the Utility would be under a civil or criminal liability if the reconnection is delayed until after the expiration of the appropriate notice period. Again within two hours of the works starting, the Utility must contact the Council, apply for a permit and provide details of the activity.
- 3.14 Certain conditions can be attached to a permit, such as timing of activities and the way works are carried out, with more punitive fines for either working without a permit or in breach of permit conditions.
- 3.15 The Traffic Management Act, section 37(7), enables fees for permits to be charged to Utilities as follows:
  - Applications for permits
  - Issuing of permits
  - Applications for variations to permits or conditions attached
  - Variations to permits or conditions attached e.g. extending the duration of works or changes to the traffic management.

- 3.16 There are no charges applied to the current Noticing system and it should be noted that Permit Schemes are not intended to generate revenue income; however the Authority may cover its costs in delivering the scheme.
- 3.17 A Permit Scheme's primary function is to reduce disruption on the network and the regulations state that Permit income is to be only applied to the prescribed cost of operating the Scheme.
- 3.18 All other aspects of NRSWA remain unchanged and run in conjunction with Permit Schemes, including Section 74 overstay charges for unreasonable or prolonged occupation of the street. Section 74 overstay charges will also apply to works requiring a permit.
- 3.19 As part of the Local Transport Plan and Council's Three Year Plan, Cheshire East Council aims to deliver effective and efficient transportation services. The introduction of a Permit Scheme will aid Cheshire East to better facilitate a reduction in congestion on the network and be better able to coordinate and manage all works, working together with utility companies.
- 3.20 The Authority can ensure works are being carried to ensure the impact on the network efficiency is kept at a minimum wherever possible particularly on Traffic Sensitive and Strategic routes, thus helping to keep the traffic moving. By improving co-ordination Public and School Transport will be improved as the delays will be kept to a minimum. Carbon dioxide emissions will also be reduced as traffic will spend less time idling in traffic queues.
- 3.21 The additional resources put in place to operate the Permit Scheme will allow an increased inspection regime ensuring any works being carried out are completed to the correct standards and this will support maintaining of the condition of the network.

#### **4.0 Wards Affected**

- 4.1 All Wards

#### **5.0 Local Ward Members**

- 5.1 All Ward Members

#### **6.0 Policy Implications**

- 6.1 Existing policies will not be affected

#### **7.0 Financial Implications**

- 7.1 As part of the business case to support the Permit Scheme a full Value for Money self assessment needs to be undertaken to form part of the

formal DfT application process. The cost of managing the external works via the permit scheme is being analysed using the DfT matrix as part of the cost benefit analysis in order to show that there will be no cost to Cheshire East.

- 7.2 Subject to approval of the scheme, the calculation of set-up and operating costs and determination of permit fees, the expenditure and income budget implications will be included in the budget proposals for 2014/15 and subsequent years (reflecting overall cost neutrality).
- 7.3 Whilst the overall management of the scheme is designed to be cost neutral in line with the DfT guidelines, there are a number of local economic efficiencies including:
- Reduced congestion
  - Improvements to the current process, with a greater level of scrutiny of proposals for works to be undertaken
  - The potential to minimise reductions in the condition of the Network due to repeated works breaking the surface of the asset
  - Support economic growth by minimising the disruption to businesses caused by traffic delay.
- 7.4 The business case will substantiate that the permit scheme will result in an improved performance of the network in line with the LHA Network Management Duty.
- 7.5 The maximum fees that can be charged, as set out in the TMA Permit Fees Guidance document are as follows:

<b>Maximum Fee Levels</b> per Provisional Advance Authorisation, Permit and Permit Variation		
	Road Category 0-2 or Traffic Sensitive	Road Category 3-4 and non-Traffic Sensitive
<b>Provisional Advance</b> (It is suggested this fee applies only where value has been added in processing the works)	£105	£75
<b>Major works</b> – over 10 days and all major works requiring a traffic regulation order.	£240	£150
<b>Major works</b> – 4 to 10 days	£130	£75
<b>Major works</b> – up to 3 days	£65	£45
<b>Activity Standard</b>	£130	£75
<b>Activity Minor</b>	£65	£45
<b>Immediate Activity</b>	£60	£40
<b>Permit Variation</b>	£45	£35

- 7.6 It will be necessary that additional specialist staff and software will be needed to manage the Permit Scheme.
- 7.7 Please note that the actual fees have yet to be calculated as the number of Traffic Sensitive Streets is subject to change following a review which is currently being undertaken.
- 7.8 The fees that will be applied to the Cheshire East Permit Scheme will be calculated using the Department for Transport's template (DfT cost matrix) which is an essential part of the application for the scheme.

## **8.0 Legal Implications**

- 8.1 All highways authorities have a duty under the New Roads and Street Works Act 1991 (NRSWA) and the Traffic Management Act 2004 (TMA) to effectively coordinate all activities on the highway to ensure the safe and expeditious movement of traffic, pedestrians and vulnerable road users.
- 8.2 Permit Schemes were introduced by Part 3 of the TMA to improve the Local Highway Authority's (LHA) ability to minimise disruption from both street and highway works. The TMA broadens the coordination and cooperation duties under NRSWA and is intended to give the LHA more powers over how and when activities are carried out.
- 8.3 Sections 32 to 39 of Part 3 of the TMA outline the basic structure within which Permit Schemes operate and any scheme prepared by the LHA will not take effect until approved by the Secretary of State for Transport by Order, in the form of a Statutory Instrument.
- 8.4 The Secretary of State for Transport has the power to vary or revoke a Permit Scheme under Section 36 of the TMA and can use this power to make any changes to the scheme considered appropriate (following consultation).

## **9.0 Risk Management**

- 9.1 The risk is mainly financial, that is the Department for Transport may reject the business case, and the costs incurred are then not recoverable.
- 9.2 Under the legislation Statutory Undertakers (Utility Companies) are able to pass on the costs of permit fees to their customers via their Utility charges.
- 9.3 The permit scheme requires approval by the Secretary of State which can take 6 months if approved.

- 9.4 Staff levels need to be increased to deliver the additional administration required for a permit scheme.

## **10.0 Background and Options**

- 10.1 Permit schemes have been seen by Central Government as an important progression for Highway Authorities. We have been urged (April 2011) by the Parliamentary under Secretary of State for the Department of Transport, Norman Baker, to consider the use of permit schemes that help to reduce the disruption caused by road works.

- 10.2 The Ministerial urging is based on the success of the authorities already running Permit Schemes including Kent, Northamptonshire, St Helens, London boroughs. In their public document entitled "Measuring the Success of the Kent Permit Scheme, Annual Report (February 2010-January 2011)", Kent Highway Services state that:

- "the total number of congestion and co-ordination complaints and street works enquiries has reduced by 26% since the start of the Kent Permit Scheme"
- "the total number of working days saved on full permit treatment roads as a result of collaborative working arrangements since the commencement of the scheme is equivalent to a saving of 5 years and 7 months"

- 10.3 There are two main pieces of legislation which require us to work with the utility companies in a co-operative manner, to maintain a record of all their works and to monitor them; at the same time they give us some powers of enforcement. The legislation is the:

- New Roads and Street Works Act , 1991 (NRSWA)
- Traffic Management Act, 2004 (TMA), Part 3 Permit Schemes

- 10.4 Under the NRSWA the utility companies have to send in an electronic notice for their works with their intended location and duration. They are letting us know where they are going to work and we then have to consider their durations and challenge down those we believe to be unreasonable

- 10.5 Cheshire East receives approximately 45,000 notices per annum, these are managed and enforced by a team of 4 fte officers.

- 10.6 There have been three possible options explored which are available to Cheshire East Council, these are:

1. Creating a Cheshire East Scheme
2. Joining a common scheme
3. Do not implement a Permit Scheme

- 10.7 The first option is to create a new scheme for Cheshire East, this process could possibly take up to 24 months to implement. There is a greater degree of challenge from utilities which can drag out the process. This option did not fall into the required time frame for the earliest possible implementation date of late 2014.
- 10.8 With a 24 month time scale to implement a new scheme, additional funding would be required, the preferred time scale is to implement a scheme in the 3rd quarter of 2014, this option would over run the implementation date by a year and could possibly double the projected costs.
- 10.9 The next option is to join a Common Scheme currently there are two such schemes either in development or in operation in the region.
- 10.10 The West and Shires Permit Scheme (WaSPs) is currently being developed by Shropshire for similar shire Authorities to join, Shropshire as our neighbouring authority has a similar road network and a number of historic towns similar to Cheshire East. The scheme conditions have been modelled on the national guidelines set out by DfT in conjunction with the regional joint Highway Authority and Utility Committee. Shropshire has had a year's dialogue with Utilities and DfT to develop the scheme, and will be submitting their scheme in October 2013 for approval.
- 10.11 The Merseyside Authority Permit Scheme (MAPS) developed by St Helens Metropolitan Borough Council has been operating for over 12 months and was designed as a Common Scheme. However the enacted Statutory Instrument for the scheme encompassed St Helens fee structure thereby blocking any other authority from joining. There is currently uncertainty when this will be amended. Therefore this scheme has been discounted.
- 10.12 The "Do nothing" option has been explored which would mean maintaining the status quo with regard to street works noticing and inspections. This option is not the recommended course of action.
- 10.13 As part of the LHA's Network Management Duty (NMD) under Section 16, Part 2 of the TMA, the traffic authority must as far as reasonably practicable ensure that they identify causes, or potential causes of road congestion or other disruption to the movement of traffic on their road network this includes pedestrians and vulnerable road users. Also that they consider any possible action that could be taken in response to or in anticipation of such causes.
- 10.14 If Cheshire East is not using the powers granted under the TMA to manage its network effectively and ensure appropriate action is taken to reduce congestions and unnecessary delay, it is not fully undertaking its NMD and its reputation may be at risk. In the extreme, where the NMD under the TMA is not being well managed, the TMA Intervention

Criteria could result in a Statutory Instrument being raised for an unelected Traffic Director to take over relevant functions and charge the cost to Cheshire East Council.

- 10.15 It is therefore proposed that the Authority continue to work with Shropshire and to join the WaSP Scheme which will meet our target implementation date of late 2014.
- 10.16 The scheme would apply to all roads across the network as it is felt that a dual system of noticing and permits would be counterproductive and result in confusion by both utility companies and our own works promoters.
- 10.17 The benefits of a Permit Scheme are:
- We would have to set out detailed conditions which suit the local environment and community, when we grant each permit, which would help to ensure greater control over the use of the road network. We could for example promote working outside peak hours; instruct where the materials can be stored and what traffic management is appropriate for the site.
  - Developing, introducing and operating a 'permit scheme', which applies to works both carried out on behalf of utility companies and on behalf of ourselves, enables us much greater scope to manage and coordinate works; so as to reduce disruption and protect one our most valuable assets more effectively.
  - Anyone who breaks the terms of their permit or works without a permit could be prosecuted and face a fine of up to £5,000. It is also an offence to not meet a permit condition, for which the maximum fine is £2,500. This would encourage good compliance with the conditions set in the Permit. The fixed penalty notices generated by the permit scheme can be used for "implementing policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services within the specified area" as stated in The Traffic Management Permit Scheme Regulations 2007 part 5, 28, hence the Council can use the funds from fines levied to support the Highways and Transportation services.
  - It would enable us to more easily direct joint working with utilities when appropriate and hopefully achieve a better standard of work.
  - We would be better able to manage occupancy of the highway; therefore durations of works would be reduced. Southwark have observed that their works durations have fallen by 7% since beginning their scheme.
  - A permit scheme would also further reduce highway occupation as return visits to a site would be minimised.
  - Better quality of information from utilities which would enable us to inspect more of their works.
  - Improved co-ordination through a reduction in cancellations.

- Charges for permits can be utilised to support scheme costs including staff, IT, monitoring, co-ordination and training; all costs that are currently borne by the authority.
- The successful performance of the scheme will maximise the safe and efficient use of road space which will minimise inconvenience to all road users, improving safety of those using the highway network with particular emphasis on people with disabilities and cyclists.

## **11.0 Access to Information**

The background papers relating to this report can be inspected by contacting the report writer:

### **Appendix 1 – DfT Letter Proposing Permit Schemes**

Traffic Management Act 2004 – Part 3

<http://www.legislation.gov.uk/ukpga/2004/18/part/3>

Statutory Instrument 2007 No. 3372 – The Traffic Management Permit Scheme (England) Regulations 2007

<http://www.legislation.gov.uk/uksi/2007/3372/contents/made>

Traffic Management Act 2004 – Code of Practice for Permits

<https://www.gov.uk/government/organisations/department-for-transport/series/traffic-management-act-tma-part-3-permit-schemes>

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13 April 2011

Dear Colleague

### **Permit Schemes for works in the highway**

I am writing to outline my approach to permit schemes, which give local authorities much more control over where and when works are carried out on their roads.

Permit schemes are already up and running in most of London, and in Kent, and have reported very encouraging early results. Building on their success, I am keen that more authorities should consider seriously the role that permit schemes could play in their areas.

From the authority perspective, a well-designed permit scheme can provide a broadly cost-neutral way to get significantly better performance from road networks. I am therefore supporting the future development of permit schemes in two ways:

- Firstly, I will be bringing forward legislative proposals later this year, under which English local highway authorities would no longer need to seek central government approval to implement a new permit scheme (or to vary an existing one). This would place decision-making squarely with elected local authorities, removing a significant risk currently facing authorities who wish to implement schemes.
- Secondly, I have removed unnecessary bureaucracy from the approval process that will remain in place until the new legislation is passed. Last November I published revised guidance which explains that the Department for Transport will no longer be subjecting authorities' proposed permit fee levels to independent external scrutiny. The new guidance is available at <http://www.dft.gov.uk/pgr/roads/network/local/streetworks>.

I can also confirm that the Department for Transport will no longer be commissioning its own evaluation of permit schemes, as this would largely duplicate the evaluations that local authorities themselves are conducting.

Further advice and support for local authorities considering permit schemes is available from DfT and I would encourage you to contact us as early as possible if you are considering making an application. For further information, local authority officers are welcome to contact Maclean Okotie on 020 7944 4443 or at [maclean.okotie@dft.gsi.gov.uk](mailto:maclean.okotie@dft.gsi.gov.uk).

Yours sincerely,

A handwritten signature in black ink that reads "Norman Baker". The signature is written in a cursive, slightly slanted style.

**NORMAN BAKER**

## CHESHIRE EAST COUNCIL

### Cabinet

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<b>Date of Meeting:</b>	17 <sup>th</sup> September 2013
<b>Report of:</b>	Head of Environmental Protection and Enhancement
<b>Subject/Title:</b>	A556 Knutsford to Bowdon Improvement Scheme – Local Impact Report and Statement of Common Ground
<b>Portfolio Holder:</b>	Councillor David Brown, Strategic Communities

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#### 1. Report Summary

- 1.1. This report seeks approval to submit a Local Impact Report (LIR) and Statement of Common Ground (SOCG) for the A556 Knutsford to Bowdon Improvement Scheme to the Planning Inspectorate.
- 1.2. Officers have prepared a Local Impact Report (LIR) and a Statement of Common Ground (SOCG) – summaries of which are included at Appendix A and contained in full at Appendix B.
- 1.3. Commuted sums for initial maintenance costs, potential mitigation measures for unforeseen issues on the wider CEC network and for addressing wider environmental impacts on the A556 south of the M6 have been agreed in principle by the Highways Agency and negotiations on the exact values are continuing.

#### 2. Recommendations

- 2.1. That the Council in principle supports the Highways Agency's proposals for the A556 Knutsford to Bowdon improvement scheme.
- 2.2. That the LIR and SOCG as presented can be submitted to the planning inspectorate as an accurate representation of CEC's position, including the principle of the revised junction designs at the following junctions, as listed in Appendix B;
  - A50 / de-trunked A556 (Mere Crossroads)
  - A5034 / de-trunked A556 (Bucklow Hill)
  - A50 / new A556
- 2.3. That the acceptance of the road safety departures report as attached at Appendix C is approved.
- 2.4. That any variations to the LIR, SOCG required during or before the inspection process are delegated to the Head of Environmental

Protection and Enhancement in consultation with the Portfolio Holder.

- 2.5. That any minor amendments to the scheme details from those shown in the LIR /SOCG such as junction designs are delegated to Head of Environmental Protection and Enhancement.
- 2.6. That, if necessary, officers formally represent and evidence the views contained within both this report and the SOCG and LIR at the Examination in Public.
- 2.7. That in principle CEC is happy to take over the management of the de-trunked sections of the former A556 and be responsible for their maintenance as part of the CEC highway network subject to the agreement of a commuted sum to cover additional costs.
- 2.8. That the agreement of the commuted sum from the Highways Agency (HA) for maintenance of the de-trunked A556 is delegated to the Head of Environmental Protection and Enhancement in consultation with the Portfolio Holder.
- 2.9. That the agreement of the commuted sum from the HA for off site mitigation work for “unforeseen” issues is delegated to the Head of Environmental Protection and Enhancement in consultation with the Portfolio Holder.
- 2.10. That the agreement of the commuted sum from the HA for off site mitigation work for wider environmental impacts is delegated to the Head of Environmental Protection and Enhancement in consultation with the Portfolio Holder.
- 2.11. That the Corporate Manager for Resources be authorised to collect and administer these commuted sums as necessary.
- 2.12. That the Head of Environmental Protection and Enhancement in consultation with the Portfolio Holder is authorised to respond to queries and questions that may occur as part of the Examination process in relation to the LIR and SOCG.

### **3. Reasons for Recommendations**

- 3.1. Council officers and elected members have been working with the HA over a number of years as these proposals have been developed.
- 3.2. The proposed scheme has been under development for many years and the current proposal is the result of extensive engagement with residents, businesses and the Local Highway Authority. Any further proposed changes to the scheme concept

have the potential to further delay or indeed prevent the implementation of improvements to the A556 corridor.

- 3.3. The proposed scheme will support the Council's key objective to deliver new and improved infrastructure to support economic growth. Approval of the LIR and the SOCG is required in accordance with the Infrastructure Planning Rules 2010.
- 3.4. The Council has actively engaged and challenged the Highways Agency on the alternative options for the scheme including the proposals for the M6 J20.
- 3.5. In March 2012 the council responded to the HA consultation on possible junction strategies for the scheme. The Council responded stating its general support for the scheme, outlining its two preferred options and raising a number of issues that required addressing (Such as a new link to Old Hall Lane at the Tabley junction)
- 3.6. The junction strategy adopted by the HA is the second of the council's choices and incorporates many of the additional requirements the council requested.
- 3.7. The LIR is a statement of CEC's view on the A556 Knutsford to Bowdon scheme. Approval of the LIR enables the Council to influence key elements of the scheme and identifies areas where the Council requires changes to the design proposals and the status of these proposed changes.
- 3.8. The SOCG has identified all the issues raised in the Relevant Representations to the Planning Inspectorate by the appropriate CEC departments. These are included in the SOCG in Appendix B.
- 3.9. The commuted sums will need to be adequate to cover all the likely costs associated with initial maintenance, all potential mitigation measures that may be required for unforeseen problems and measures to address new environmental impact in the wider area.
- 3.10. A full independent safety review by a qualified road safety auditor has recommended the approach proposed in the road safety departures report.

#### **4. Wards Affected**

- 4.1. High Legh, Knutsford, Mobberley.

#### **5. Local Ward Members**

Cllr Steve Wilkinson  
Cllr Stewart Gardiner

Cllr Olivia Hunter  
Cllr Peter Raynes  
Cllr Jamie Macrae

## **6. Policy Implications**

- 6.1. The scheme accords with the Local Transport Plan Implementation Plan (2011-2015) policy B2 – Enabling development.
- 6.2. This decision will contribute towards the delivery of the A556 Knutsford to Bowdon Improvement Scheme (a Highways Agency scheme) which will have a beneficial effect on congestion, road safety, air quality and reduction of carbon emissions in the Mere and Bucklow Hill areas.

## **7. Financial Implications**

- 7.1. The de-trunking of the existing A556 passes responsibility for the operation and maintenance of the de-trunked A556 to CEC from the HA. Standard practice is to assess the revenue and capital maintenance costs over an initial 7 year period.
- 7.2. This is the subject of negotiations for a commuted sum to meet the cost of maintenance for the first 7 years of its operation (ie from 2017 to 2023). Indicatively this sum is anticipated to be in the region of £300,000 to £500,000
- 7.3. The additional length of highway to be adopted by CEC is approximately 5.5km. This is against the context of an adopted CEC highway network of approximately 2,700km.
- 7.4. After the initial 7 year period CEC will take over full responsibility for maintenance of the de-trunked A556. The negotiated commuted sum will be sufficient to ensure that the road is handed over in a good state of repair.
- 7.5. As noted previously the HA have agreed to the principle of providing commuted sums in the form of a one off payment to CEC for other mitigation measures. This funding will be ring fenced for spending on the relevant works.
- 7.6. Final agreement on the level of funding to be provided via these commuted sums will be required by the closure of the examination in public – at this stage this is anticipated to be Friday 1<sup>st</sup> November to allow representation at the relevant stage of the hearing.

## **8. Legal Implications**

- 8.1 The LIR and SOCG are requirements imposed on the local authority as a result of the A556 Knutsford to Bowdon improvement scheme.

- 8.2 The LIR and SOCG must accord with the guidelines and legislation set out in the Infrastructure Planning regs 2004.
- 8.3 The SOCG relates to an application made by the Highways Agency to the Planning Inspectorate under Section 37 of the Planning Act 2008 to implement an improvement scheme on the A556 between Knutsford and Bowdon.
- 8.4 The LIR must be supplied to the Examining Authority by 4<sup>th</sup> October 2013 (rule 8 (1) (j), as per the draft timetable published by the Planning Inspectorate on the 24<sup>th</sup> July 2013 (Annex D to their letter).
- 8.5 The SOCG must also be supplied to the Examining Authority by the 4<sup>th</sup> October 2013 (rule 8 (1) (e), as per the draft timetable published by the Planning Inspectorate on the 24<sup>th</sup> July 2013 (Annex D to their letter).

## **9. Risk Management**

- 9.1. Delay in the approval of the LIR and SOCG would result in two significant risks;
- 9.2. CEC would potentially lose out on the opportunity to influence the scheme and any concerns that it has may not be addressed.
- 9.3. CEC would risk losing out on commuted funds from the Highways Agency to mitigate for potential future problems on the wider CEC highway network. Negotiations are underway, but the LIR provides the best opportunity to negotiate with the Highways Agency on the potential measures required and the amount to be directed by the planning inspectorate.
- 9.4. It is a statutory requirement that CEC produce a SOCG and failure to approve the SOCG would be counter to this.
- 9.5. The timetable for inspection sets out that the SOCG and LIR are required to be lodged with the Planning Inspectorate by the 4<sup>th</sup> October 2013

## **10. Background and Options**

- 10.1. A location plan that illustrates the extents of the proposed scheme is included as an appendix to the LIR (appendix A in the summary LIR).
- 10.2. The A556 Knutsford to Bowdon Improvement Scheme is a 7.5-kilometre / approximately 4.7-mile improvement, and would improve the route to a consistent standard of a modern dual carriageway.

- 10.3. The Scheme is being promoted by the HA and the statutory procedures of planning and land assembly are being taken through the national infrastructure planning process.
- 10.4. Consultation on various routes and junction options has been undertaken over many years. However, there is little consensus on the scheme details. The HA have undertaken an analysis of the consultation responses received and are promoting the scheme that they feel best balances local opinion / impact with the strategic objectives of the scheme.
- 10.5. The main aspects of the Scheme include:
  - (a) construction of a new, dual carriageway standard section of the A556 from M6 Junction 19 to a point north of Bucklow Hill, to bypass Tabley, Mere and Bucklow Hill to the west;
  - (b) improvement of the existing A556 north of the new bypass section, from the point north of Bucklow Hill up to the M56;
  - (c) improvement of the layout of M56 Junction 7 at Bowdon;
  - (d) improvement of the M6 Southbound carriageway between M6 Junction 19 and Knutsford Services;
  - (e) creation of junctions at Tabley, the A50 and at Millington allowing local road network traffic access to and from the new A556;
  - (f) changes to existing adjacent local roads to enable safe connections with and over the new A556;
  - (g) changes and improvements to facilities for non-motorised traffic to enable more and safer crossings of the new A556;
  - (h) changes to the section of the current A556 to be bypassed, including the creation of additional facilities for non-motorised traffic along with measures to make the bypassed section more suitable as a road for rural, local traffic;
  - (i) the transfer of responsibility of the section of the current A556 to be bypassed to the local highway authority, Cheshire East Council; and
  - (j) measures to mitigate environmental impacts of the Scheme.
- 10.6. The LIR is a 'report in writing giving details of the likely impact of the proposed A556 Knutsford to Bowdon improvement scheme on the authority's area'.
- 10.7. The SOCG is a written statement prepared jointly by the applicant (the HA in this instance) and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it may also be useful for a statement to identify areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence.

- 10.8. A summary of the full range of issues is included in the Executive Summary version of the LIR in Appendix A. Appendix B includes the full LIR and SOCG documents.
- 10.9. CEC are generally supportive of the scheme as it improves strategic access to the Motorway network for both CEC residents and businesses as it relieves significant congestion issues along the A556 between the M6 at junction 19 and junction 7 of the M56. However CEC have some concerns over the impact on the local road network that the new road may have, that as yet have not been resolved. The main issues identified in the Local Impact Report include:

### Local Impact Report

#### **Traffic Issues**

The following table includes a summary of the main traffic impacts both positive and negative on CEC roads and potential mitigation. This includes potential impacts on the minor road network as presented in the A556 Consultation Report, potential issues identified by CEC officers and an analysis of accident statistics for the 5 years 2008 to 2012. Post opening monitoring will allow CEC officers to understand the actual impacts of the scheme and to identify the nature and extent of mitigation measures that might be required.

<b>Road name</b>	<b>Impact / potential issue</b>	<b>Potential mitigation required</b>
Existing Chester Road (A556) Mere and Bucklow	Reduced traffic levels from around 50,000 vehicles per day to around 5,000 , even with access traffic to Tatton Park events	Potential measures to control 'park and ride' commuters.
A5034 Mereside Road	Reduced traffic levels from 9,000 vpd to 5,000, may increase vehicle speeds	Speed control measures
A50 through High Legh	Increase in traffic flow compared to the do minimum	To be addressed by speed control measures, and "Gateway features".
A556 south of M6 junction 19	Increased traffic flows (+1500 vehs AADT) forecast with scheme compared to do minimum impact on air quality	Discussions on going between CEC and HA – focus on junction with A5033 and upgrades to traffic signals
Millington Lane	Increase in traffic flow compared to do minimum with potential issue at junction with Boothbank Lane and Reddy Lane.	"Gateway" feature at de-trunked A556 junction and speed control measures. Possible improvements to layout / signage at

		junction.
Millington Hall Lane	Reduced traffic flow due to closure of through route	“Gateway” feature at de-trunked A556 junction and speed control measures
Rosetherne Lane	Reduced traffic, less attractive as “rat run”	“Gateway” feature at de-trunked A556 junction and speed control measures
Cicely Mill Lane	Reduced traffic	Weight restrictions
Chapel Lane	Reduced traffic forecast	“Gateway” feature at de-trunked A556 junction and speed control measures
Peacock Lane	Reduced traffic forecast	None
Wrenshot Lane	Increase in traffic flow compared to the do minimum	To be addressed by speed control measures, “Gateway features” etc.
Pickmere Lane	Increase in traffic flow compared to the do minimum	Junction improvements at Budworth Road junction
Old Hall Lane	Potential for rat running	Weight restrictions and speed control measures
Tabley Hill Lane / Tabley Road	Reduced traffic forecast may increase vehicle speeds	Speed control measures
Ashley Road	Reduced traffic forecast	None

10.10. No traffic related issues were identified for the following roads (hence no mitigation measures have been identified):-  
Cherry Tree Lane, Birkinheath Lane, Reddy Lane, Boothbank Lane, Marsh Lane, Back Lane / Thowler Lane, Agden Lane, Bucklowhill Lane, Hulseheath Lane, Moss Lane, Whitley Lane, Budworth Road, Green Lane, Mereheath Lane, Sugarpit Lane and Clamhunger Lane.

The traffic model used for the final scheme layout simulates a significant proportion of the national road network, and is primarily designed to accurately model longer distance journeys, and is therefore the appropriate tool for modelling a scheme with strategic importance, such as the A556. However flows forecast along local roads are likely to be less robust. In this regard, it is considered that a period of traffic monitoring will be required to determine with certainty the most effective way to spend any commuted sums provided by the HA.

### **Junction Design**

10.11. CEC have concerns over the design of three junctions (two on the de-trunked A556 and one new junction).

10.12. A50 / new A556 junction – CEC have concerns over the HA proposed design of this new junction that have not yet been resolved. Initial assessments by CEC using flows supplied by the

HA indicate that significant queues would be generated in the morning peak on the southbound A50 approach to the roundabout in the 2032 design year – this is without additional traffic stress caused by Motorway incidents. CEC are working with the HA to devise an alternative design that may be able to address these concerns. Details of this design are included in Appendix B.

- 10.13. At the A50 / de-trunked A556 junction in Mere (Mere Crossroads) in the current proposals the A50 would become the main through route. The initial HA proposed junction arrangement can be improved upon. The de-trunked Chester Road would be realigned at the junction to form two T-junctions onto the A50, offset from each other. CEC are looking for network resilience to cater for additional traffic that might be generated by events at Tatton Park and during incidents on the M6 that force traffic to divert onto the A50 / de-trunked A556. Existing restrictions on right-turning movements would be lifted, so that all turns would be possible. CEC are working with the HA to devise an alternative design and alternative signal timings to be instigated when incidents occur on the M6, that may be able to address these concerns. Details of this design are included in Appendix B. The junction would continue to be partially controlled by traffic light signals. Signals would be retained at the southern junction to include provision for pedestrians, horse-riders and cyclists crossing the A50.
- 10.14. At Bucklow Hill Junction the HA proposed design would be modified to remove signal controls from Chapel Lane and alter the phasing of the remaining lights to reflect the new dominant flow of vehicular traffic (i.e. southbound traffic leaving the A556 at Millington and turning left at Bucklow Hill onto the A5034). Provision will be made for non motorised users through the junction, including crossing facilities and new segregated routes.

#### **Road Safety**

- 10.15. Full agreement on some aspects of the treatment of road safety issues on the local road network has not yet been reached – discussions are ongoing on the outstanding points. A commuted sum will be agreed to address issues that may potentially arise.

#### **Commuted Sums**

- 10.16. CEC are in discussion with the HA over the details of commuted sums for future maintenance of the de-trunked A556, to mitigate for the potential (as yet unforeseen) impacts of the scheme on safety and the environment (particularly air quality).

#### **Tatton Park**

- 10.17. As noted in previous sections there are potential issues around access to major events at Tatton Park that are still to be resolved. The existing event management strategy needs to be revised. Tatton Park and CEC expect that this revision will be undertaken by

the HA and any necessary changes to the strategy to be funded by the HA.

- 10.18. The HA have been in discussions with Tatton to gain their views on the proposals and a number of amendments to the scheme have been made. Tatton is fully engaged in the progression of the scheme and this will continue throughout project construction. The option selected by the HA provides the least impact of all the suggested schemes to Tatton, however Tatton believes that there will be some adverse impacts compared to existing arrangements.
- 10.19. Tatton has raised issues over the new egress route from Tatton on to the A50 and the new link road, particularly on main event days. Whilst currently two routes for egress on to the A556 can be used, the new system will only allow one route and reduces options. Following meetings with the HA and its contractors it was agreed that Costain would work on event traffic management issues and devise an agreed traffic management plan, most notably concentrating on the RHS Show and see if any areas could be reviewed and improved in light of this with agreed plans being worked through before construction starts.
- 10.20. Tatton has also agreed that it is happy to liaise with the HA, CEC Highways and other relevant Local Authorities over developing a unified Brown and White signage strategy for the new road and link roads to Tatton.
- 10.21. Tatton have expressed concerns with regard to the additional traffic forecast on the A50 approach to Mere crossroads. They welcome the revised proposals from CEC (see para 10.13), that seek to increase network resilience at this junction, including “intelligent” traffic signals that are able to respond to event traffic at certain times.

**Environmental Impacts (air quality)**

- 10.22. The existing A556 between the south of Junction 19 of the M6 and to the north of Junction 8 of the M56 is designated as an Air Quality Management Area (AQMA) as concentrations of nitrogen dioxide (NO<sub>2</sub>) exceed European Limit Values.
- 10.23. During the operational phase of the road, it is noted that the modelled changes in air quality will achieve the primary objective of air quality improvements in Bucklow Hill and Mere where there are predicted to be large reductions in NO<sub>2</sub> concentrations at properties on the existing A556. It is likely this will result in the revocation of a large proportion of the AQMA. This is a significant beneficial impact.
- 10.24. It should be noted that there will still be a number of properties along the “online” part of the new route, most notably at the north

end of Millington and in Over Tabley south of the M6, which will continue to be in exceedence of the NO<sub>2</sub> air quality objective during the operational phase of the road. It is predicted that levels of NO<sub>2</sub> will slightly reduce in these areas.

- 10.25. However, there are some air quality implications wider afield most notably along the Southbound M6 and the A556 south of M6 junction 19 where a small increase in traffic levels is predicted. The assessment confirms that levels of NO<sub>2</sub> may breach the objective in this location and as such Cheshire East may be required to declare a further AQMA in this area. This is considered a negative local impact. Mitigation will be sort funded from a commuted sum (as considered in para 2.9) to be agreed with the HA.
- 10.26. There will be a number of properties close to the new road which would experience a worsening of air quality; however the model does not predict any exceedences of the air quality objectives and no mitigation will be sought. This is considered neutral in terms of overall impact.
- 10.27. The scheme overall is in compliance with the Air Quality Action Plan (2011) and the broader aims of the Cheshire East Air Quality Strategy, notwithstanding the mitigation referred to in para 2.9 and 10.21.

#### **Cultural History and Archaeology**

- 10.28. The new road affects two grade II listed properties and an historic parkland of local significance. Mitigation is proposed that is expected to be adequate.

#### **Ecology, Nature Conservation and Trees**

- 10.29. The proposed A556 Knutsford to Bowden Improvement scheme has the potential to have an adverse impact upon a number on sensitive ecological receptors. These include the Rostherne Mere SSSI, Ramsar Site and national nature reserve. Significant impacts on several wildlife sites are forecast. There are likely to be adverse impacts on badgers, bats, breeding, wintering birds, otters, great crested newts, otters and barn owls.
- 10.30. In the view of the CEC Principal Nature Conservation Officer the proposed development cannot at this time be considered to be fully sustainable in terms of ecology. The CEC Principal Nature Conservation Officer recommends therefore that the residual adverse impacts of the proposed development are 'offset' by means of a commuted sum secured by means of an appropriate legal agreement. It is estimated that this figure should be between £50k – £100K to be used to fund habitat creation/enhancement works local to the proposed scheme.
- 10.31. Construction of the road impacts on Tabley Pipe Wood, Square Wood, Kennel Wood and Belt Wood. There will also be a loss of a

number of hedgerow and free standing field trees. No TPO trees will be felled, but two of the woodlands are SBIs. Mitigation planting for loss of woodland, trees and hedgerows is proposed, but this will not adequately compensate for loss at design year and is in contravention of saved MBC policies NE7 Woodland and DC9 Tree Protection.

**Environmental Impacts (noise and vibration)**

- 10.32. During construction there will be adverse noise impacts at sensitive receptors close to the proposed new route. Proposed working methods should minimise noise and vibration impacts.
- 10.33. When the scheme is operational as more properties are predicted to experience a beneficial rather than an adverse change the scheme is considered to be overall beneficial in terms of noise and vibration impacts.
- 10.34. Mitigation measures have been proposed along the route some of which have the effect of providing noise mitigation. These include low noise road surface, road cuttings, earth bunding and acoustic fencing.
- 10.35. Further consideration of mitigation should be given for those sensitive receptors predicted to experience adverse noise effects and particularly those most affected.

**Pedestrian / Cycle interests**

- 10.36. The Public Rights of Way (PROW) unit of the Council is generally supportive of the proposed scheme, subject to the final detailed scheme design and accommodation works arrangements, in particular in relation to Non Motorised User facilities on affected PROW and at junctions, overbridges and the underpass.

**Flood Risk and Drainage**

- 10.37. It is evident from the scoping documents associated with this scheme that the importance of assessing potential flood risk impacts has been captured.
- 10.38. Proposals for the detailed drainage design will need to be discussed with Cheshire East Flood Risk Management at the appropriate stage.

**Geology / Soils**

- 10.39. The proposals are not expected to have any geology or soils issues though reassurance will be sought that suitable mitigation measures are planned to protect watercourses from damage / pollution. A Phase 1 report will be required to ensure that contamination, rainwater run off and balancing ponds are fully considered.

**Economic and Social Impact**

- 10.40. The scheme is expected to have impacts on the local economy both positive and negative, along with associated community impacts.
- 10.41. A number of existing businesses that rely on passing trade will be affected by the scheme, either removing or significantly reducing the volume of passing traffic, however the adverse impact is not viewed to be significant;
- At Tabley there is a service area with a café, motel and filling station on the A556 just to the north of M6 junction 19.
  - At Bucklow Hill there is a filling station with a small shop, a premier inn hotel, a privately owned public house and a car showroom.
- 10.42. A number of other businesses and schools may benefit from improved access due to the large reductions in traffic on the de-trunked A556;
- In Tabley a privately owned conference facility (at the end of Moss Lane);
  - In Mere the Mere Golf resort and spa;
  - Rainbow day nursery in Mere;
- 10.43. The improved A556 provides better access for Cheshire East residents to employment opportunities in South Manchester, including Manchester Airport which is a key destination in its own right with 20million passengers per year using the airport.
- 10.44. In addition to the direct impacts of the A556 on businesses in the local study area potentially beneficial impacts could derive from how the proposed scheme affects the physical ease of transport access and journey times to local businesses. These include Tatton Park, a major local employer and businesses in Knutsford.
- 10.45. As noted in para 10.17 Tatton Park will require a revised event management strategy to reflect the new A556 and routes to from the Motorway network.
- 10.46. CEC are currently considering a formal planning application for a development at Tatton Park known as BeWILDerwood adventure park. This seasonal attraction is expected to attract up to 250,000 visitors each year. A transport assessment conducted on behalf of the development came to the conclusion that “there would be no significant highways implications”. Access to the site is planned to be either from the north, on Ashley Road, or from Knutsford on Mereheath Lane.

Statement of Common Ground

- 10.47. The main issues agreed in the Statement of Common Ground include:

- That the Council will take over responsibility for the de-trunked section of the A556 subject to the agreement of a suitable commuted sum.
- That revised junction designs for the A50 / new A556, A50 / de-trunked A556 and A5034 / de-trunked A556 (Bucklow Hill) be agreed prior to the closure of the scheme examination process.
- That all commuted sums from the HA to CEC be agreed prior to the closure of the scheme examination process.
- That a revised traffic management access strategy for Tatton Park is produced by the HA with the involvement of CEC and Tatton.
- That that the street lighting strategy would see lighting limited to the two key junctions on the de-trunked A556 at Mere Crossroads and Bucklow Hill;
- That proposed Speed Limits for the de-trunked Chester Road and affected side roads should be as described below;
  - Tabley Roundabout to Chester Road Roundabout – 40mph
  - Chester Road Roundabout to stopped up A556 – 30mph
  - Chester Road Roundabout to Mere Junction – 40mph
  - Mere Junction to Bucklow Hill – 30mph
  - Bucklow Hill to Millington Junction – 40mph
  - Millington Junction to Cherry Tree Lane – 30mph

## **11. Access to Information**

- 11.1. The background papers relating to this report can be inspected by contacting the report writer:

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## **A556 Knutsford to Bowdon Improvement Scheme Local Impact Report Executive Summary**

**Prepared by Cheshire East Council August 2013**

**IPC Reference Number TR010002**

**Registration ID 10019006**

### **INTRODUCTION**

1.1 The report has been prepared by Cheshire East Council (CEC) as the planning authority for the site, in accordance with advice and requirements as set out in the Planning Act 2008, the Localism Act 2011 and Advice Note one: Local Impact Reports (version 2, April 2012, The Planning Inspectorate). The plan in Appendix A shows the relevant study area including the currently proposed alignment for the scheme.

1.2 The Planning Inspectorate's Advice Note states that a Local Impact Report is a 'report in writing giving details of the likely impact of the proposed development on the authority's area'.

### **Site description, surroundings/ location and details of the proposal**

2.1 The site is located approximately four kilometres north west of Knutsford, Cheshire, in a predominantly rural area. The scheme passes close to a number of small villages and hamlets including Bucklow Hill, High Legh, Hoo Green, Hulse Heath, Mere, Millington and Tabley.

2.2 The A556 is a major strategic route, heavily used by traffic travelling between south Manchester and northern Cheshire going to the West Midlands via the M6. It is the only non-motorway section on the route between Manchester and Birmingham. The A556 carries approximately 51,500 vehicles daily, with HGVs contributing approximately 11% of this figure.

2.3 The Highways Agency (HA) intends to improve the A556 trunk road between Junction 19 of the M6 motorway, near Knutsford, and Junction 7 of the M56 motorway, near Bowdon with 7.5km of new (offline) or improved (online) road. Most of the scheme would be built to the standard of an all-purpose dual carriageway trunk road, with a short section (approximately 300m long) at the north end to which motorway regulations would apply. Nearside verges throughout would be a minimum of 2.5m wide, grassed and with no footways.

2.4 There would be six junctions along the line of the improvements, as outlined in detail in the full report.

2.5 Both the “de-trunked” road and the new road are situated entirely within the administrative area of Cheshire East Council.

#### Side roads / other CEC roads

The CEC roads that will be affected by the scheme include.

Road name	Proposal / issue	Impact and mitigation
Old Hall Lane	Stopped up and alternative alignment via new A556 junction at Tabley	Longer route for non motorised users, so underpass provided on original alignment
A50 west of Mere	New overbridge over new A556 and roundabout with link to new A556 northbound	Relieves A5034 Mereside Road
Bucklow Hill Lane	Stopped up at new A556	Access provided by other lanes to north and south
Chapel Lane	New bridge over new A556	None
Millington Hall Lane	Stopped up at new A556	Access provided by other lanes to north and south
Millington Lane	New bridge over new A556	None (access to trunk road via A56, A50 or Chester Road)
Cherry Tree Lane	New roundabout to connect from de-trunked A556 only	Issues re proposed alignment and speed management measures.

#### De-Trunking of the existing A556 Chester Road

2.6 Where the improvement is off-line, the existing Chester Road would cease to be a trunk road. A programme of ‘de-trunking’ works would be required before it could be handed over to CEC (the local highway authority) as part of the CEC network. These works have been designed after extensive and repeated consultation with CEC through multiple face-to-face meetings and correspondence, and the proposals include the following :

- a reduction from four lanes to two along the length of Chester Road principally within the two southbound lanes of the existing A556 ;
- changes at junctions with side roads;
- changes to traffic signs and signals and road markings;
- changes and removal of lighting, where it is present;
- changes to provision for pedestrians, cyclists and horse riders; and,
- removal and changes of speed control measures, safety barriers and CCTV/security cameras.

2.7 As a result of consultation it is intended to use part of the redundant width of the former northbound lanes along the de-trunked Chester Road to provide segregated facilities for pedestrians, cyclists and horse riders. The existing

continuous footway would be retained, while the nearside lane would be used to provide a track for cyclists and horse riders along the whole length of the de-trunked road. The redundant outside lane would be perforated and replaced with a low earth mound. The mound is likely to be around 1-1.2m high, and would be planted with grass and scattered shrubs; it would be designed to ensure inter-visibility between the road and the track, to alleviate potential concerns about safety for users of the track arising from a lack of surveillance.

2.8 The impact on junctions on the de-trunked road is considered in section 4.

2.9 The process of “de-trunking” is subject to an agreement over a commuted payment to CEC to cover future maintenance liabilities on the de-trunked road. This is included in detail in section 5 of the main report.

### **SECTION 3 RELEVANT DEVELOPMENT PLAN POLICIES**

3.1 No specific planning issues have been flagged up after a comprehensive review of local and national policies. A number of environmental policies may potentially be impacted (landscape and green belt).

### **SECTION 4 HIGHWAY JUSTIFICATIONS / TRAFFIC IMPACT ON LOCAL ROADS**

#### **Local transport patterns and issues**

4.1 CEC has actively engaged and challenged the Highways Agency on the alternative options for the scheme including the proposals for the M6 J20. CEC are generally supportive of the scheme as it improves strategic access to the Motorway network for both CEC residents and businesses as it relieves significant congestion issues along the A556 between the M6 at junction 19 and junction 7 of the M56. However CEC have some concerns over the impact on the local road network that the new road may have, that as yet have not been resolved and are identified in detail in the full report.

4.2 The following table includes a summary of the main impacts both positive and negative on CEC roads and potential mitigation. Where a beneficial impact is forecast no mitigation is listed. This table includes potential impacts on the minor road network as presented in the A556 Consultation Report and an analysis of accident statistics for the 5 years 2008 to 2012. It should be noted that traffic on the section of the existing A556 to be de-trunked falls from around 50,000 vehicles per day to 5,000 vehicles per day (Bucklow Hill to Millington Lane).

4.3 Post opening monitoring will be undertaken on the local road network to allow CEC officers to understand the actual impacts of the scheme and to identify the nature and extent of mitigation measures that might be required (as considered in the table and in section 5, commuted sums).

Road name	Impact / potential issue	Potential mitigation required
Existing Chester Road (A556) Mere and Bucklow	Reduced traffic levels from around 50,000 vehicles per day (vpd) to around 5,000 , even with access traffic to Tatton Park events	None
A5034 Mereside Road	Reduced traffic levels from 9,000 vpd to 5,000, may increase vehicle speeds	Speed control measures
A50 through High Legh	Increase in traffic flow compared to the do minimum (from 9,000 vpd to 13,000)	To be addressed by speed control measures, "Gateway features" etc..
A556 south of M6 junction 19	Increased traffic flows (+1500 vehs AADT) forecast with scheme compared to do minimum impact on air quality	Discussions on going between CEC and HA
Millington Lane	Increase in traffic flow compared to do minimum with potential issue at junction with Boothbank Lane and Reddy Lane.	"Gateway" feature at de-trunked A556 junction. Possible improvements to layout / signage at junction.
Millington Hall Lane	Reduced traffic flow due to closure of through route	"Gateway" feature at de-trunked A556 junction
Rosetherne Lane	Reduced traffic, less attractive as "rat run"	"Gateway" feature at de-trunked A556 junction
Cicely Mill Lane	Reduced traffic	Weight restrictions
Chapel Lane	Reduced traffic,	"Gateway" feature at de-trunked A556 junction
Peacock Lane	Reduced traffic,	None
Wrenshot Lane	Increase in traffic flow compared to the do minimum	To be addressed by speed control measures, "Gateway features" etc..
Pickmere Lane	Increase in traffic flow compared to the do minimum	Junction improvements at Budworth Road junction
Old Hall Lane	Potential for rat running	Weight restrictions and speed control measures
Tabley Hill Lane / Tabley Road	Reduced traffic forecast may increase vehicle speeds	Speed control measures
Ashley Road	Reduced traffic forecast	Speed control measures

No issues were identified for the following roads:-

Cherry Tree Lane, Birkinheath Lane, Reddy Lane, Boothbank Lane, Marsh Lane, Back Lane / Thowler Lane, Agden Lane, Bucklowhill Lane, Hulseheath Lane, Moss Lane, Whitley Lane, Budworth Road, Green Lane, Mereheath Lane, Sugarpit Lane and Clamhunger Lane.

4.4 The traffic model used for the final scheme layout simulates a significant proportion of the national road network, and is primarily designed to accurately model longer distance journeys, and is therefore the appropriate tool for modelling a scheme with strategic importance, such as the A556. However flows forecast along local roads are likely to be less robust with the narrower country lanes likely to be less attractive than the model predicts. Because of this the model will tend to over-estimate the amount of traffic on local roads. The output from the model is therefore considered to be conservative (i.e. a worst case).

4.5 CEC accepts that the model has these limitations and that the flows under normal conditions (average day without incidents on the Motorway / strategic network or events at Tatton Park) will be likely to be close to those presented.

### **Tatton Park**

4.6 Tatton Park has been involved in discussions with the HA and its contractors in providing input to the options and giving views on issues as Tatton sees them in relation to the scheme and its impacts. It was agreed that the HA's contractors would work on event traffic management issues and devise an agreed traffic management plan, most notably concentrating on the RHS Show and see if any areas could be reviewed and improved in light of this with agreed plans being worked through before construction starts.

4.7 Tatton Park has also agreed to work with the HA, CEC Highways and other Local Authorities on a unified Brown and White signing strategy for the new road and link roads to Tatton Park.

4.8 Tatton Park have also raised concerns around the A50 / de-trunked A556 junction that are addressed in para 4.17 below.

### **Revised and new junction designs**

4.9 A50 / new A556 junction – CEC have concerns over the design of this new junction that have not yet been resolved. Initial assessments by CEC using flows supplied by the HA indicate that significant queues would be generated in the morning peak on the southbound A50 approach to the roundabout in the 2032 design year – this is without additional traffic stress caused by Motorway incidents. A revised design is presented in Appendix C

4.10 There are two existing signalised junctions within the section of Chester Road that is to be de-trunked – with the A50 at Mere Crossroads and with the A5034 at Bucklow Hill Junction. Both junctions would be modified, see Appendix D for further details of Mere crossroads and Appendix E for Bucklow Hill. Initial designs were considered by CEC and suggested amendments to the designs were made to address concerns (as presented in the appendices).

4.11 At the A50 / de-trunked A556 junction in Mere (Mere Crossroads) in the current proposals the A50 would become the main through route. The initially proposed junction arrangement may not be adequate. The de-trunked Chester Road would be realigned at the junction to form two T-junctions onto the A50, offset from each other. CEC are looking for network resilience to cater for additional traffic that might be generated by events at Tatton Park and during incidents on the M6 that force traffic to divert onto the A50 / de-trunked A556. Existing restrictions on right-turning movements would be lifted, so that all turns would be possible. CEC are working with the HA to devise an alternative design and alternative signal timings to be instigated when incidents occur on the M6, that may be able to address these concerns. The junction would continue to be partially controlled by traffic light signals. Signals would be retained at the southern junction to include provision for pedestrians, horse-riders and cyclists crossing the A50.

4.12 At Bucklow Hill Junction the existing traffic light signals would be modified to remove signal controls from Chapel Lane and alter the phasing of the remaining lights to reflect the new dominant flow of vehicular traffic (i.e. southbound traffic leaving the A556 at Millington and turning left at Bucklow Hill onto the A5034). Provision will be made for non motorised users through the junction, including crossing facilities and new segregated routes.

4.13 At the new Millington Junction (Appendix B), a crossing for pedestrians, cyclists and horse-riders would be provided just south of the junction, incorporating corrals for horseriders, but without signal controls. A crossing without signals would also be provided on the de-trunked road just to the north of the roundabout. A revised junction design for the roundabout has been presented by the HA to CEC that needs to be agreed by the end of the examination in public.

#### **Road Safety issues on the local road network.**

4.14 There were 98 personal injury accidents on the A556 (including relevant parts of its junctions with the M6, A50, A5034 and M56) in the period January 2007 to December 2011, including 1 fatality and 13 serious injuries.

4.15 Full agreement on some aspects of the treatment of road safety issues on the rest of the local road network has not yet been reached – discussions are ongoing on the outstanding points. It is agreed that a commuted sum will be agreed between the HA and CEC prior to the closure of the examination of the scheme so that it can be included in the inspectors report.

### **SECTION 5 COMMUTED SUMS FUND FROM THE HIGHWAYS AGENCY TO CEC**

5.1 This section outlines CEC's requirements for commuted sums funds for

future maintenance of the de-trunked A556, to mitigate for the potential (as yet unforeseen) impacts of the scheme on safety and the environment (particularly air quality).

### **Maintenance**

5.2 Commuted sums are required to pay for the future maintenance of the de-trunked A556 road. The condition of existing assets and proposals for lighting and so on need to be agreed. A "walk over" survey was undertaken on 15th August, with relevant CEC officers and the scheme designers to help establish the condition of the existing assets.

5.3 A number of assumptions have been made with regard to maintenance of the de-trunked A556 road surface, footways, NMU route, vegetation maintenance and lighting. Each element to be requested will be listed in a table.

5.4 Agreement on the level of commuted sums payable to CEC is required as soon as possible and in any event prior to the closure of the examination.

### **Complementary schemes funding package to cover unforeseen issues on the local road network**

5.5 In the analysis of impacts on local roads, various potential issues were identified that may arise when the new A556 has opened. Commuted sums need to be agreed to pay for any of these issues. Some of these issues are associated with forecast traffic volumes on the minor / local roads which may be higher or lower than forecast, as the model is strategic in nature and may not accurately model traffic on more minor roads in the network.

5.6 There may also be environmental impacts associated with traffic increases to the south of the M6 between the M6 and the CEC boundary.

5.7 Agreement on the level of commuted sums payable to CEC is required as soon as possible and in any event prior to the closure of the examination.

## **SECTION 6 AIR QUALITY**

6.1 The existing A556 between the south of Junction 19 of the M6 and to the north of Junction 8 of the M56 is designated as an Air Quality Management Area (AQMA) as concentrations of nitrogen dioxide (NO<sub>2</sub>) exceed European Limit Values.

6.2 Assurance will be required that potential issues during construction such as dust are contained within a Construction Management Plan (CEMP).

6.3 During the operational phase of the road, it is noted that the modelled changes in air quality will achieve the primary objective of air quality

improvements in Bucklow Hill and Mere where there are predicted to be large reductions in NO<sub>2</sub> concentrations at properties on the existing A556. It is likely this will result in the revocation of a large proportion of the AQMA. This is a significant beneficial impact.

6.10 It is noted that there will still be a number of properties along the “online” part of the new route, most notably at the north end of Millington and in Over Tabley south of the M6, which will continue to be in exceedence of the NO<sub>2</sub> air quality objective during the operational phase of the road. It is predicted that levels of NO<sub>2</sub> will slightly reduce in these areas. As such this is considered to be a negative local impact.

6.11 In addition, there are some implications wider afield most notably along the Southbound M6 where a small increase in traffic levels is predicted. The assessment confirms that levels of NO<sub>2</sub> may breach the objective in this location and as such Cheshire East may be required to declare a further AQMA in this area. This is considered a negative local impact.

6.12 There will be a number of properties close to the new road which would experience a worsening of air quality; however the model does not predict any exceedences of the air quality objectives. This is considered neutral in terms of overall impact.

6.13 The scheme overall is in compliance with the Air Quality Action Plan (2011) and the broader aims of the Cheshire East Air Quality Strategy. Mitigation will be sought (as outlined in section 5 and table 3) in order to offset the negative local impacts outlined above.

## **SECTION 7 CULTURAL HISTORY and ARCHAEOLOGY**

7.1 There are potential issues concerning built heritage that include the impacts of the new road on two grade II listed properties and a historic parkland of local significance. Mitigation measures are proposed that address these issues.

7.2 In CEC’s opinion, the HA have outlined an appropriate scheme of works with regard to archaeology which is in accordance with current national and local planning guidance and the procedures outlined in the current edition of the DMRB.

## **SECTION 8 ECOLOGY AND NATURE CONSERVATION**

8.1 There is a moderate adverse impact on ecology at opening and a slight/neutral adverse impact at design year, locally significant adverse impacts are anticipated on otter, bats, barn owls and running water.

8.2 In the opinion of CEC tree and scrub planting is inappropriate and inadequate

mitigation for the potential adverse impacts of the development upon breeding and wintering birds associated with open habitats.

8.3 In, the view of the CEC Principal Nature Conservation Officer the proposed development cannot at this time be considered to be fully sustainable in terms of ecology. Residual adverse impacts could potentially be off set and secured by legal agreement, with a commuted sum agreed to fund habitat creation / enhancement works.

## **SECTION 9 VISUAL IMPACT**

### **Landscape and Visual**

9.1 Despite mitigation measures, it is considered that the proposals will have a significant landscape and visual impact within this area of Green Belt, Designated Area of Special County Value (ASCV) and may well have significant impacts upon the visual amenity in the surrounding area.

## **SECTION 10 NOISE AND VIBRATION**

10.1 During construction there will be adverse noise impacts at sensitive receptors close to the proposed new route. Proposed working methods should minimise noise and vibration impacts.

10.2 When the scheme is operational as more properties are predicted to experience a beneficial rather than an adverse change the scheme is considered to be overall beneficial in terms of noise and vibration impacts.

10.3 Mitigation measures have been proposed along the route some of which have the effect of providing noise mitigation. These include low noise road surface, road cuttings, earth bunding and acoustic fencing.

## **SECTION 11 PEDESTRIAN/CYCLE INTERESTS (Non-Motorised Users)**

11.1 The PROW unit of the Council is generally supportive of the proposed scheme, subject to the final detailed scheme design and accommodation works arrangements, in particular in relation to NMU facilities on affected PROW and at junctions, overbridges and the underpass.

11.2 The PROW unit would seek to be consulted on the final draft text relating to PROW and the Rights of Way and Access Plans prior to any Development Consent Order being made.

## **SECTION 12 WATER**

### **Flood Risk and Drainage**

12.1 It is evident from the scoping documents associated with this scheme that the importance of assessing potential flood risk impacts has been captured.

12.2 Proposals for the detailed drainage design will need to be discussed with Cheshire East Flood Risk Management at the appropriate stage.

## **SECTION 13 GEOLOGY/SOILS**

### **Materials**

13.1 The proposals are not expected to have any geology or soils issues though reassurance will be sought that suitable mitigation measures are planned to protect watercourses from damage / pollution. A Phase 1 report will be required to ensure that contamination, rainwater run off and balancing ponds are fully considered.

## **SECTION 14 ECONOMIC AND SOCIAL IMPACT (Socio-economic and community matters)**

14.1 The scheme is expected to have impacts on the local economy both positive and negative, along with associated community impacts.

14.2 In the local study area, CEC agree that the impacts on community severance from the scheme are generally expected to be positive, for example, by improving access to community facilities, and the overall balance of impacts is beneficial. The impacts on community facilities and commuting in the local area are expected to be beneficial. The impacts on community facilities, community land and private properties are expected to be neutral. The impacts on commercial properties are mixed but generally beneficial but not significant. There is some loss of commercial land and impacts on agriculture and farms that are judged to be adverse but insignificant. For tourism and recreation there is expected to be a mix of impacts on Tatton Park, generally beneficial but potentially adverse during event days. Regarding development land, there is expected to be a beneficial insignificant impact on the potential BeWILDerwood development at Tatton Park.

14.3 In the local authority level study area the impacts on employment, tourism and recreation and the economy are all expected to be beneficial. With regard to commuting, a mix of impacts is expected. There are significant beneficial impacts and some adverse impacts that are insignificant in their overall effect.

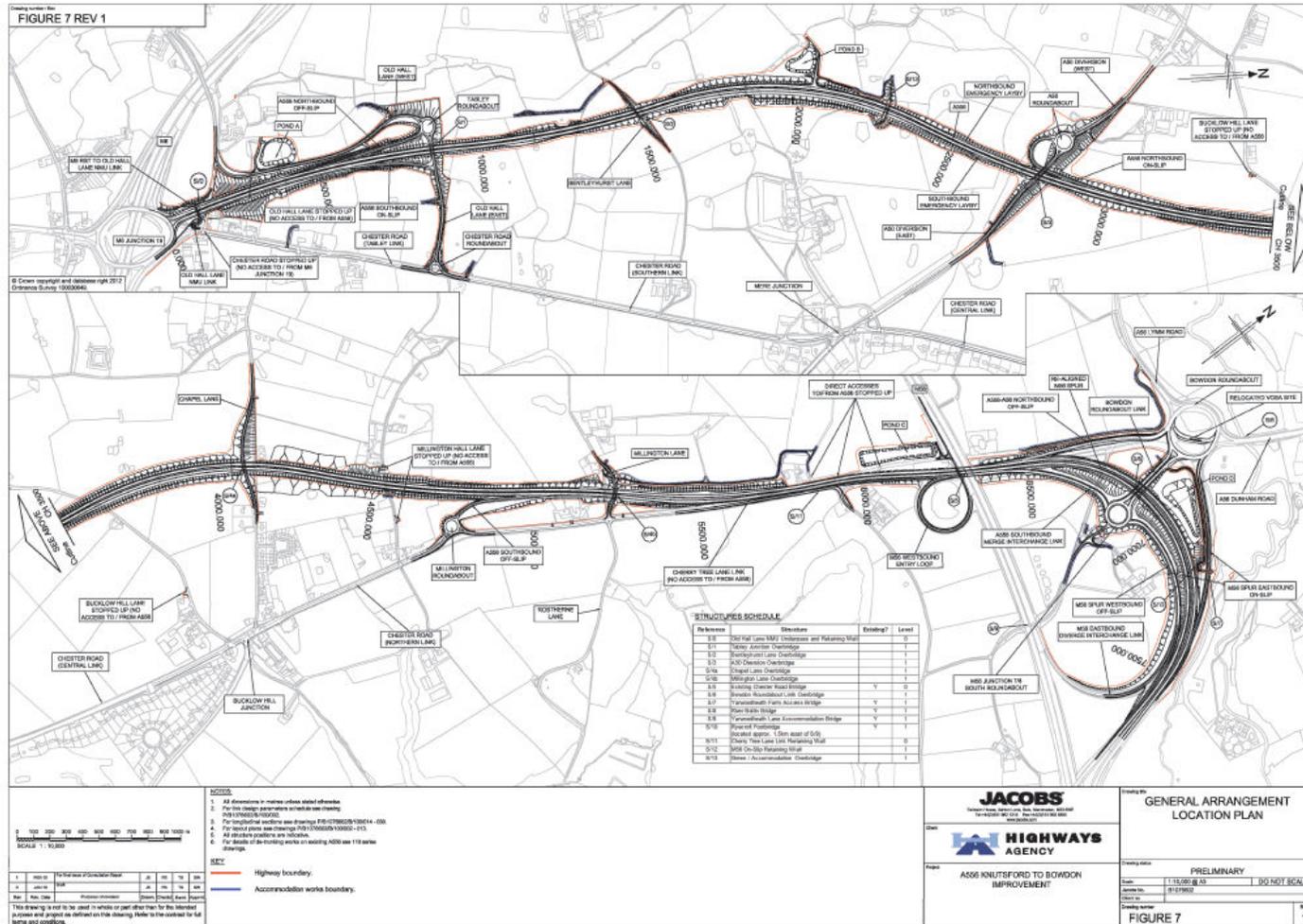
14.4 Overall the scheme reduces severance at locations along the de-trunked A556 particularly at Mere and Bucklow Hill. A limited number of individuals are affected by the stopping up of Bucklow Hill Lane reducing access to facilities in Hoo Green. NMU users have improved provision along the de-trunked route and across the new A556.

**SECTION 15 CONCLUSIONS**

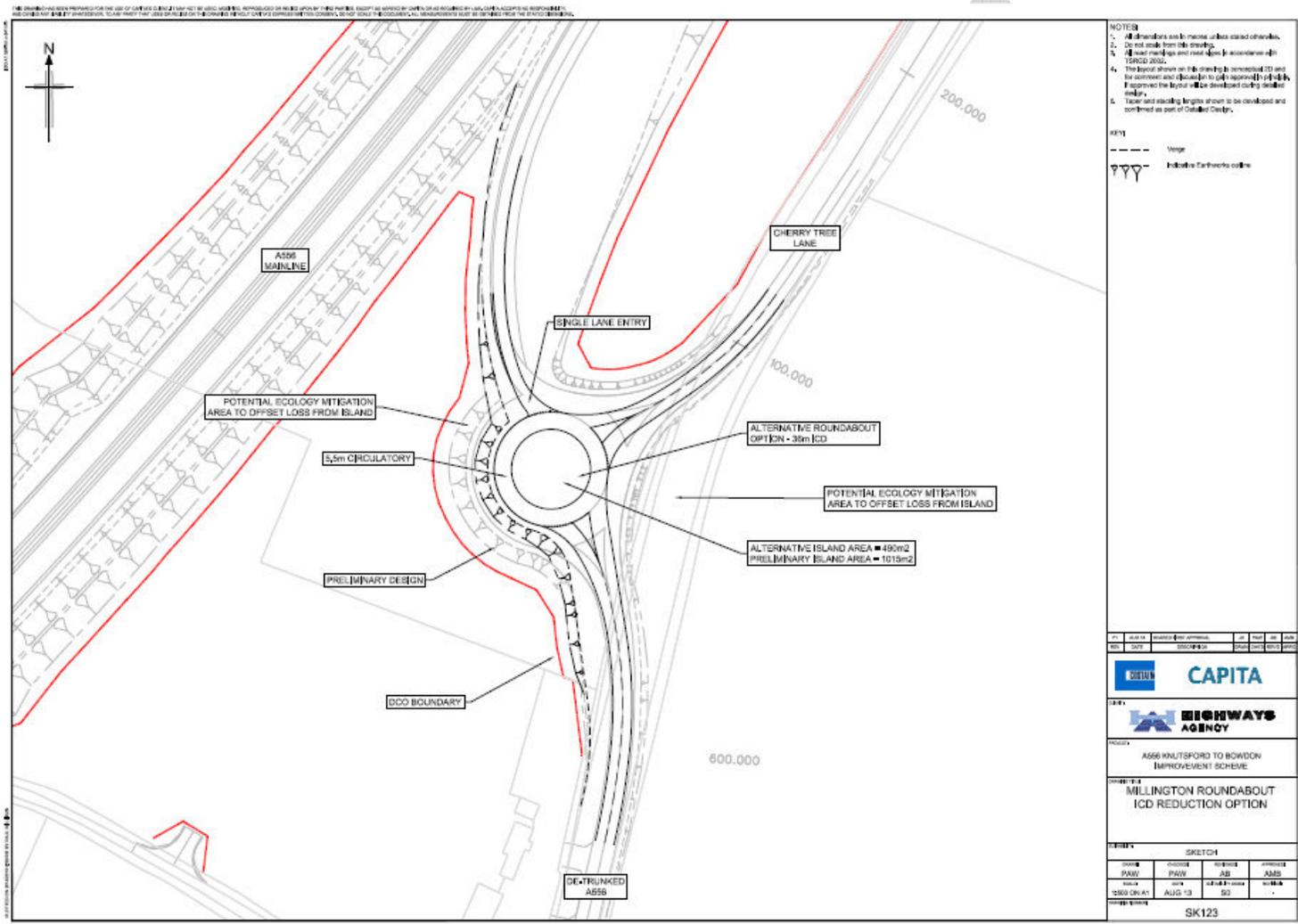
15.1 This report has been produced by CEC and considers the impact of the proposed A556 Knutsford to Bowdon improvement scheme on the CEC area.

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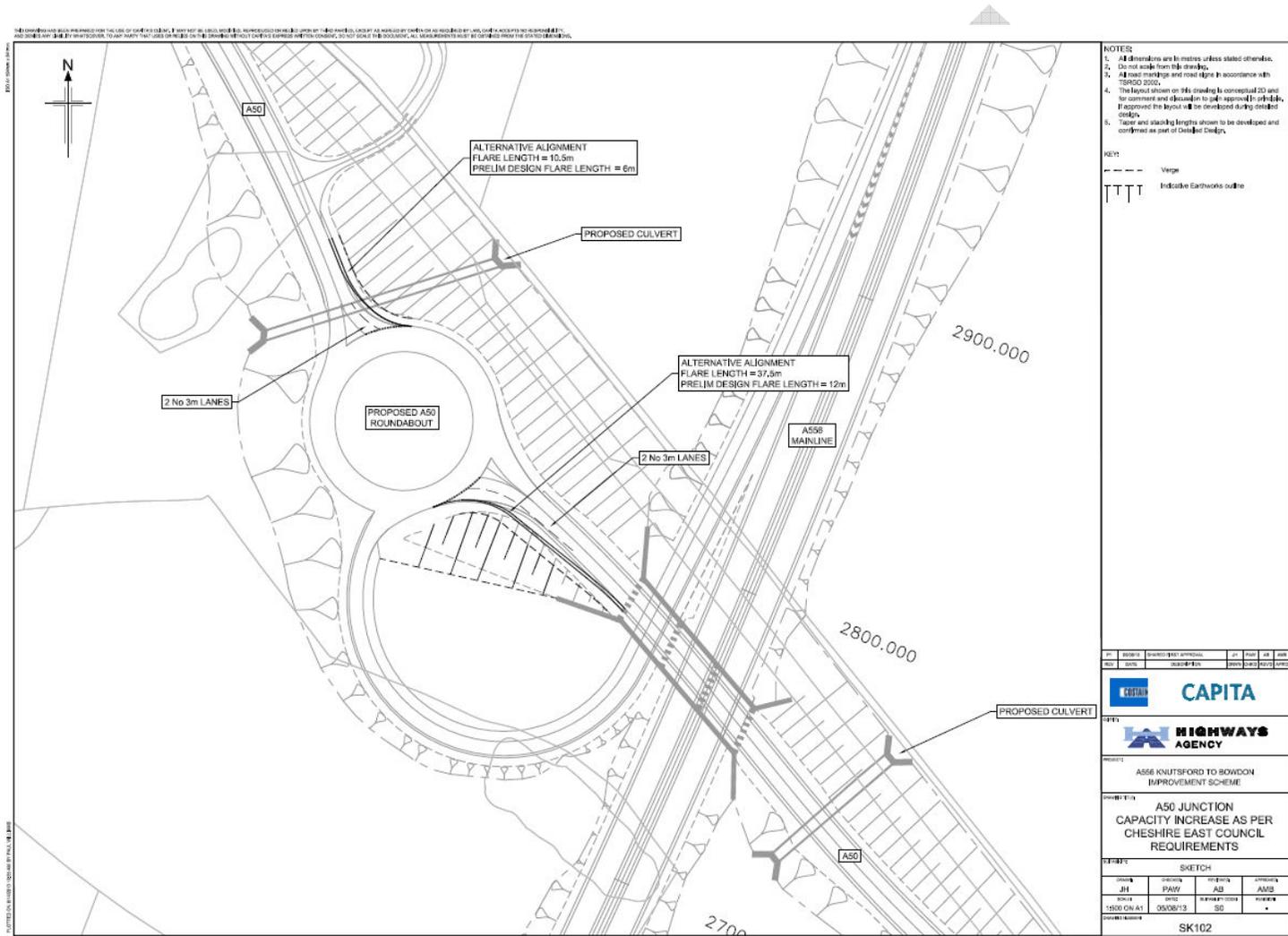
# Appendix A Location plan and extents of the proposed scheme.



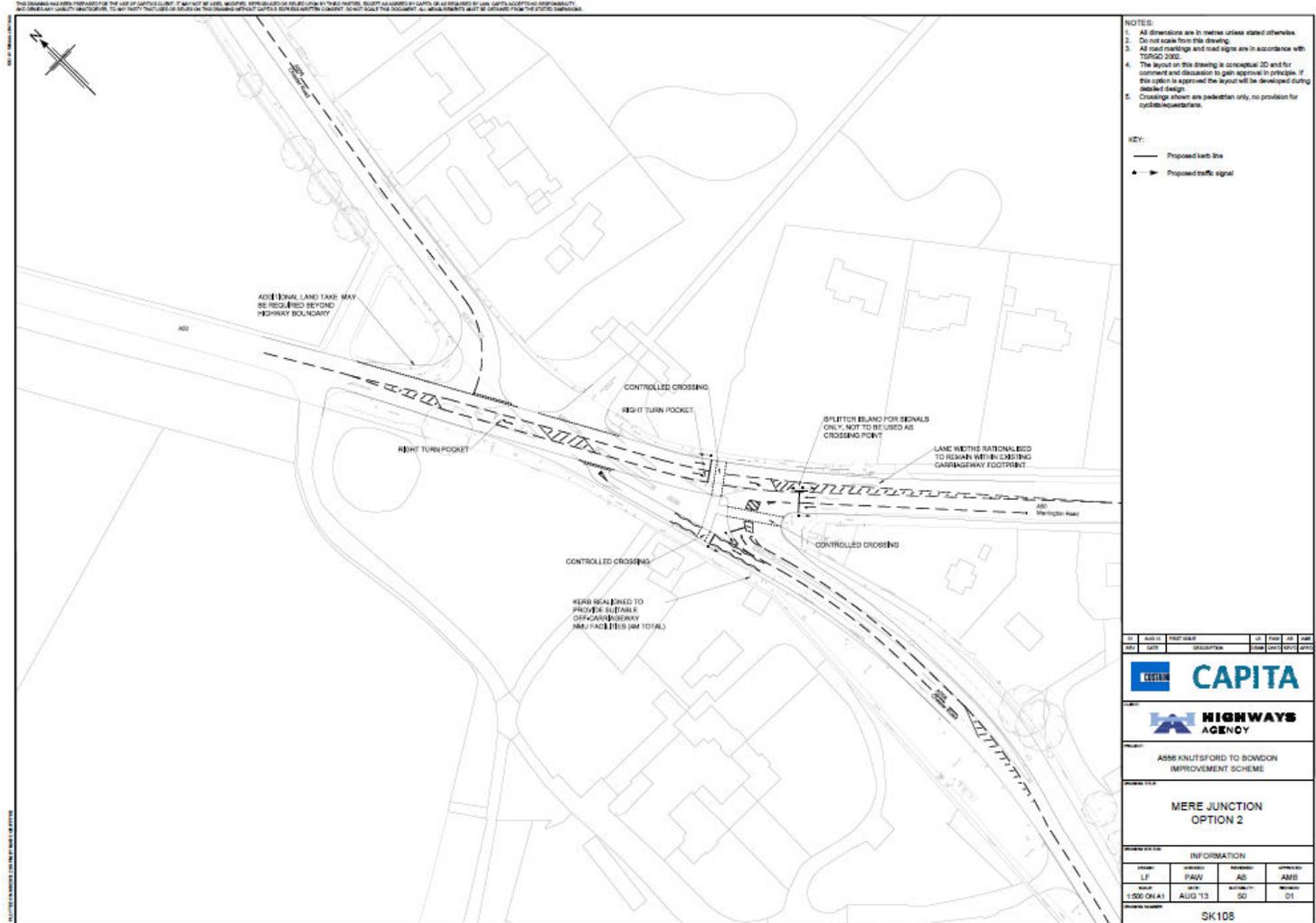
# Appendix B Millington roundabout (slip from A556, de-trunked A556 and Cherry Tree Link)



# Appendix C A50 / new A556 roundabout junction



# Appendix D Proposed layout for A50 /de-trunked A556 Mere crossroads



- NOTES:**
1. All dimensions are in metres unless stated otherwise.
  2. Do not scale from this drawing.
  3. All road markings and road signs are in accordance with TSGD 2000.
  4. The layout on this drawing is conceptual 2D and for comment and discussion to gain approval in principle. If this option is approved the layout will be developed during detailed design.
  5. Crossings shown are pedestrian only, no provision for cycle/accessible.

**KEY:**

- Proposed kerb line
- ▲ Proposed traffic signal

NO	REV	DATE	DESCRIPTION	BY	CHK	APP

**CAPITA**

**HIGHWAYS AGENCY**

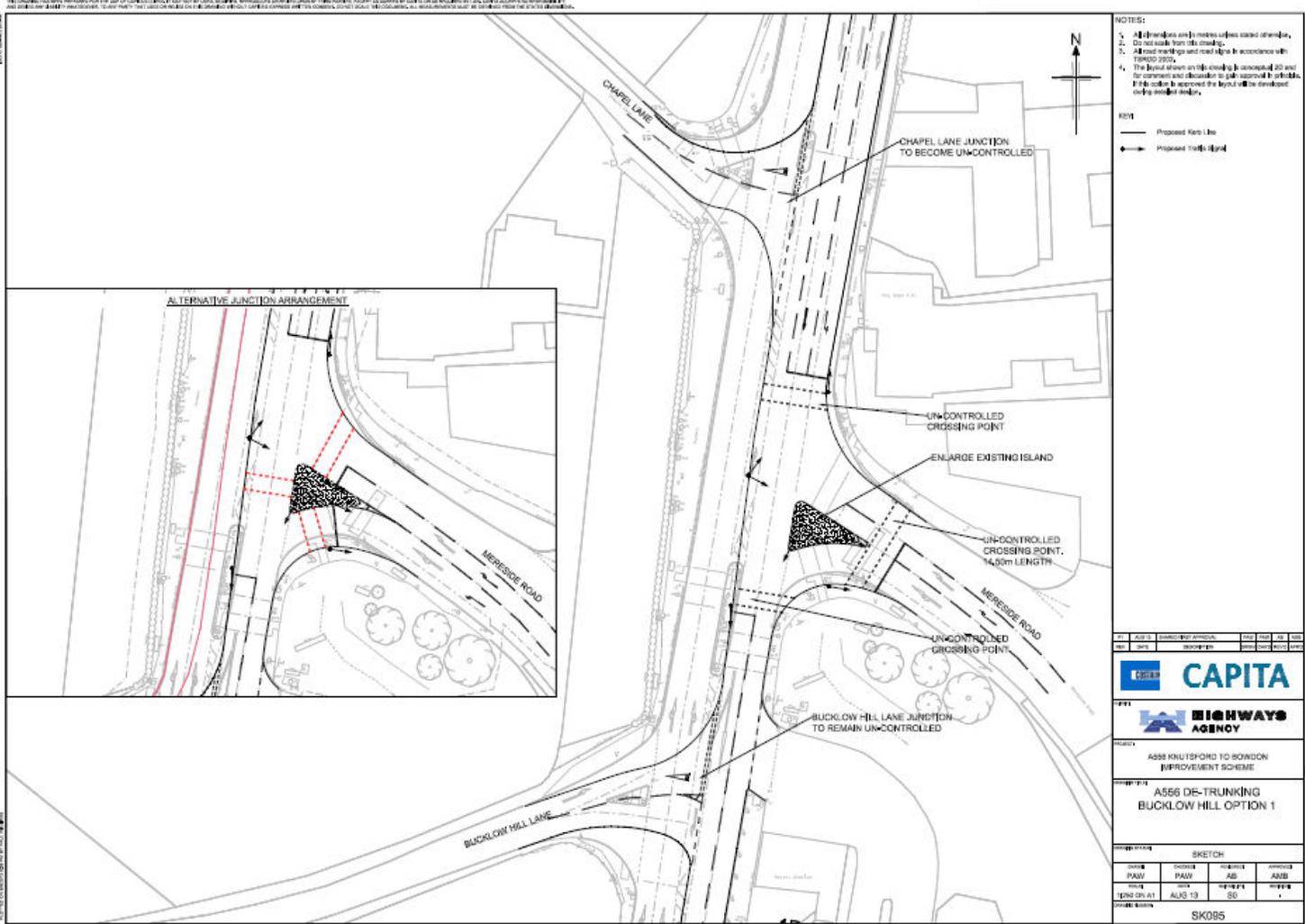
ASHE KNUTSFORD TO BORDON IMPROVEMENT SCHEME

**MERE JUNCTION OPTION 2**

INFORMATION			
ISSUED	APPROVED	REVISION	APPROVED BY
LF	PAW	AS	AMS
SCALE	DATE	PROJECT	VERSION
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SK108

# Appendix E Proposed layout for A5034 /de-trunked A556 Bucklow Hill junction





**A556 Knutsford to Bowdon Improvement Scheme  
Local Impact Report**

**Prepared by Cheshire East Council August 2013**

**IPC Reference Number TR010002**

**Registration ID 10019006**

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## SECTION 1 INTRODUCTION

1.1 The Local Impact report (LIR) should be used by Local Authorities as the means by which their existing body of local knowledge and evidence on local issues can be fully and robustly reported to the Examining Authority. It should draw on existing local knowledge and experience. Examples might be local evidence of flooding, local social or economic issues or local knowledge of travel patterns to community facilities.

1.2 This report has been prepared by Cheshire East Council (CEC) as the planning authority for the site, in accordance with advice and requirements as set out in the Planning Act 2008, the Localism Act 2011 and Advice Note one: Local Impact Reports (version 2, April 2012, The Planning Inspectorate).

1.3 The Advice Note states that a Local Impact Report is a 'report in writing giving details of the likely impact of the proposed development on the authority's area'.

1.4 The Advice Note states that when the Examining Authority decides to accept an application it will ask the relevant local authorities to prepare a Local Impact Report and this should be prioritised whether or not the local authority considers that the development would have a positive, negative or neutral effect on the area. The Report may include any topics that they consider to be relevant to the impact of the development on their area as a means by which their existing body of knowledge and evidence on local issues can be fully and robustly reported to the Examining Authority.

1.5 The Advice Note indicates that topics addressed in the LIR may include:

- Site description and surroundings/location
- Details of the proposal
- Relevant planning history and any issues arising
- Relevant development plan policies, supplementary planning guidance or documents, development briefs or approved master plans and an appraisal of their relationship and relevance to the proposals.
- Relevant development proposals under consideration or granted permission but not commenced or completed
- Local area characteristics such as urban and landscape qualities and nature conservation sites
- Local transport patterns and issues
- Designated sites
- Socio-economic and community matters
- Consideration of the impact of the proposed provisions and requirements within the draft Order in respect of all of the above
- Development consent obligations and their impact on the local authority's area.

1.6 The LIR may also comment on the development consent obligations and the

requirements and also any relevant representations.

PINS ref ID 10019006

1.7 The LIR has been written so as to incorporate the subject areas suggested in the Advice Note (set out above), the subject areas in the Environmental Statement, and the obligations and proposed requirements submitted with the application for DCO

1.8 The LIR includes details of commuted sums that are the subject of discussion between CEC and the Highways Agency.

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## SECTION 2 SITE DESCRIPTION, SURROUNDINGS AND HISTORY

### Site description and surroundings/ location

2.1 The site is located approximately four kilometres north west of Knutsford, Cheshire, in a predominantly rural area. Knutsford is the nearest town with a population of approximately 13,000. The scheme passes close to a number of small villages and hamlets including Bucklow Hill, High Legh, Hoo Green, Hulse Heath, Mere, Millington and Tabley. The plan in Appendix A shows the relevant study area including the currently proposed alignment for the scheme.

### Details of the proposal

2.2 The Highways Agency (HA) intends to improve the A556 trunk road between Junction 19 of the M6 motorway, near Knutsford, and Junction 7 of the M56 motorway, near Bowdon. The scheme forms part of a strategic programme of infrastructure projects confirmed by the government as part of the Comprehensive Spending Review in 2010.

2.3 The A556 is a major strategic route, heavily used by traffic travelling between south Manchester and northern Cheshire going to the West Midlands via the M6. It is the only non-motorway section on the route between Manchester and Birmingham. The A556 carries approximately 51,500 vehicles daily, with HGVs contributing approximately 11% of this figure.

2.4 The scheme requires 7.5km of new (offline) or improved (online) road. Most of the scheme would be built to the standard of an all-purpose dual carriageway trunk road, with a short section (approximately 300m long) at the north end to which motorway regulations would apply. For the whole length of the scheme, there would be two lanes of traffic in each direction, separated by a central reservation with a concrete safety barrier. On the dual carriageway sections, there would be 1m wide hard-strips on the near-side and off-side of each carriageway. On the short motorway section at the north end, the nearside hard-strip would be widened to form a full 3.3m-width hard shoulder. Nearside verges throughout would be a minimum of 2.5m wide, grassed and with no footways.

2.5 From Junction 19 of the M6 motorway to north of Bucklow Hill, the improvements would be constructed 'off-line' to the west of the existing A556, bypassing the villages of Over Tabley, Mere and Bucklow Hill. The route would rejoin the existing line of the A556 north of Millington Lane, continuing northwards on-line for a distance of approximately 1km and crossing the M56 motorway via the existing Chester Road Bridge. North of the bridge, the main line of the scheme would curve off-line to the east to form a new freeflow link between the A556 and the M56 motorway for traffic to and from the east, replacing part of the existing M56 spur.

2.6 The section of the existing A556 that would be bypassed by the off-line improvements would cease to be a trunk road and would become part of the local highways authority's (CEC's) network. This 'de-trunked' section would become a rural side road. To avoid confusion, the following terminology is adopted throughout this LIR:

- the 'existing A556' refers to the road as it is now, either before the scheme is built or in any hypothetical scenario where the scheme is not built;
- the 'new A556', 'new road' or 'new trunk road' refers to the scheme itself; and,
- 'Chester Road' or 'the de-trunked road' or 'the de-trunked Chester Road' refers to the section of the existing A556 that would be bypassed, and that would therefore cease to be a trunk road.

2.7 There would be six junctions along the line of the improvements, as outlined below:

- the existing Junction 19 of the M6 would be modified by closing the access to and from Chester Road as part of the de-trunking works, and creating a new tie-in between the off-line section of the new A556 and the junction;
- a new 'south-facing' junction (Tabley Junction) would be built north-west of Over Tabley. This would include a slip road and overbridge allowing northbound traffic on the new A556 to exit towards the de-trunked Chester Road, giving access to local communities and, indirectly, to the A50. A second slip road would allow traffic from Chester Road to join the new A556 southbound only. Both slip roads would be linked to the de-trunked Chester Road at a new roundabout located approximately 700m north of the existing M6 Junction 19. There would be no access from Tabley Junction to the new A556 northbound, and no exit to the junction for southbound traffic already on the new A556. Because the scheme would sever the existing line of Old Hall Lane in Over Tabley, the lane would be diverted northwards and would be linked to the new Tabley Junction via a roundabout, enabling continued vehicular access across the new road;
- a new roundabout on the A50 west of the new A556, would give access to a single slip-road, allowing traffic to join the new A556 northbound. A compact layout has been adopted, whereby the slip road would exit from the south side of the roundabout and form a loop through almost 180 degrees to reach a northbound alignment. This minimises land-take and conflict between vehicular and non-motorised traffic on the A50. No traffic would be able to exit from the new A556 at the A50 in either direction, and there would be no access to the new A556 southbound (as this is provided at Tabley Junction);
- at Millington, a single slip road would allow southbound traffic to leave the new A556 to join the de-trunked Chester Road via a new roundabout. No traffic would be able to join the new A556 in either direction (as this is provided at Tabley for southbound traffic and the A50 for northbound traffic), and there would be no exit from the new A556 for northbound traffic (provided at Tabley);
- there would be very minor modifications to the existing Junction 8 of the M56 which comprises a single slip-road linking the southbound carriageway of the A556 to the M56 westbound; and,
- Junction 7 of the M56 motorway would be substantially remodelled. The main

line of the new A556 would curve to the north-east to form a free-flow link between the A556 and the M56 for traffic to and from the east. The existing roundabout and a new roundabout located to the south-east would lay either side of this free-flow link, linked by an overbridge, forming a 'dumb-bell' arrangement. Slip roads would link the roundabouts to the A556 and the M56 spur. Two of the four slip roads would be built within the existing highway infrastructure (i.e. within the existing width of the A556 and the M56 spur), while the other two slip roads would be entirely new. The junctions of the A56 Lymm Road and A56 Dunham Road with the existing Bowdon Roundabout would be unchanged.

Both the "de-trunked" road and the new road are situated entirely within the administrative area of Cheshire East Council. However, as noted later in section 4 traffic impacts extend onto the existing A556 south of M6 junction 19 up to the boundary with Cheshire West and Chester Council.

### Side roads

2.8 Side roads affected by the improvements include:

- Old Hall Lane, in Over Tabley - the existing line of this lane would be stopped up, but the lane would be diverted northwards to Tabley Junction to enable continued vehicular access across the line of the scheme. This diversion is considered too long/too far off the desire line for pedestrians, cyclists and horse-riders, so an underpass would be provided adjacent to the existing line of Old Hall Lane.
- Moss Lane, in Over Tabley would not be directly affected, but its junction with the existing A556 is within the section to be bypassed, so it would meet the de-trunked Chester Road instead of the trunk road.
- Bentleyhurst Lane, south of Mere, would be carried over the new trunk road on an overbridge. Its junction with the existing A556 is within the section to be de-trunked.
- The A50 to the west of Mere would be carried over the new trunk road on an overbridge, meeting a new roundabout just west of the new road. A new slip road off the roundabout would give access to the new trunk road northbound.
- There would be some increase in the volume of traffic using the A50 through the scheme area, compared to the do-minimum situation.
- Bucklow Hill Lane would be stopped-up either side of the new A556, between Bucklow Hill and Hoo Green, forming a pair of cul-de-sacs. The very small number of residents on Bucklow Hill Lane to the west of the new road would have access to the east via Hoo Green and the A50 or via

Hulse Heath Lane and the new over-bridge on Chapel Lane.

- Chapel Lane in Bucklow Hill would be carried over the new road on a bridge.
- The A5034 in Bucklow Hill/Mere would not be directly affected, but its junction with the existing A556 would be within the section to be de-trunked, so it would no longer have a direct connection to the trunk road. Traffic flows would become asymmetrical, because trunk-road traffic from the north heading towards Knutsford could still use the A5034 as it does now with little change in the volume of traffic in this direction, while there would be a substantial fall in northbound traffic as traffic in this direction would access the new A556 via the new slip road off the A50 west of Mere.
- Millington Hall Lane, in Millington, north of Bucklow Hill, would be stopped-up either side of the new road. Residents of Millington to the west of the new road would have a convenient access route to the de-trunked road, Rostherne Lane and Cherry Tree Lane via the new over-bridge at Millington Lane, and an alternative but less direct route via the new over-bridge at Chapel Lane.
- Millington Lane would be carried over the new trunk road on a new overbridge, slightly north of its current line, tying-back in to its present line approximately at the location of its junction with the de-trunked Chester Road and Rostherne Lane. There would be no direct access to the new trunk road, but access to the de-trunked road and to the villages and countryside east of the scheme would be via the new bridge, whereas at present it is not possible to either cross between Rostherne and Millington Lanes or to turn right from either lane onto the existing A556, so a roundabout route ultimately leading to Chapel Lane is required. There would also be direct access northwards to Cherry Tree Lane without using the trunk road for the first time.
- Rostherne Lane would retain its junction with the de-trunked Chester Road, but would have no direct access to the new A556. Access to the countryside west of the scheme would be via the new overbridge on Millington Lane, whereas at present it is necessary to travel southwards to make a difficult right turn at Millington Hall Lane or go to Bucklow Hill and turn right at Chapel Lane.
- Cherry Tree Lane would lose its direct connection onto the trunk road, but would be diverted southwards within the width of the existing A556 to link with Rostherne Lane and the de-trunked Chester Road. This would provide a north-south connection past Rostherne Mere SSSI without using the trunk road for the first time. Access to the west of the new road would

be provided via the bridge on Millington Lane.

- One private road (Yarwoodheath Lane) would be diverted; it would still cross the main line of the M56 by the existing bridge, but its tie-in to the existing A556 southbound carriageway would be replaced by a tie-in to the new southern roundabout forming part of the remodelled M56 Junction 7.

2.9 CEC have some concerns with regard to the current proposals for the A50 / new A556 roundabout junction design. It is not considered that the junction as proposed will operate efficiently with the forecast flows. As listed in the Statement of Common Ground (SOCG) the HA are working in conjunction with CEC to develop a mutually acceptable design for the junction that addresses these concerns, following a number of interactive workshop sessions held at CEC offices. The latest available design is contained in Appendix B.

### **Tatton Park**

2.10 Tatton Park an historic estate tourist attraction visited by 850,000 a year, managed and financed by Cheshire East Council on behalf of the National Trust, may be impacted by the scheme from a construction and final operation perspective as the A556 provides the main Brown & White signposted route to Tatton and Tatton has many regionally significant events with large attendances eg RHS Flower Show around 100,000 visitors over 4 days.

### **De-Trunking of the existing A556 Chester Road**

2.11 Where the improvement is off-line, the existing Chester Road would cease to be a trunk road. A programme of 'de-trunking' works would be required before it could be handed over to CEC (the local highway authority) as part of the CEC network. These works have been designed after extensive and repeated consultation with CEC through multiple face-to-face meetings and correspondence, and the proposals include the following :

- a reduction from four lanes to two along the length of Chester Road;
- changes at junctions with side roads;
- changes to traffic signs and signals and road markings;
- changes and removal of lighting, where it is present;
- changes to provision for pedestrians, cyclists and horse riders; and,
- removal and changes of speed control measures, safety barriers and CCTV/security cameras.

2.12 In spite of this dialogue a number of outstanding issues remain to be resolved and these will be outlined later in this report in section 4. The following text outlines the current proposals for the detrunked road.

2.13 The de-trunked Chester Road would be formed principally within the two southbound lanes of the existing A556, making the two northbound lanes redundant.

2.14 Feedback from organisations representing cyclists in particular, as well as from Tabley Parish Council and a number of individuals, both before and during the 2012 consultation of the community, identified a strong demand for improved provision for cyclists and other non-motorised users as part of the de-trunking works. In response to this demand, it is intended to use part of the redundant width of the former northbound lanes along the de-trunked Chester Road to provide segregated facilities. The existing continuous footway would be retained, while the nearside lane would be used to provide a track for cyclists and horse riders along the whole length of the de-trunked road. The redundant outside lane would be perforated and replaced with a low earth mound. The mound is likely to be around 1-1.2m high, and would be planted with grass and scattered shrubs; it would be designed to ensure inter-visibility between the road and the track, to alleviate potential concerns about safety for users of the track arising from a lack of surveillance.

2.15 There are two existing signalised junctions within the section of Chester Road that is to be de-trunked – with the A50 at Mere Crossroads and with the A5034 at Bucklow Hill Junction. Both junctions would be modified, see Appendix C for further details of Mere crossroads and Appendix D for Bucklow Hill. Initial designs were considered by CEC and suggested amendments to the designs were made to address concerns (these revised proposals are shown in draft form in the appendices and will require further detailed design)

2.16 At Mere Crossroads in the current proposals the A50 would become the main through route. The de-trunked Chester Road would be realigned at the junction to form two T-junctions onto the A50, offset from each other. Existing restrictions on right-turning movements would be lifted, so that all turns would be possible. The junction would continue to be partially controlled by traffic light signals. Signals would be retained at the southern junction to include provision for pedestrians, horse-riders and cyclists crossing the A50.

2.17 At Bucklow Hill Junction a revised scheme to prioritise movements off the new A556 to Mereside road is to be agreed. This is expected to remove signal controls from Chapel Lane and alter the phasing of the remaining lights to reflect the new dominant flow of vehicular traffic (i.e. southbound traffic leaving the A556 at Millington and turning left at Bucklow Hill onto the A5034). The revised layout includes uncontrolled crossings for pedestrians / cyclists across both the de-trunked A556 and A5034 Mereside Road for the benefit of cyclists on the Cheshire Cycleway (Regional Cycle Route 70). At the west end of this crossing, cyclists would use the new segregated shared-use track to reach Chapel Lane. On the east side, a short section of the footway on the east side of Chester Road and north side of Mereside Road would be widened to 3m to provide a cycleway link between the crossing and Cicely Mill Lane.

2.18 At the new Millington Junction, a crossing for pedestrians, cyclists and horse-riders would be provided just south of the junction, incorporating corrals for horseriders, but without signal controls. A crossing without signals would also be provided on the de-trunked road just to the north of the roundabout.

2.19 The process of “de-trunking” is subject to an agreement over a commuted payment to CEC to cover future maintenance liabilities on the de-trunked road. This will be considered in more detail later in this report in section 5.

### **Byways, bridleways and footpaths**

2.20 The new road impacts on a number of walking, cycling and pedestrian routes and these have required new facilities to be provided as part of the scheme. In addition as noted previously, one of the detrunked road's carriageway's will be converted in to a non motorised users route for pedestrians, cyclists and horse riders. All new facilities for pedestrians, cyclists and horse riders would be designed to be accessible for disabled users.

## **SECTION 3 RELEVANT DEVELOPMENT PLAN POLICIES**

### **Relevant planning history and any issues arising**

#### **National**

3.1 This scheme is a nationally significant infrastructure project for the purposes of Sections 14(1)(h) and 22 of the Planning Act 2008. The National Planning Policy Framework came into effect on 27 March 2012 however this Framework does not contain specific policies for nationally significant infrastructure projects. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. The National Networks National Policy Statement has not yet been published and is currently expected later in 2013.

#### **Regional**

3.2 The North West of England Regional Spatial Strategy and the saved policies from the Cheshire Structure Plan were revoked by the Government on 20<sup>th</sup> May 2013 and are no longer part of the Statutory Development Plan.

#### **Local**

3.3 The Development Plan for the land included in the A556 Knutsford to Bowden Improvement scheme comprises of saved policies of the Macclesfield Borough Local Plan 2004.

3.4 In line with paragraph 216 of the National Planning Policy Framework weight should be given to emerging documents. Cheshire East Council is currently in the process of preparing the new Cheshire East Local Plan. The new Local Plan will be made up of a number of documents including the Core Strategy and Site Allocations documents. Once in place, the Local Plan will replace saved policies in the existing Local Plans and will form the Statutory Development Plan in Cheshire East. Cheshire East Council consulted on the overall Development Strategy and Policy Principles documents between 15 January and 26 February 2013, followed by a Possible Additional sites Consultation during May 2013. Once all the responses have been considered the Council aims to consult on the final submission draft of the Local Plan later this year.

### **Relevant development plan policies, supplementary planning guidance or documents, development briefs or approved master-plans and an appraisal of their relationship and relevance to the proposals**

#### Macclesfield Borough Local Plan 2004

In no specific order, the following saved policies are relevant:

- GC1 – Green Belt. The land is included within the Green Belt. Within the Green Belt approval will not be given, except in very special circumstances, for the construction of new buildings;
- T1 – Integrated Transport. The Council will seek to enhance the

integration of modes of transport, encourage the use of public transport and ensure that a balance is maintained between safety and movement and the need to protect and enhance the natural and built environment. Proposals for new transportation schemes will be judged against the six criteria listed which includes reducing the noise and congestion and pollution in residential or shopping areas, and protection and enhancement of the environment;

- T6 – Highway Improvement Schemes – supports highway improvement schemes which reduce accidents, and traffic hazards.
- T7 - Safeguarded routes along road schemes including A556 (M) M6 to M56 link. The road now proposed differs in places to that indicatively shown in the adopted Local Plan;
- T8 – Introduction of traffic management measures and environmental improvements on and adjacent to the roads subsequently relieved of heavy traffic as a result of the new road schemes referred to in Policy T7;
- T11 – The Council will support improvements to the strategic highway network between Macclesfield and the M6 motorway;
- NE1 – Protection of Areas of Special County Value - seeks to conserve and enhance the quality of the landscape and to protect it from development which is likely to have an adverse effect on its character and appearance;
- NE2 – Protection of Local Landscapes – seeks to conserve and enhance the diversity of landscape character areas and ensure that any development respects local landscape character;
- NE5 – Conservation of Parkland Landscapes – promotes the conservation and enhancement of historic landscapes, parklands and gardens. Development which would adversely affect their special historic interest, setting or the enjoyment of any part of their grounds will not normally be allowed;
- NE7 – Woodland Management – seeks to retain and enhance existing woodlands by woodland management. Development which would adversely affect woodlands will not normally be permitted;
- NE9 – Protection of River Corridors – seeks to restore, enhance and promote public access where appropriate while development which would adversely affect river corridors will not normally be permitted;
- NE11 – Nature Conservation – seeks to conserve, enhance and interpret nature conservation interests. Development which would adversely affect nature conservation interests will not normally be permitted;
- NE12 – SSSI's, SBI's and Nature Reserves – protects these areas from adverse development. In addition unsympathetic development on adjacent sites will not normally be permitted;
- NE13 – Sites of Biological Importance - protects these areas of more local importance from adverse development;
- NE14 – Nature Conservation Sites – development proposals which involve the loss of ponds, wetlands, heathlands, ancient woodlands or ancient grassland together with newly created habitats will not normally be

- allowed and their conservation will be encouraged;
- NE17 – Nature Conservation in Major Developments – seeks improvements for nature conservation, tree planting and landscaping and will seek to secure the implementation of these by the developer;
  - BE2 – Preservation of Historic Fabric – seeks to preserve, enhance and interpret the historic fabric of the environment.
  - BE16 – Setting of Listed Buildings – protects the setting of Listed Buildings.
  - H13 – Protecting Residential Areas – protects the amenities of occupiers of residential properties;
  - DC3 – Development should not significantly injure the amenities of adjoining or nearby residential property;
  - DC9 – Tree and Woodland Protection – seeks the long term retention of existing trees and woodlands of amenity value including trees the subject of Tree Preservation Orders.
  - DC17 – DC20 – Water Resources – relate to the consideration of flooding, sustainable urban drainage and reduction in flood risk, prevention of damage to groundwater resources.

#### Policy Principles – Pre Submission

- Objective 1 – Promoting economic prosperity by creating conditions for business growth. This includes by delivering improved transport links.
- Policy SE3 – Protection of areas of high Biodiversity and Geodiversity.
- Policy SE4 – Protection of the landscape character, including trees and woodlands.
- Policy SE6 – Protection of the Historic Environment
- Policy SE12 – Pollution
- Policy SE13 – Water Management
- Policy C01 – Sustainable Travel and Transport
- Policy C02 – Enabling business growth through transport infrastructure

#### Development Strategy – Pre Submission

- CS3 – Green Belt
- CS8 – Sustainable Development
- CS9 – Sustainable Development Principles
- CS10 – Infrastructure

#### Policy Summary

The proposal affects land currently located in the designated green belt however paragraph 90 of NPPF states that local transport infrastructure which can demonstrate a requirement for a Green Belt location is not inappropriate, however it is noted that the NPPF does not apply to nationally significant infrastructure projects. The Highways Agency state that 98% of the land permanently required is currently agriculture use and would not require the demolition of any private properties. The scheme may have an impact on the historic fabric, and landscape character of this area, particularly having regard to the impact on, or proximity to, protected designations including SSSI, SBI,

Ramsar site, ancient woodland, and listed buildings. A small part of the area, adjacent to the existing carriageway, is also included in Flood Risk Zone 2 and Zone 3. It will be essential that the impact is kept to a minimum and that there are adequate mitigation measures, wherever practicable. The scheme will also have amenity issues for some residential properties.

**Relevant development proposals under consideration or granted permission but not commenced or completed**

No recent planning applications, decisions or approved development have been made or implemented within Cheshire East near the site in recent years.

DRAFT

## **SECTION 4 HIGHWAY JUSTIFICATIONS / TRAFFIC IMPACT ON LOCAL ROADS**

### **Local transport patterns and issues**

4.1 CEC has actively engaged and challenged the Highways Agency on the alternative options for the scheme including the proposals for the M6 J20. CEC are generally supportive of the scheme as it improves strategic access to the Motorway network for both CEC residents and businesses as it relieves significant congestion issues along the A556 between the M6 at junction 19 and junction 7 of the M56. However CEC have some concerns over the impact on the local road network that the new road may have, that as yet have not been resolved and are identified later in this section.

4.2 The new A556 alignment significantly reduces traffic in the villages of Mere and Bucklow Hill, from around 50,000 vehicles per day to about 5,000 with long distance through traffic removed. Limited traffic remains on the de-trunked A556, including traffic accessing Tatton Park from the M6 and M56.

4.3 Traffic levels on the A5034 are forecast to fall significantly principally because of the removal of the northbound access to the A556 at Millington with traffic routed via the new A50 / A556 junction to the north west of Mere.

4.4 Traffic levels on the A50 through Mere are however forecast to increase compared to the situation without the scheme in future years (in part due to traffic reassigning from the A5034). This increase in traffic is also experienced on the A50 through Hoo Green and High Legh. However, these increases are well within the link capacity of the road.

4.5 CEC has raised issues about the capacity and design of the proposed A50/new A556 roundabout junction, the proposed alterations to Mere crossroads (A50/detrunked A556) and the A5034 Mereside Road / detrunked A556 junction. Revised proposals are contained in the appendices.

4.6 Another area of concern for CEC is the forecast increase in daily traffic flow (when compared to the Do Minimum situation without the A556 scheme) of around 1500 vehicles per day on the A556 to the south of M6 Junction 19 due to traffic rerouting to use the A556 from alternative routes when the new A556 is open to traffic. As noted in section 6 on Air Quality this has negative implications in terms of air quality. There are potential negative impacts on safety at the junctions with the B5391 Pickmere Lane, and A5033 Northwich Road (as noted below) due to the increased traffic volume on the main A556 through these junctions. These need further investigation and will be monitored once the scheme opens to traffic.

4.7 In addition to the main road network the scheme is forecast to have impacts

on traffic flows on the minor road network around the scheme. In many cases these roads are forecast to experience reductions in traffic. However the traffic model has limitations that suggest any forecast changes in flow on the minor road network should be treated with caution as outlined below,

4.8 It is stated in the consultation report that the traffic model used for both the consultation options and final scheme layout simulates a significant proportion of the national road network, and is primarily designed to accurately model longer distance journeys, and is therefore the appropriate tool for modelling a scheme with strategic importance, such as the A556. However, a result of this is that flows forecast along local roads are likely to be less robust, meaning forecasts of local traffic are inherently less certain.

4.9 A particular limitation of the strategic model used is its inability to accurately model driver behaviour on country lanes. The lanes are often narrow, and have limited visibility as a result of their alignment (with regular bends) and other obstructions such as hedgerows and accesses. There is a relatively high probability of meeting other users such as farm equipment or NMUs which will tend to delay journeys while a safe opportunity to pass is located. It is stated that the model is not able to accurately model this. In reality drivers will seek roads of a higher standard where more consistent progress can be made. This is particularly true where the user is on a longer journey, and may not be familiar with the lanes.

4.10 Because the model cannot take these factors into account it will tend to over-estimate the amount of traffic on local roads, as it believes them to be more attractive to users than they really are. The output from the model is therefore considered to be conservative (i.e. a worst case).

4.11 CEC accept that the model has these limitations and that the flows under normal conditions (average day without incidents on the Motorway / strategic network or events at Tatton Park) will be likely to be close to those presented.

4.13 Given these uncertainties and the inability to accurately predict specific "Hot Spots"- CEC's view is that a locally held and directed complementary measures funding package should be devolved to CEC . This is set out in section 5 and table 2. It addresses the issues and potential issues identified in the following detailed analysis of local road impacts.

### **Tatton Park**

4.14 Tatton Park has been involved in discussions with the Highways Agency and its contractors in providing input to the options and giving views on issues as Tatton sees them in relation to the scheme and its impacts. Tatton has been asked to provide a Statement of Common Ground but as a CEC managed site this input is included within the CEC SOCG and this report. As Tatton is land

owned by the National Trust, it is understood that the Trust have been having their own discussions with the Highways Agency in relation to both Dunham Massey and Tatton Park and are providing expert opinion in relation to many issues including possible Noise and Visual impact concerns, which the Tatton management and CEC have left to the Trust to discuss in relation to the Tatton estate.

4.15 The option selected by the HA provides the least impact of all the suggested schemes to Tatton, however Tatton believes that there will be some adverse impacts compared to existing arrangements.

4.16 Based on the current option presented, Tatton management believe that the A556 will not be closed down during the construction of the new road and therefore this will have little or no impact to operations at Tatton. If as stated there are to be some minor closures (a week or weekend) to link in the new road then Tatton has no issue over the construction impact to traffic. Tatton has asked for forewarning of any impact as that can be built in to the planning of literature/websites promoting the park and any events so that visitors can be informed of any concerns.

4.17 The access to Tatton from the new road potentially improves matters on some aspects of existing traffic issues, however potentially not having the diversity of using the Cherry Tree Lane event traffic route may funnel more traffic in one direction with little scope to flex. If this road can continue to be used this will allow greater flexibility in managing event traffic in particular.

4.18 Tatton has raised issues over the new egress route from Tatton on to the A50 on to the new link road, particularly on main event days. Whereas before two routes for egress on to the A556 could be used, the new system will only allow one route and reduces options. Following meetings with the Agency and its contractors it was agreed that Costain would work on event traffic management issues and devise an agreed traffic management plan, most notably concentrating on the RHS Show and see if any areas could be reviewed and improved in light of this with agreed plans being worked through before construction starts. No further discussions have yet taken place so Tatton cannot comment on this agreed traffic management strategy progress. A revised layout for the new A50 / A556 junction is considered in section 4.57

4.19 Tatton also has highlighted the potential negative impact to Clamhunger Lane of increased traffic as a result of the new scheme, with no understanding of how this may be resolved. Analysis of Clamhunger Lane in section 4.53 suggests that this is unlikely to be an issue.

4.20 Tatton have highlighted concerns on the increased level of traffic joining the A50 northbound before Mere traffic lights. The revision proposed by CEC's highway service (para 4.58) of additional northbound left turn lane at Mere traffic

lights might improve this compared to the suggested scheme. The traffic lights at this junction need to be 'intelligent' to respond to event traffic at certain times. With all the current information provided, this needs to be reflected in the traffic management plans for events and assessed properly with those plans.

4.21 Tatton Park has agreed it is happy to liaise with the Agency and CEC Highways over developing a unified Brown and White signage strategy for the new road and link roads to Tatton. This would make sure that routes from M6 northbound, M6 southbound, M56 eastbound, M56 westbound, A556 (new road) east and westbound, A50 north and southbound are all linked effectively with a new signage strategy for the CEC controlled A/B roads. This would minimise the impact to local residents in Mere, Rostherne and Knutsford. This also needs to work effectively with regard to a Yellow event signage strategy for Tatton events and 3rd party run events at Tatton including the RHS Show. The related issue of signage from Junctions 6 and 9 M56 and Junction 20/20A M6 would need to be considered to replace some of the flexibility lost through all of the proposed schemes for major events traffic but would need further discussion with the RHS and other local councils.

#### **Detailed analysis of the impact on Local roads**

4.22 The following analysis of traffic on local roads (maintained by CEC) has been based on traffic forecasts as presented in the A556 Consultation Report – Part A – Main Text. This presents a table (Table 11 in the report) that compares forecast traffic flows for the design year of the scheme (2032) which is 15 years after the proposed opening year (2017) with and without the scheme.

4.23 Details of accidents over the past 5 years (2008 to 2012) in the wider area around the scheme have been analysed. This has included all minor roads within an area bounded by the M56 to the north, Ashley Road / Knutsford to the east, Tabley Hill Lane / Pickmere Lane to the south and Whitley Lane / Camms Lane / M6 to the west. This has allowed any hotspots or potential sources of future problems to be identified.

4.24 Post opening monitoring will be undertaken on the local road network to allow CEC officers to understand the actual impacts of the scheme and to identify the nature and extent of mitigation measures that might be required (as considered in section 5, commuted sums).

4.25 This forms the basis for an estimate of the required amount of commuted sum to be requested from the Highways Agency to mitigate against potential problems resulting from traffic increases on the local CEC road network in the vicinity of the A556 scheme (see section 5).

#### **Cherry Tree Lane**

4.26 This road is located to the north east of the area and currently joins into the A556 just south of the M56. One slight accident has been recorded on this road in the last 5 years and this was about 1km east of the A556. At the value engineering CEC identified a potential issue with the proposal for a roundabout to slow traffic on the approach to the new A556 off slip roundabout which has been resolved by revisions to the design. A very small increase in traffic is forecast with the scheme in place (around 30 vehicles). This road will continue to be used for access to events at Tatton Park as at present. No additional mitigation measures are likely to be required.

#### **Birkinheath Lane**

4.27 Birkinheath Lane connects to the east into Cherry Tree Lane. No changes in traffic flows are forecast and no accidents have been recorded in the last five years. For this reason no mitigation measures are likely to be required.

#### **Millington Lane**

4.28 Millington Lane joins the existing A556 north of Bucklow Hill and connects with other lanes to the A56 (to the north), and the A50 (to the west) via High Legh. With the scheme in place it is forecast to experience an increase in traffic (+370 vehicles per day), though it remains a low flow road. The increase is principally because other alternative routes (principally Chapel Lane and Bucklowhill Lane) are stopped up, preventing traffic crossing the new A556 on these roads. A lot of this local traffic is expected to reassign onto Millington Lane. It is unlikely that strategic traffic accessing the new A556 would be likely to assign onto Millington lane as it has no direct connections onto the new A556. Only one slight accident has been recorded over the last 5 years (midway between the existing A556 and Boothbank Lane).

4.29 Given that the road is a narrow country lane, largely with no centre line and sections of poor forward visibility, it is not suitable for large volumes of motorised traffic. To reinforce this, the principle was agreed at the Value Engineering workshops that all minor lanes linking into the detrunked A556 would be subject to a “gateway” treatment to signify that the lanes are unsuited to through traffic. These “gateways” would include road narrowing, signs etc to indicate entry onto minor roads.

4.30 When a post opening evaluation is undertaken, particular attention will be paid to the operation of the junction between Millington Lane, Boothbank Lane and Reddy Lane, where the approach from the north (Reddy Lane) is particularly narrow. If any remedial measures are required these will be sort from the mitigation fund.

#### **Reddy Lane / Boothbank Lane**

4.31 Reddy Lane connects the A56 Lymm Road to the north with Millington Lane and Boothbank Lane. It passes under the M56 motorway. It is a largely straight but narrow road with three significant bends. This is a very low flow road which is forecast to experience a very small increase in traffic with the scheme of less than 30 vehicles per day. No accidents have been recorded on this road over the last 5 years. Given that it is some distance away from the scheme no mitigation measures are proposed for this road. Likewise Boothbank Lane is also forecast to experience no change in flow, remaining under 500 vehicles per day. No mitigation measures are proposed with the exception of the future post opening evaluation of the junction with Reddy Lane and Millington Lane noted previously.

#### **Millington Hall Lane**

4.32 This is a narrow country lane that is proposed to be stopped up by the scheme. Only local access will be possible on either side of the new A556. as such no mitigation measures will be required other than a “gateway” treatment at the junction with the detrunked A556.

#### **Rostherne Lane and Marsh Lane**

4.33 These roads are immediately to the east of the detrunked A556 to the north of Tatton Park (and south of Cherry Tree Lane). Both lanes are low flow with less than 500 vehicles per day currently and this is forecast to remain the case with the scheme in place. No accidents have been observed on either road in the last five years. Accidents currently observed at the junction with the A556 are expected to be resolved by the reduction in traffic on the detrunked road. A “gateway” treatment is requested for Rostherne Lane at its junction with the detrunked A556, as at other minor road junctions on the detrunked A556. No measures are required for Marsh Lane.

#### **Cicely Mill Lane**

4.34 Although no flows are reported in the table, there are concerns locally that flows may increase on this road with the scheme in place. A weight limit and other access control measures may be required. It accesses onto the A5034 Mereside road, where traffic calming measures are proposed as detailed below.

#### **Chapel Lane / Peacock Lane**

4.35 Chapel Lane / Peacock Lane / Boothbank Lane connect Bucklow Hill to High Legh, Lymm and other locations west of the existing A556. With the scheme in place Chapel Lane and Peacock Lane are forecast to experience a reduction in flow. It is likely that this is due to local traffic reassigning to join / leave the detrunked A556 further north (via Millington Lane).

4.36 In common with the other minor road accesses onto the detrunked A556 a

“gateway” treatment is required onto Chapel Lane, although the exact design would need to reflect its’ location within Bucklow Hill village.

4.37 In addition there may be a need to make improvements to the junction between Peacock Lane and West Lane, to mitigate for increased traffic flows forecast for this junction compared to the do minimum situation.

#### **Back Lane / Thowler Lane**

4.38 Back Lane and Thowler Lane are low flow, narrow country lanes with farms and houses along them that connect Chapel Lane / Peacock Lane to Boothbank Lane / Agden Lane. No accidents have been recorded on them in the last 5 years. Flows are forecast to reduce on them as a result of traffic reassigning away from Chapel Lane / Peacock Lane. No mitigation measures are likely to be required on them.

#### **Agden Lane**

4.39 Agden Lane is a low flow, narrow country lane that connects the A56 into Chapel Lane via Back lane / Thowler Lane and Millington Lane via Boothbank Lane. Although traffic is forecast to increase by just over 600 vehicles per day, overall totals remain low with around 1200 vehicles per day forecast to use this road. This is likely to be caused by local traffic rerouting. No accidents have been recorded over the last 5 years. No mitigation measures are proposed.

#### **Bucklowhill Lane**

4.40 Bucklowhill Lane is a narrow low flow country lane that links the A556 at Bucklow Hill with the A50 at Hoo Green. No accidents were recorded in the last 5 years on this road. With the scheme in place it is stopped up at the new A556, limiting it to local access traffic only. As such no mitigation measures are required.

#### **Hulseheath Lane**

4.41 This road connects Chapel Lane to the A50 at Hoo Green. Flows are forecast to remain low (less than 500 vehicles per day). No accidents were recorded in the last 5 years. No mitigation measures are required.

#### **Moss Lane**

4.42 This road currently link Green Lane on the edge of Knutsford to the A556 north of the M6 junction. With the scheme in place this road connects in to a “dead end” section of the detrunked road, to the south of a new connection known as the Tabley Link to a junction with the new A556. As a result flows are forecast to decrease on this road to less than 500 vehicles per day. One slight accident was recorded on this road in the last 5 years. No mitigation measures

are needed on this link

### **Wrenshot Lane / B5159 West Lane in High Legh**

4.43 These roads link High Legh to the A50. The B5159 West Lane links the A50 with the A56 at Broomedge and is a relatively high standard road with a centre line. Wrenshot Lane is a narrow country lane. No accidents have been recorded on Wrenshot Lane in the last 5 years. 5 slight accidents and 3 serious accidents have been recorded on the B5159 over the same period. Most of these were at junctions, in particular the junction with Peacock Lane. Traffic is forecast to decrease on West Lane, and to increase on Wrenshot Lane. This is likely to result from traffic from High Legh choosing to join/leave the A50 further east (due to increased traffic flows on the A50). This area will be monitored to examine if any junction safety improvements are required after opening of the new road.

4.44 A “gateway” feature on the entry to Wrenshot Lane at the A50 would help to discourage traffic from using this less suitable route. Improvements may be necessary to the A50 / Wrenshot Lane junction if issues are identified in the post opening monitoring of traffic in the area. Likewise if traffic does not route away from West Lane, then further measures may be needed to address accidents in High Legh on the A50. This is likely to take the form of speed reduction measures, which would need to be specified later.

### **Whitley Lane**

4.45 Whitley Lane provides a link from High Legh (via Halliwell’s Brow) to Budworth Road and south to Northwich. It is a relatively high standard country road with a centre line. It is a low flow road which is forecast to experience a slight reduction in traffic. One slight and one serious accident were recorded in the last 5 years. No specific mitigation is likely to be required for this road.

### **Budworth Road**

4.46 This is a low flow road that links Pickmere Lane to Budworth, North East of Northwich. In the last 5 years one slight accident was reported close to the junction with Old Hall Lane. No increase in traffic is forecast. For this reason no mitigation measures are proposed along the road.

### **Pickmere Lane**

4.47 The B5391 Pickmere Lane is a relatively high quality country road that links the A556 with Pickmere. It provides a potential alternative route between Northwich and the A556. two serious and two slight accidents have been recorded on the section between the A556 and Budworth Road in the last 5 years. In addition a number of accidents were recorded at the junction with the A556. Recent safety improvements at this junction are expected to have addressed some of these issues. A significant increase in traffic is forecast

(+10%) which may lead to additional problems, particularly at the junction with Budworth Road. Post opening monitoring will need to establish if traffic has grown as forecast and if any safety issues have arisen. Mitigation measures may be required in the form of junction improvements at the Budworth Road / Pickmere Lane.

#### **Old Hall Lane**

4.48 This road is currently a narrow country road that connects the A556 just north of M6 junction 19 to Budworth Road just south of the M6. With the scheme in place the connection to the former A556 Chester Road is moved north to a new intersection with the new A556. Access is not possible to / from the A556 north at this point, with this traffic routed via the detrunked road and the A50 northbound and the detrunked road from Millington southbound. No accidents were recorded in the last 5 years. Flows are forecast to remain under 500 vehicles per day. Mitigation measures may be required if post opening monitoring identifies increases in flow that weren't expected. This may happen if delays are experienced through junction 19 with more traffic using the new A556. Mitigation would be likely to take the form of speed reduction measures to reduce the attractiveness of this as a "rat run" route to avoid junction 19. A weight restriction may be required.

#### **Tabley Hill Lane / Tabley Road**

4.49 This is a relatively high quality road that links Knutsford to the A556 just south of M6 junction 19. Traffic is forecast to fall significantly with the scheme in place (by nearly 2000 vehicles). There have been six slight and two serious accidents on this road in the last 5 years. Most of these happened to the north east of the M6 close to the junction with Green Lane. In future traffic to/from Knutsford to / from the M56 and Manchester is likely to transfer to the A50/ new A556 route, avoiding M6 junc 19. If traffic from Knutsford continues to use the current route or more traffic is attracted than expected, then consideration may be needed to traffic calming and other safety measures on Tabley Hill lane. Measures are most likely to be required around Green Lane to address the existing safety issues.

#### **Green Lane**

4.50 Green Lane is a narrow country lane with low traffic flows that are forecast to remain under 500 vehicles per day with the scheme in place. No accidents were recorded on this link in the last 5 years. No mitigation measures are proposed.

#### **Mereheath Lane**

4.51 Mereheath Lane is a minor country lane that runs along the western edge of

Tatton Park. Traffic flows are forecast to increase slightly with the scheme in place. 2 slight accidents and 1 serious accident were reported in the last 5 years. No mitigation measures are proposed for this road.

#### **A5034 Mereside Lane**

4.52 This road is a high standard, busy A road that links the existing A556 (north) to Knutsford. It is forecast to experience a reduction in traffic with the scheme from around 9,000 vehicles per day to around 5,000. Most northbound traffic will reassign onto the A50 to access the new A556, as there will be no northbound connection north of Mere onto the new road. Southbound traffic will continue to use the A5034 leaving the southbound A556 at the new Millington interchange and turning onto the A5034 at Bucklow Hill as is currently the case. Over the last 5 years there have been two serious and 11 slight accidents between the A556 and A50 junctions. There is a perception that vehicle speeds are high. With reduced traffic volumes speeds may increase further leading to more serious accidents. Traffic calming / speed reduction / management measures may need to be identified on this road to mitigate this potential problem. The performance of the A50/A5034 junction will be monitored to ensure its efficient operation with the higher flows on the A50.

#### **Sugarpit Lane**

4.53 Sugarpit Lane is a minor road on the edge of Knutsford which is forecast to experience no growth in traffic (traffic flows remaining under 500 vehicles per day). No accidents were recorded in the last 5 years. No mitigation measures are proposed for this road.

#### **Clamhunger Lane**

4.54 Clamhunger Lane is a minor road that links the A5034 Mereside Road and the A50 Warrington road to the south east of Mere Village. No Accidents were recorded in the last 5 years. Traffic is forecast to remain under 500 vehicles per day. It is noted that this road is used as a rat run during Tatton event traffic and that traffic management proposals should have regard for this.

#### **Ashley Road**

4.55 Ashley Road is a relatively high quality road that links Hale and Ashley with the A5034 Mereside Road near to Mere. It currently provides a "rat run" route avoiding the A556 to provide access to/from Knutsford to/from north of the M56.

4.56 Traffic is forecast to reduce significantly by 4,000 vehicles per day. In the last 5 years there have been eight slight accidents and two fatal accidents recorded on the section between Ashley and the A5034.

4.57 No mitigation measures are proposed as the scheme is expected to provide significant relief. Even if this reduction is overestimated and reductions in traffic are lower conditions on this road will improve.

#### **Junction with A5033/ A556**

4.58 As noted in para 4.6, with the A556 scheme traffic is forecast to increase on the A556 south of M6 Junction 19 by an additional 1500 vehicles per day compared to the situation without the scheme. This will potentially have an impact on the operation of the A5033 Northwich Road / A556 Chester Road signalised junction. To provide network resilience it will be necessary to install MOVA control, link this junction to a local UTC system and provide a connection to the HA's incident management system. This will allow diversionary signal settings to be implemented as and when required. These will be considered as a requirement in the commuted sum settlement (section 5).

#### **Revised and new junction designs**

4.59 A50 / new A556 junction – CEC have concerns over the design of this new junction that have not yet been resolved. Initial assessments by CEC using flows supplied by the HA indicate that significant queues would be generated in the morning peak on the southbound A50 approach to the roundabout in the 2032 design year – this is without additional traffic stress caused by Motorway incidents. An improved design is shown at Appendix C and further work is underway with the HA to finalise the design.

4.60 The A50 / de-trunked A556 junction at Mere – the initially proposed junction arrangement may not be adequate. CEC are looking for network resilience to cater for additional traffic that might be generated by events at Tatton Park and during incidents on the M6 that force traffic to divert onto the A50 / de-trunked A556. The proposed revised junction layout operates much more effectively. CEC are also working with the HA to devise alternative signal timings to be instigated when incidents occur on the M6, that will help manage extreme traffic events. However, it is recognised that it is appropriate for the baseline design of the junctions to reflect usual traffic conditions. Details of this design are included in Appendix D

4.61 At Bucklow Hill Junction (Appendix E) the existing traffic light signals would be modified to remove signal controls from Chapel Lane and alter the phasing of the remaining lights to reflect the new dominant flow of vehicular traffic (i.e. southbound traffic leaving the A556 at Millington and turning left at Bucklow Hill onto the A5034). Provision will be made for non motorised users through the junction, including crossing facilities and new segregated routes.

4.62 At the new Millington Junction (Appendix B), a crossing for pedestrians, cyclists and horse-riders would be provided just south of the junction,

incorporating corrals for horseriders, but without signal controls. A crossing without signals would also be provided on the de-trunked road just to the north of the roundabout. A revised junction design for the roundabout has been presented by the HA to CEC that needs to be agreed by the end of the examination in public.

#### **Road Safety issues on the local road network.**

4.63 There were 98 personal injury accidents on the A556 (including relevant parts of its junctions with the M6, A50, A5034 and M56) in the period January 2007 to December 2011, including 1 fatality and 13 serious injuries. The scheme will significantly reduce this number.

4.64 Agreement on some aspects of the treatment of road safety issues on the rest of the local road network has not yet been reached – discussions are ongoing on the outstanding points.

#### **Issues re de-trunking of the existing A556**

4.65 Consultation with the Parish Councils and the public identified that misuse at cul-de-sacs and illegal parking on the sections of road stopped up because of the new road needed to be addressed. There was concern that the cul-de-sacs created at stopped up side roads (including the southern end of the de-trunked A556) would encourage fly tipping and unauthorised parking. Discussions at the workshops should mean that this is accounted for in the design of the scheme.

4.66 The de-trunked A556 design proposes a linear planted mound adjacent to the carriageway to prevent unauthorised usage. Where the two side roads are to be stopped up, turning heads will be located such that public access to the redundant length of carriageway will be restricted. The back of turning head will be gated, allowing restricted access only to fields or any services along the existing carriageway. It should also be noted that the number of side roads to be stopped up as part of the scheme has been reduced (when compared to the pre-consultation design) through provision of Millington Overpass and a vehicular connection along Old Hall Lane.

4.67 There were some requests for the redundant width of the existing road to be converted to car parking spaces for St Paul's Church. In response to this issue the HA have considered whether additional car parking space for the Church could be provided. A suitable location was identified to the south of the Church; however, this has been marked for further consideration at the detailed design stage to ensure a layout can be provided that would not be subject to misuse. It should be noted however that access to the Church will be much improved as a result of the proposed scheme. Narrow carriageway widths and reduced traffic volumes will make use of the existing car park, located on the opposite side of the road, much more feasible.

## **SECTION 5 COMMUTED SUMS FUND FROM THE HIGHWAYS AGENCY TO CEC**

5.1 This section outlines CEC's requirements for commuted sums funds for future maintenance of the detrunked A556, to mitigate for the potential (as yet unforeseen) impacts of the scheme on safety and the environment (particularly air quality).

### **Maintenance**

5.2 Commuted sums are required to pay for the future maintenance of the detrunked A556 road. The condition of existing assets and proposals for lighting and so on need to be agreed. A "walk over" survey was undertaken on 15<sup>th</sup> August, with relevant CEC officers and the scheme designers to help establish the condition of the existing assets.

5.3 Table 1 below will include details of the assumptions made with regard to maintenance of the detrunked A556 road surface, footways, NMU route, vegetation maintenance and lighting. Agreement on the level of commuted sum payable to CEC is required as soon as possible, and in any event prior to the closure of the examination.

### **Complementary schemes funding package to cover unforeseen issues on the local road network**

5.4 In the analysis of impacts on local roads, various potential issues were identified that may arise when the new A556 has opened. Commuted sums need to be agreed to pay for any of these issue, including post scheme monitoring.. Some of these issues are associated with forecast traffic volumes on the minor / local roads which may be higher or lower than forecast, as the model is strategic in nature and may not accurately model traffic on more minor roads in the network.

5.5 Table 2 will include details of the proposed complementary measures / schemes that may be required to provide mitigation if traffic differs from forecasts, or if other unforeseen issues arise.

5.6 Table 3 will include details of the proposed schemes that may be required to mitigate for the environmental impacts associated with traffic increases to the south of the M6 between the M6 and the CEC boundary.

5.7 Agreement on the level of commuted sums payable to CEC is required as soon as possible and in any event prior to the closure of the examination.

**TABLE 1 Maintenance commuted fund**

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**TABLE 2 Complementary measures / schemes**

**TABLE 3 Environmental Impact mitigation measures**

DRAFT

## SECTION 6 AIR QUALITY

6.1 The Environmental Statement considers local and regional effects on air quality. The LIR should specifically consider the local impacts.

6.2 The Local Air Quality Management (LAQM) process is set out in Part IV of the Environment Act 1995. It places an obligation on all Local Authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved.

6.3 Where exceedences are likely, an Air Quality Management Area (AQMA) must be declared and an Action Plan produced outlining the measures it intends to put in place to work towards achieving the objectives. In Cheshire East, there are currently 13 AQMA's, all of which are as a result of transport emissions.

6.4 The existing A556 between the south of Junction 19 of the M6 and to the north of Junction 8 of the M56 is designated as an AQMA as concentrations of nitrogen dioxide (NO<sub>2</sub>) exceed European Limit Values.

6.5 The Environmental Statement considers both local and regional effects on air quality.

6.6 Dust emissions, which would be expected during construction, are proposed to be mitigated by a number of measures such as water suppression, wheel washing and cleaning. These should be contained within the Construction Management Plan (CEMP).

6.7 Given that the construction phase of the works are estimated to take place over 3 years, measures to control dust, particularly over dry periods of the year are critical.

6.8 There will be significant HGV movements associated with the removal of unwanted soil and materials being brought to site for the road construction. Further discussion with the relevant Air Quality Specialist (within Public Protection and Health) is requested to establish routes that minimise the impact on air quality.

6.9 During the operational phase of the road, it is noted that the modelled changes in air quality will achieve the primary objective of air quality improvements in Bucklow Hill and Mere where there are predicted to be large reductions in NO<sub>2</sub> concentrations at properties on the existing A556. It is likely this will result in the revocation of a large proportion of the AQMA. This is a significant beneficial impact.

6.10 It is noted that there will still be a number of properties along the "online" part of the new route, most notably at the north end of Millington and in Over

Tabley south of the M6, which will continue to be in exceedence of the NO<sub>2</sub> air quality objective during the operational phase of the road. It is predicted that levels of NO<sub>2</sub> will slightly reduce in these areas. As such this is considered to be a negative local impact.

6.11 In addition, there are some implications wider afield most notably along the Southbound M6 where a small increase in traffic levels is predicted. The assessment confirms that levels of NO<sub>2</sub> may breach the objective in this location and as such Cheshire East may be required to declare a further AQMA in this area. This is considered a negative local impact.

6.12 There will be a number of properties close to the new road which would experience a worsening of air quality; however the model does not predict any exceedences of the air quality objectives. This is considered neutral in terms of overall impact.

6.13 The scheme overall is in compliance with the Air Quality Action Plan (2011) and the broader aims of the Cheshire East Air Quality Strategy. Mitigation will be sought (as previously outlined in section 5 and table 3) in order to offset the negative local impacts outlined above.

## **SECTION 7 CULTURAL HISTORY and ARCHAEOLOGY**

### **Local area characteristics - urban qualities**

7.1 There are potential issues concerning built heritage that are listed as follows.

7.2 The new road affects two grade II listed properties and a historic parkland of local significance.

7.3 There are a number of properties affected by the scheme, the following are particularly sensitive to the likely impact:

7.4 Denfield Cottages- Millington Hall Lane (Grade II)- the red line is literally up to the boundary of the cottage, this is an historic grouping of cottages that will be impacted by the development.

7.5 Over Tabley Hall associated buildings (grade II) and parkland- Tabley Superior

7.6 Mere Hall- Historic Parkland- the road proposal runs straight through this historic parkland associated with Mere Hall as described in the local plan. This is contrary to Macclesfield Local Plan saved policy NE5-Parkland Landscapes. The parkland is not included on the EH registered parks and gardens of special historic interest.

7.7 Mitigation measures are proposed that address these issues.

### **Archaeology**

7.8 The archaeological planning advisory service has provided advice to CEC in their role as specialist archaeological advisors to CEC and as English Heritage's nominated curatorial representative for this scheme, which is summarised as follows.

7.9 The advisor has been involved in an on going dialogue with the HA and their consultants, to ensure that CEC were aware of progress with the archaeological assessment and evaluation.

7.10 The submission is supported by a Cultural Heritage Desk-Based Assessment, which has been prepared by Jacobs on behalf of the Highways Agency and is presented as part of Appendix 8 of the Environmental Statement. This study has considered data held in the Cheshire Historic Environment Record, historic mapping, aerial photographs, and various other sources of readily-available information and aimed to determine the need for further archaeological assessment and evaluation and define the scope of such works. The study concluded that, in addition to the archaeological sites identified in the

report, there was a clear potential for further archaeological remains to be present within the proposed development area.

7.11 Therefore, a field evaluation strategy was devised by Jacobs and agreed with English Heritage and the Archaeology Planning Advisory Service. Briefly, this consisted of a programme of geophysical survey and trial trenching. Some of this work has already been carried out and reports on the results of the geophysical survey and that part of the trenching programme completed to date also appear in Appendix 8. The trenching to the north of the A50 and east of Hulme Farm Barns was particularly informative and produced evidence of prehistoric cremation burials. Access difficulties have prevented the completion of all of the proposed trenching but its extent, including the location of individual trenches, has been defined and it is intended to complete this work once unrestricted access has been secured. Completion of these works will allow the precise extent of the remaining field work to be defined. Some areas will probably be signed off at this stage, whilst some may require strip, map, and record approach or more formal excavation. Others may require a watching brief during construction.

7.12 All of the above is summarised in Chapter 8 of the Environmental Statement and the key paragraphs are 8.6.57 and 8.6.58, where it is confirmed that the evaluation programme has been agreed with English Heritage and the Archaeology Planning Advisory Service, that much of this work has been completed although a significant amount of trenching remains to be completed, and that sufficient time will be allowed to complete the outstanding evaluation works and any further mitigation that proves necessary. Such mitigation works will be in accordance with those outlined above.

7.13 In CEC's opinion, the above outlines an appropriate scheme of works which is in accordance with current national and local planning guidance and the procedures outlined in the current edition of the DMRB.

## **SECTION 8 ECOLOGY AND NATURE CONSERVATION**

### **Local area characteristics - landscape qualities and nature conservation sites**

8.1 The proposed A556 Knutsford to Bowden Improvement scheme has the potential to have an adverse impact upon a number on sensitive ecological receptors. Each of these is discussed in detail below.

#### **Sites of international and national importance**

8.2 The proposed route of the A556 is adjacent to Rostherne Mere is designated as a SSSI, Ramsar Site and national nature reserve. The proposed development therefore has the potential to have an impact (both positive and negative) upon the nature conservation value of the mere. The proposed development may also have an indirect adverse impact upon The Mere,(SSSI and Ramsar) site due to changes in air and water quality.

8.3 In order to comply with the Habitat Regulations and Wildlife and Countryside Act it is essential that a thorough assessment of the potential impacts of the proposed development upon these sites is undertaken and considered by the decision maker. However, Cheshire east is supportive of the drainage strategy developed for the proposed new road which diverts run off away from these existing sites, which is an improvement upon the current drainage system in respect of these designated sites.

#### **Local Wildlife Sites**

8.4 The proposed development is likely to have a direct, irreversible, adverse impact upon two Local Wildlife Sites: Tabley Pipe wood and Belt Wood. Fragmentary effects associated with Tabley Pipe wood have the potential to be particularly significant.

8.5 The proposals also have the potential to have an adverse impact upon a number of other Local Wildlife Sites located within 2km of the proposed route. No assessment of the potential impacts of the development upon these additional sites appears to have been undertaken.

8.6 To compensate for the loss of woodland habitat from Tabley Pipe wood and Belt wood replacement planting is proposed on a two for one basis. In the Council's view replacement planting will take many years to mature and many more years to have any substantive ecological value as woodland habitat. This acknowledged in the ES which states that an adverse impact at the local scale would remain by design year.

### **Protected and Priority Species**

8.7 The proposed development has the potential to have an adverse impact upon a number of legally protected and priority species. These include:

#### **Badgers.**

8.8 As a result of the proposed development four badger setts will be disturbed and one sett lost. Death as a result of road traffic collisions poses a significant risk to this species as does loss and isolation of foraging habitat. To mitigate the risk of road traffic accidents five mammal tunnels and associated fencing is to be provided along the route. To compensate for the loss of the existing sett an artificial sett will be provided within 100m of the existing sett. However, no compensation specifically for the loss of badger foraging habitat appears to be proposed.

#### **Bats**

8.9 A Pipistrelle bat roost will be lost as a result of tree felling operations in belt wood. Buildings with roost have been identified over 80m from the construction foot print. The ES predicts that disturbance associated with the proposals will affect bat roosts in four trees and 5 buildings. The development will also result in the severance of a number of foraging/commuting routes. Bats may also be at risk of fatality as a result of road traffic collisions.

8.10 The council advises that the impacts of major roads on foraging and commuting bats are not fully understood, and the Council appreciates that this has been acknowledged by the ES which anticipates an adverse impact on bats remaining at design year.

#### **Breeding and Wintering Birds**

8.11 Wintering and breeding bird assemblages have been identified as being of county value. Impacts on breeding and wintering birds resulting from habitat fragmentation and isolation have been identified. Native tree and shrub planting is proposed as a means of compensating for the adverse impacts of the development upon birds.

8.12 In the opinion of the Council tree and scrub planting is inappropriate and inadequate mitigation for the potential adverse impacts of the development upon breeding and wintering birds associated with open habitats.

#### **Otters**

8.13 Paragraph 10.5.32 states that it is not known if any otter 'lying up' sites are present in the works area. It is unclear as to why this is unknown as surveys

appear to have been undertaken. As this species is protected by law and in particular a European protected species, it is essential that the presence of this species and the extent that it will be affected by the proposed development is established prior to the determination of the current application.

### **Great Crested Newts**

8.14 The proposed development will result in the loss of two great crested newt breeding ponds. In addition 2.69ha of immediate habitat will be lost and 12.8 of immediate habitat damaged. 13.5ha of intermediate habitat will also be lost. Adverse impacts are also anticipated to result from the fragmentation and isolation of habitats utilised by this species. The overall impacts of the development upon great crested newts are significant at the local level. The proposed mitigation and compensation however appears to be in accordance with standard best practice. The decision maker must however be mindful of the requirements of the habitat Regulations during the determination of this application.

### **Barn owl**

8.15 The proposed development is likely to have an adverse impact upon barn owls due to the loss of foraging habitat and disturbance and also direct mortality associated with road traffic collisions. The potential significance of road traffic collisions should not be underestimated as research indicates that the impacts of a major road are significant enough to result in the loss of barn owl populations 0.5km either side of the road.

8.16 Those sections of roads at ground level or raised on an embankment are likely to pose the greatest risk to barn owls. In this instance whilst the proposed road profile are referred to in relation to barn in the ES the implications of this are not explained.

8.17 In order to compensate for the residual impacts of the development upon barn owls the applicant proposes to work with the local barn owl group to secure additional habitat creation works away from the proposed road. This approach is acceptable to the Council however it must be ensured that the resources put into this are substantial, fully quantified and secured by means of an appropriate legal mechanism.

### **Important plants**

8.18 Cowbane a nationally scarce plant species has located in pond 62 would be lost to the proposed development. It is proposed to transplant this plant to a newly created pond. The Council would appreciate confirmation that this is feasible and whether this has successfully been undertaken previously.

## Conclusion

8.19 The proposed development has been assessed as having a moderate adverse impact on ecology at opening year and a slight – neutral adverse impact on ecology at design year. Locally, significant adverse impacts are anticipated on a number of ecological receptors including running water, otter, bats (general), bats (specific roosts) and barn owls at design year. Therefore in the local context, the proposed development will have a notable residual adverse impact upon ecological interests which is not fully addressed by the proposed mitigation and compensation. This has implications for the determination of this NSIP application in light of the NPPF.

8.20 In the view of the CEC Principal Nature Conservation Officer the proposed development cannot at this time be considered to be fully sustainable in terms of ecology. The CEC Principal Nature Conservation Officer recommends therefore that the residual adverse impacts of the proposed development are 'offset' by means of a commuted sum secured by means of an appropriate legal agreement. It is estimated that this figure should be between £50 – 100K.

8.21 This commuted sum would be used to fund habitat creation/enhancement works local to the proposed scheme. It is envisaged that the result of this process would be that the development proposal can be confidently assessed as being truly 'sustainable' in terms of ecology.

## SECTION 9 VISUAL IMPACT

### Landscape and Visual

9.1 There are potentially significant landscape and visual impacts within this area of green belt, designated area of county value and local visual amenity impacts.

9.2 As part of the proposed development a Landscape and Visual Impact Assessment submission including a examining the baseline assessment, consideration of potential impacts, mitigation and an assessment of residual effects will an important part of the assessment process. A Cheshire Landscape Character Assessment was completed in 2008 and adopted in 2009; this reviews all landscape character types in Cheshire East. Cheshire East has also recently produced a study on existing Local Landscape designations – previously Areas of Special County Value; this identifies and provides information on the special qualities of these locally designated landscapes.

9.3 The proposed development lies in the following landscape character areas. To the west Landscape Character Type 10: Lower Farms and Woods, specifically Character Area LFW3: Arley. To the north Landscape Character Type 10: Lower Farms and Woods, specifically Character Area LFW6: Ashley and to the east Landscape Character Type 9: Estate, Woodland & Mere, specifically Character Area EWM4: Tatton.

9.4 The Lower Farms and Woods character type area is characterised as being low lying with gently rolling topography in a landscape with a mix of medieval and post-medieval reorganised fields with some loss of boundaries, leading to the formation of larger fields with fences added. There are a large number of water bodies, a high density of woodland and a medium density of dispersed farms and nucleated hamlets/villages.

9.5 The Estate, Woodland & Mere character type is characterised as having high densities of woodland, ornamental landscaped features, often associated with large historic houses and estates, meres, mosses and ponds, flat to undulating relief and dispersed settlements.

9.6 The location of the proposed development displays many of these characteristics. There is some development along the existing route of the A556, but the area where the new route is to be located is predominantly rural and uses for agricultural purposes.

9.7 Much of the proposed development will be adjacent to the western boundary of the Rostherne/ Tatton Park Local Landscape Designation, an area that has a coherent and historically complete landscape that also includes Rostherene mere national nature Reserve, Tatton mere and The Mere SSSI.

9.8 Due to the nature of the scheme and rural nature of the area it is considered that the construction of the project will have an effect on both the landscape character and visual appearance of the local landscape, and will need to be carefully assessed. Minimising and mitigating these impacts will need to form an integral part of the assessment process in relation to the consideration of the highway effects of the scheme on the surrounding area.

9.9 Despite mitigation measures, it is considered that the proposals will have a significant landscape and visual impact within this area of Green Belt, Designated Area of Special County Value (ASCV) and may well have significant impacts upon the visual amenity in the surrounding area.

### **Trees and Woodlands Comments**

**9.10** Construction of the road impacts on Tabley Pipe Wood, Square Wood, Kennel Wood and Belt Wood. There will also be a loss of a number of hedgerow and free standing field trees. No TPO trees will be felled, but two of the woodlands are SBIs. Mitigation planting for loss of woodland, trees and hedgerows is proposed, but this will not adequately compensate for loss at design year and is in contravention of saved MBC policies NE7 Woodland and DC9 Tree Protection.

## SECTION 10 NOISE AND VIBRATION

10.1 The noise and vibration impacts report looks in detail at the estimated impacts from construction and operation from the proposed scheme. The methodologies used for calculation and assessment of the various aspects are relevant and appropriate. The assessment considers the impact on the Environmental Noise Directive First Priority Areas although it does not appear to consider affected routes outside of the study area.

10.2 The assessment indicates that during construction there will be adverse noise impacts at sensitive receptors close to the proposed new route. Some of these properties have been identified as experiencing major adverse noise impacts although these would not occur in the long term. The proposed use of rotary piling would greatly reduce the potential vibration impacts although limited vibration disturbance may be experienced due to earthwork compaction. The assessment states that a number of mitigation measures would be adopted. It is important that these would be implemented alongside good communication with the local authority and residents and a monitoring programme to manage these significant but transient impacts.

10.3 The assessment of operational noise and vibration impacts uses methodologies outlined in DMRB, CRTN (Calculation of Road Traffic Noise) and makes use of an acceptable computer modelling software package. The assessment indicates that many properties, particularly along the existing route, would experience beneficial noise and vibration impacts due to the implementation of this scheme. A significant number of properties near to the new route and other affected routes would be impacted by an adverse change in noise environment with a small number of properties being classed as experiencing a major adverse change. These are predominantly properties not adjacent to existing main roads where the current background noise climate is typical of a rural location. As more properties are predicted to experience a beneficial rather than an adverse change the scheme is considered to be overall beneficial in terms of noise and vibration impacts.

10.4 Mitigation measures have been proposed along the route some of which have the effect of providing noise mitigation. These include low noise road surface, road cuttings, earth bunding and acoustic fencing. These measures have been included in the noise calculations. It is not clear if the mitigation due to the low noise surfacing has been assumed to remain constant and has therefore been applied to the future year calculations. Additionally, there should be more detail on the consideration of the level of mitigation proposed and whether this has been optimised. Further consideration of mitigation should be given for those sensitive receptors predicted to experience adverse noise effects and particularly those most affected.

**SECTION 11 PEDESTRIAN/CYCLE INTERESTS (Non-Motorised Users)**

11.1 The following comments relate to issues surrounding Public Rights of Way (PROW), wider countryside access and walking and cycling for active travel, referred to in the application documents as provision for Non-Motorised Users (NMUs).

11.2 The PROW, as recorded on the Definitive Map and Statement, anticipated to be affected by the draft Development Consent Order are:-

- Millington Public Footpaths Nos. 6 and 7; and,
- Rostherne Public Footpaths Nos. 9 and 13.

11.3 The PROW, as recorded on the Definitive Map and Statement, anticipated to be adjacent to the development, and therefore which may be subject to temporary traffic regulation orders, include:-

- Tabley Superior Public Bridleway No. 7;
- Tabley Superior Public Footpath No. 6;
- Millington Public Footpaths Nos. 1 and 10;
- Mere Public Bridleway No. 1; and
- Rostherne Public Footpath No. 1.

11.4 Other areas of NMU interest include:-

- NMU facilities along the de-trunked A556;
- Old Hall Lane NMU underpass and connections;
- NMU facilities at junctions of the proposed new A556 and the de-trunked A556; and,
- Continuity of minor roads, new side roads and the Regional Cycle Route.

11.5 The PROW unit of the Council is generally supportive of the proposed scheme, subject to the final detailed scheme design and accommodation works arrangements, in particular in relation to NMU facilities on affected PROW and at junctions, overbridges and the underpass.

11.6 The PROW unit would seek to continue to be involved throughout detailed design of arrangements, structures and accommodation works for the scheme to ensure that the interests of NMUs are protected and promoted. In particular this would relate to the changes proposed affecting Millington Public Footpaths Nos. 6 & 7, Rostherne Public Footpaths Nos. 9 & 13 and the physical connection between Millington Public Footpath No. 1 where it terminates at the proposed side road boundary and the new proposed carriageway.

11.7 The PROW unit would seek to be consulted on the final draft text relating to

PROW and the Rights of Way and Access Plans prior to any Development Consent Order being made.

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## **SECTION 12 WATER**

### **Flood Risk and Drainage**

12.1 It is evident from the scoping documents associated with this scheme that the importance of assessing potential flood risk impacts has been captured. The scheme is highly likely to impact on a number of locally important non main river (ordinary) watercourses and other water features. It is evident that there are local surface water flood risk areas potentially affected by the proposed route of this improvement scheme. It will be essential that detailed drainage design and any associated local flood risk impacts are fully assessed and approved by Cheshire East as Lead Local Flood Authority (LLFA) and in the interests of managing flood risk to ensure no adverse impacts off site.

12.2 Formal consents may be required under Land Drainage Act 1991 for certain works affecting non main river or ordinary watercourses .Similarly, consents may be required from Environment Agency for works affecting Main River under Water Resources Act 1991.

12.3 Proposals for the detailed drainage design will need to be discussed with Cheshire East Flood Risk Management at the appropriate stage.

## SECTION 13 GEOLOGY/SOILS

### Materials

13.1 There is likely to be a wider consideration of soil sealing and reuse/restoration which is not within our remit.

13.2 The end use (road) is not considered to be sensitive. However the route goes through a number of areas of potentially filled ground and other historical activities which could give rise to localised contamination.

13.3 The Environmental statement includes a detailed statement on materials. Although detailed plans are not yet available, the scheme aims to minimise the amount of material that has to be moved in /out of the site. CEC will need reassurance that suitable mitigation measure can be implemented to protect watercourses from damage / pollution during construction due to handling, storage and usage of materials. Current proposals indicate a slight excess of material to be removed from the site. The design has been amended to increase the height of the road to remove the need to transport material away.

13.4 We would wish to see a Phase 1 report prepared for the route to identify any areas which may be affected by contamination. This should then make suitable recommendations for further investigations of any areas of concern in order to determine the best option for removal or reuse of soil materials etc. This will need to ensure that the workers, end users (including maintenance workers) and the groundwater and off site receptors (e.g. neighbouring properties) are sufficiently protected. If any areas of contamination are present, consideration of the impact of rainwater runoff and balancing ponds flowing to surface water should be considered.

## SECTION 14 ECONOMIC and SOCIAL IMPACT

### Socio-economic and community matters

14.1 The scheme is expected to have impacts on the local economy both positive and negative, along with associated community impacts.

14.2 The proposed scheme will impact on a number of farms along the proposed route. The ES does recognise adverse impacts on some farms, varying from case to case. Where possible these have been reduced by design changes since the public consultation.

14.3 The HA do not believe that any farm will cease to be economically viable. A detailed Agricultural Land Classification (ALC) survey has shown that there will be some loss of land in ALC grades 3a to 1 (classified as 'best and most versatile land') but this has been minimised wherever possible.

14.4 A number of existing businesses that rely on passing trade will be affected by the scheme, either removing or significantly reducing the volume of passing traffic, however the adverse impact is not viewed to be significant;

- At Tabley there is a service area with a café, motel and filling station on the A556 just to the north of M6 junction 19.
- At Bucklow Hill there is a filling station with a small shop, a premier inn hotel, a privately owned public house and a car showroom.

14.5 A number of other businesses and schools may benefit from improved access due to the large reductions in traffic on the de-trunked A556;

- In Tabley a privately owned conference facility (at the end of Moss Lane);
- In Mere the Mere Golf resort and spa;
- Rainbow day nursery in Mere;

14.6 A number of other businesses and schools may be adversely impacted by forecast traffic increases on the A50, these include;

- High Legh primary school and pres school nursery;
- High Legh Garden centre;
- High Legh Park Golf club,
- Brown's furniture shop.

14.7 The National Trust owns two properties close to the scheme, Dunham Massey (to the north of the A56 / A556 junction) and Tatton Park (just north of the A50 and east of the A556). Special events at Tatton Park such as the RHS flower show can attract up to 100,000 visitors over 3 days. Tatton Park have previously raised some concerns about the adequacy of the new access arrangements, particularly for large events such as the RHS show. Reductions in traffic on the de-trunked A556 mean that for average days access to the park is likely to be less stressful; use of the de-trunked Chester Road will be confined to

local users and access to Tatton Park, so there will be less competition with through traffic.

14.8 On event days the new routing patterns will be unlikely to provide any benefits. Depending on the routing strategy used there may be negative impacts on Tatton Park during exceptionally busy events such as the RHS Flower Show. This is due to the congested state that local roads reach during these events. The traffic management plans for these events involve diverting drivers on the A50 onto the A556 (and preventing drivers on the A556 from directly joining the A50) and then using roads such as Rostherne Lane, Cherry Tree Lane and Rostherne Drive. Several of these lanes will lose their access to the trunk road with the new road in place. In short, the A556 scheme would lead to a more restricted choice of routes into Tatton Park and so impose greater constraints on traffic flows on event days.

14.9 Tatton Park and BeWILDerwood (a company behind a sustainable environmental adventure park in Hoveton, Norfolk) are planning to develop a branch of the adventure park within Witchcote Wood at Tatton Park. This seasonal attraction is expected to attract up to 250,000 visitors each year. A transport assessment conducted on behalf of the development came to the conclusion that “there would be no significant highways implications”. Access to the site is planned to be either from the north, on Ashley Road, or from Knutsford on Mereheath Lane, and already account for the impact that the A556 Improvement will have on the area. CEC are currently considering a formal planning application for this development. Given that the peak times for trips to /from the site are unlikely to coincide with the peak times for strategic traffic on the A556, CEC agree that the development is unlikely to lead to any significant highway implications.

14.10 There are no other existing or proposed land-use planning designations within the main communities surrounding the existing A556. The land within the main communities is designated as Green Belt.

14.11 The improved A556 provides better access for Cheshire East residents to employment opportunities in South Manchester, including Manchester Airport which is a key destination in its own right with 20million passengers per year using the airport.

14.12. In addition to the direct impacts of the A556 on businesses in the local study area potentially beneficial impacts could derive from how the proposed scheme affects the physical ease of transport access and journey times to local businesses. These include Tatton Park, a major local employer and businesses in Knutsford.

**Severance**

14.13 Overall the scheme reduces severance at locations along the de-trunked A556 particularly at Mere and Bucklow Hill. A limited number of individuals are affected by the stopping up of Bucklow Hill Lane reducing access to facilities in Hoo Green. NMU users have improved provision along the de-trunked route and across the new A556.

**Summary**

14.14 This section has considered different types of impact on people and communities within the study areas at several geographic scales: the local area which is physically impacted by the scheme and the local authority level study area covering the Cheshire East local authority area.

14.15 In the local study area, CEC agree that the impacts on community severance from the scheme are generally expected to be positive, for example, by improving access to community facilities, and the overall balance of impacts is beneficial. The impacts on community facilities and commuting in the local area are expected to be beneficial. The impacts on community facilities, community land and private properties are expected to be neutral. The impacts on commercial properties are mixed but generally beneficial but not significant. There is some loss of commercial land and impacts on agriculture and farms that are judged to be adverse but insignificant. For tourism and recreation there is expected to be a mix of impacts on Tatton Park, generally beneficial but potentially adverse during event days. Regarding development land, there is expected to be a beneficial insignificant impact on the potential BeWILDerwood development at Tatton Park.

14.16 In the local authority level study area the impacts on employment, tourism and recreation and the economy are all expected to be beneficial. With regard to commuting, a mix of impacts is expected. There are significant beneficial impacts and some adverse impacts that are insignificant in their overall effect.

## SECTION 15 CONCLUSIONS

15.1 This report has been produced by CEC and considers the impact of the proposed A556 Knutsford to Bowdon improvement scheme on the CEC area.

15.2 This report has been prepared in accordance with advice and requirements as set out in the Planning Act 2008, the Localism Act 2011 and Advice Note one: Local Impact Reports (version 2, April 2012, The Planning Inspectorate).

15.3 The Highways Agency (HA) intends to improve the A556 trunk road between Junction 19 of the M6 motorway, near Knutsford, and Junction 7 of the M56 motorway, near Bowdon with 7.5km of new (offline) or improved (online) road. Most of the scheme would be built to the standard of an all-purpose dual carriageway trunk road, with a short section (approximately 300m long) at the north end to which motorway regulations would apply. Nearside verges throughout would be a minimum of 2.5m wide, grassed and with no footways.

15.4 There would be six junctions along the line of the improvements.

15.5 A number of local roads would be affected by the new road: Old Hall Lane, Bucklow Hill Lane and Millington Hall Lane will be stopped up at the new A556. An alternative longer diversionary alignment will be provided for Old Hall Lane.

15.6 New overbridges would be provided across the new A556 on Millington Lane, Chapel Lane and the A50.

15.7 Where the improvement is off-line, the existing Chester Road would cease to be a trunk road. A programme of 'de-trunking' works would be required before it could be handed over to CEC (the local highway authority) as part of the CEC network. These works have been designed after extensive and repeated consultation with CEC through multiple face-to-face meetings and correspondence, and the proposals include the following:

- a reduction from four lanes to two along the length of Chester Road principally within the two southbound lanes of the existing A556 ;
- Changes at junctions with side roads;
- Changes to traffic signs and signals and road markings;
- Changes and removal of lighting, where it is present;
- Changes to provision for pedestrians, cyclists and horse riders; and,

Removal and changes of speed control measures, safety barriers and CCTV/security cameras.

15.8 CEC are generally supportive of the scheme as it improves strategic access to the Motorway network for both CEC residents and businesses as it relieves significant congestion issues along the A556 between the M6 at junction 19 and junction 7 of the M56. However CEC have some concerns over the impact on the local road network that the new road may have, that as yet have not been

resolved that are identified in detail in the full report. Updates on these issues will be provided at the examination stage.

15.9 Traffic levels are forecast to reduce on many local roads including the A5034 Mereside road and the de-trunked A556. Increases in traffic are forecast on some roads including the A50 and A556 south of the M6. There are some negative implications for air quality (negative impact with possible new AQMA), that require mitigation measures to be agreed with CEC.

15.10 The traffic model used by the HA to forecast traffic levels on the scheme is strategic in nature and forecast traffic levels on the local road network, particularly on narrow country lanes is subject to uncertainty. CEC accepts that the model has these limitations and that the flows under normal conditions (average day without incidents on the Motorway / strategic network or events at Tatton Park) will be likely to be close to those presented.

15.11 Initial designs for the proposed junction layouts for the new A556 / A50, A50 / de-trunked A556 (Mere Crossroads) and the A5034 Mereside Road / de-trunked A556 (Bucklow Hill) were considered by CEC and suggested amendments to the designs have been made to address concerns.

15.12 At Mere Crossroads the de-trunked Chester Road would be realigned at the junction to form two T-junctions onto the A50, offset from each other. CEC are looking for network resilience to cater for additional traffic that might be generated by events at Tatton Park and during incidents on the M6 that force traffic to divert onto the A50 / de-trunked A556. Existing restrictions on right-turning movements would be lifted, so that all turns would be possible. CEC are also working with the HA to specify 'intelligent' signal timings to be instigated when incidents occur on the M6, that may be able to address these concerns.

15.13 At Bucklow Hill Junction the existing traffic light signals would be modified to remove signal controls from Chapel Lane and alter the phasing of the remaining lights to reflect the new dominant flow of vehicular traffic (i.e. southbound traffic leaving the A556 at Millington and turning left at Bucklow Hill onto the A5034).

15.14 Full agreement on some aspects of the treatment of road safety issues on the local road network has not yet been reached – discussions are ongoing on the outstanding points..

15.15 CEC's have identified requirements for commuted sums funds for future maintenance of the de-trunked A556, to mitigate for the potential (as yet unforeseen) impacts of the scheme on safety and the environment (particularly air quality). It is agreed that commuted sums will be agreed between the HA and CEC prior to the closure of the examination of the scheme so that they can be included in the inspectors report.

15.16 There are potential issues concerning built heritage that we may wish to raise during the examination process. The new road affects two grade II listed properties and a historic parkland of local significance. Mitigation measures are proposed that address these issues.

15.17 There is a moderate adverse impact on ecology at opening and a slight/neutral adverse impact at design year, locally significant adverse impacts are anticipated on otter, bats, barn owls and running water. Residual adverse impacts could potentially be off set and secured by legal agreement.

15.18 Despite mitigation measures, it is considered that the proposals will have a significant landscape and visual impact within this area of Green Belt, Designated Area of Special County Value (ASCV) and may well have significant impacts upon the visual amenity in the surrounding area.

15.19 The PROW unit of the Council is generally supportive of the proposed scheme, subject to the final detailed scheme design and accommodation works arrangements, in particular in relation to NMU facilities on affected PROW and at junctions, overbridges and the underpass.

15.20 The PROW unit would seek to be consulted on the final draft text relating to PROW and the Rights of Way and Access Plans prior to any Development Consent Order being made.

15.21 It is evident from the scoping documents associated with this scheme that the importance of assessing potential flood risk impacts has been captured. Proposals for the detailed drainage design will need to be discussed with Cheshire East Flood Risk Management at the appropriate stage.

15.22 The proposals are not expected to have any geology or soils issues though reassurance will be sought that suitable mitigation measures are planned to protect watercourses from damage / pollution. A Phase 1 report will be required to ensure that contamination, rainwater run off and balancing ponds are fully considered.

15.23 The scheme is expected to have impacts on the local economy both positive and negative, along with associated community impacts.

15.24 In the local study area, CEC agree that the impacts on community severance from the scheme are generally expected to be positive, for example, by improving access to community facilities, and the overall balance of impacts is beneficial. The impacts on community facilities and commuting in the local area are expected to be beneficial. The impacts on community facilities, community land and private properties are expected to be neutral. The impacts on commercial properties are mixed but generally beneficial but not significant.

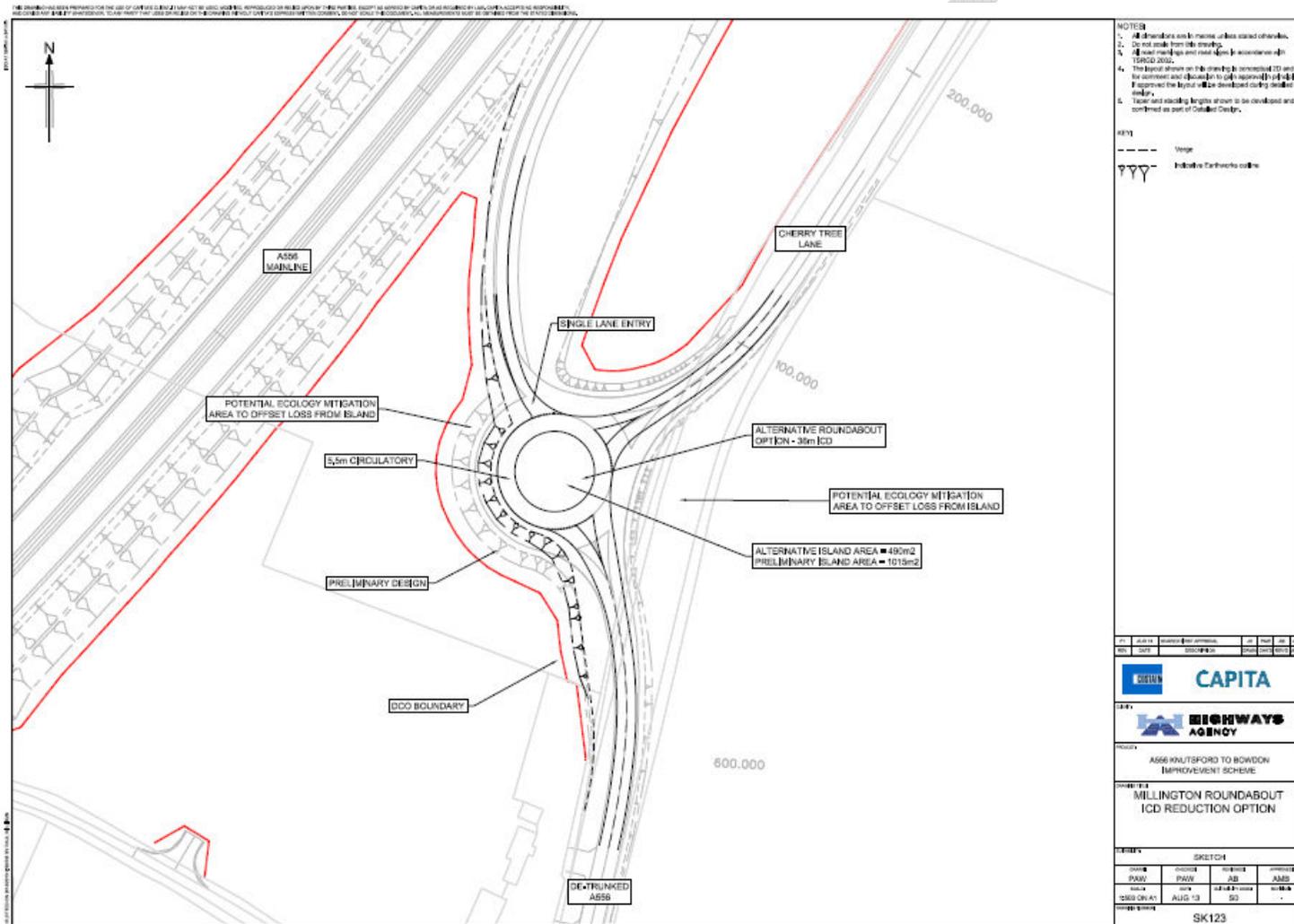
There is some loss of commercial land and impacts on agriculture and farms that are judged to be adverse but insignificant. For tourism and recreation there is expected to be a mix of impacts on Tatton Park, generally beneficial but potentially slightly adverse during event days. Regarding development land, there is expected to be a beneficial insignificant impact on the potential BeWILDerwood development at Tatton Park.

15.25 In the local authority level study area the impacts on commuting, employment, tourism and recreation and the economy are all expected to be beneficial.

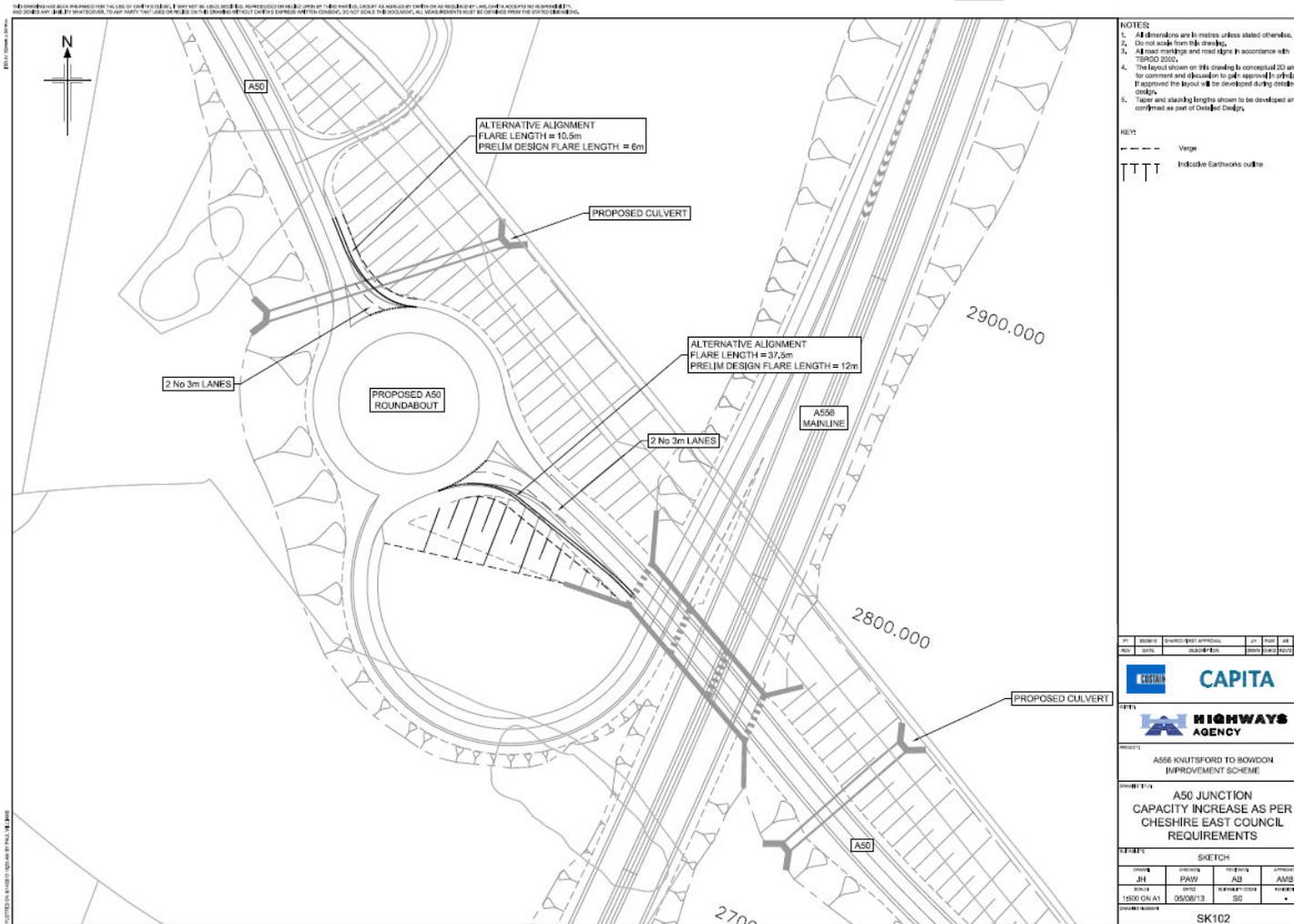
15.26 Overall the scheme reduces severance at locations along the de-trunked A556 particularly at Mere and Bucklow Hill. A limited number of individuals are affected by the stopping up of Bucklow Hill Lane reducing access to facilities in Hoo Green. NMU users have improved provision along the de-trunked route and across the new A556.



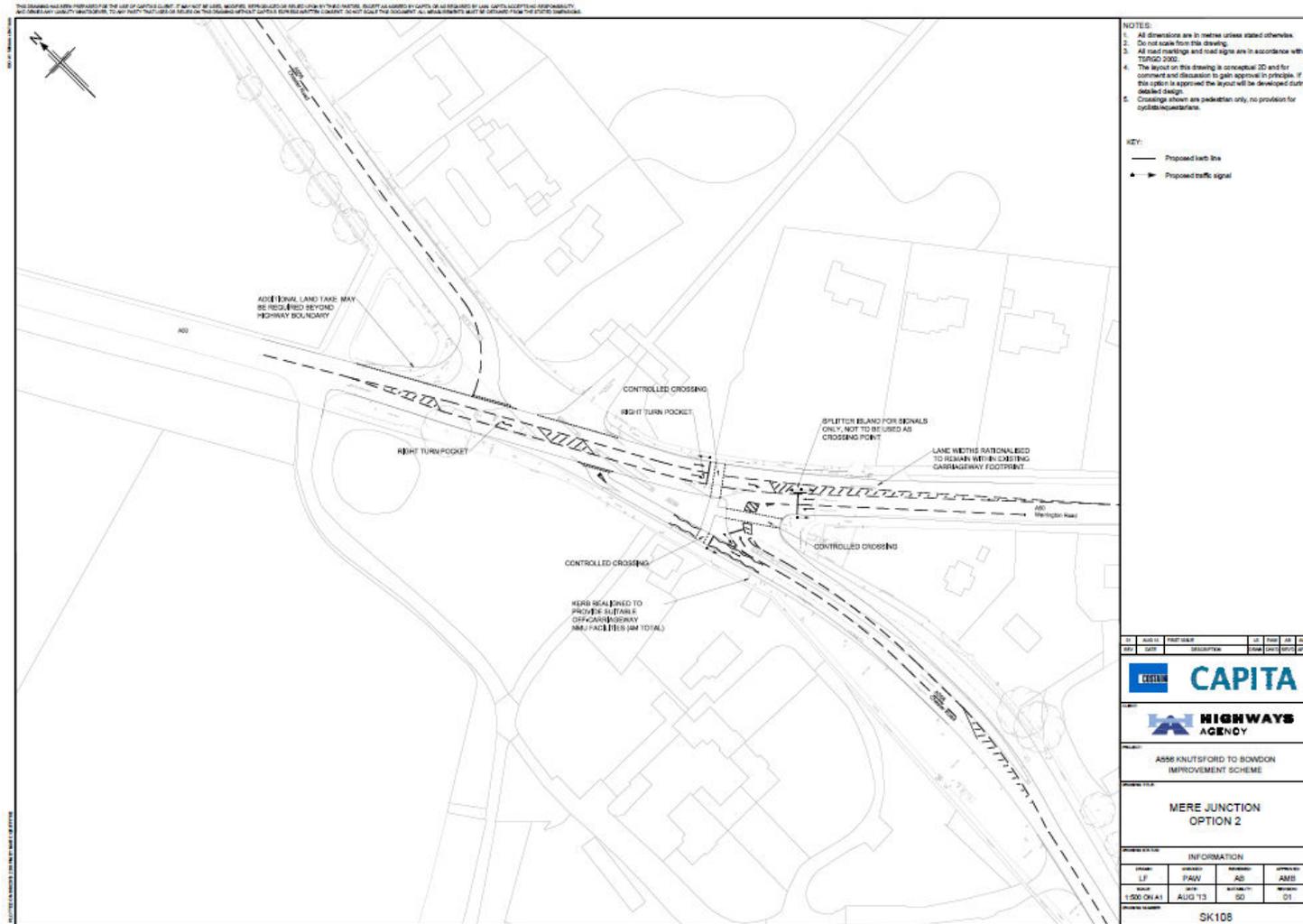
Appendix B Millington roundabout (slip from A556, de-trunked A556 and Cherry Tree Link)



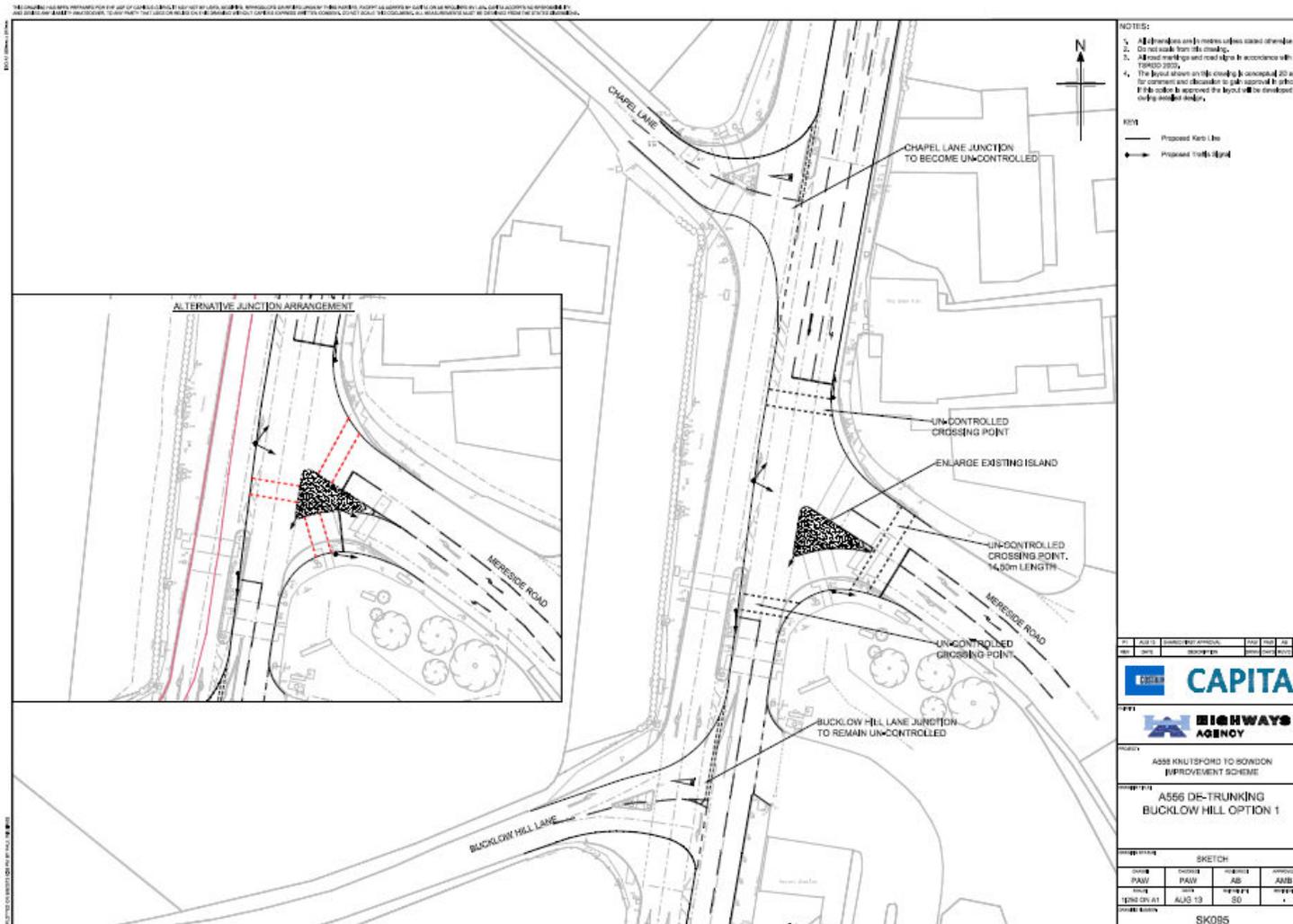
Appendix C A50 / new A556 roundabout junction



Appendix D Proposed layout for A50 /de-trunked A556 Mere crossroads



Appendix E Proposed layout for A5034 /de-trunked A556 Bucklow Hill junction



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# A556 KNUTSFORD TO BOWDON IMPROVEMENT SCHEME

The A556 (Knutsford to Bowdon Improvement)  
Development Consent Order 201[ ]

Planning Inspectorate Scheme Reference: TR010002

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## STATEMENT OF COMMON GROUND

Between

**HIGHWAYS AGENCY**

And

**CHESHIRE EAST COUNCIL**

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Version	Date	Status of Version
Rev 5	August 2013	1 <sup>st</sup> Draft

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## 1.0 INTRODUCTION

### 1.1 Purpose of Statements of Common Ground

1.1.1 This Statement of Common Ground (“SoCG”) relates to an application made by the Highways Agency to the Planning Inspectorate under Section 37 of the Planning Act 2008 (“the Application”).

1.1.2 The Application is for an order granting development consent (the “DCO”). The draft DCO is referred to as *The A556 (Knutsford to Bowdon Improvement) Development Consent Order 201[ ]*. The made DCO would grant powers to construct a new section of highway and make improvements to the existing A556 trunk road in Cheshire between M6 Junction 19 near Knutsford, Cheshire and M56 Junction 7 near Bowdon, Greater Manchester, and would include improvements to the M6 Southbound carriageway between M6 Junction 19 and Knutsford Services. This proposed development is referred to in this Introduction as “the Scheme”.

1.1.3 The Application was submitted to the Planning Inspectorate on the 24th April 2013, and the Planning Inspectorate accepted the progression of this Application to the examination stage on the 17th May 2013.

1.1.4 This SoCG has been prepared in respect of the Scheme. Guidance about the purpose and possible content of SoCGs is given in paragraphs 57-62 of the Department for Communities and Local Government’s “*Planning Act 2008: examination of applications for development consent*” (26<sup>th</sup> April 2013 version). Paragraph 57, copied below, confirms the basic function of SoCGs:

*“A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it may also be useful for a statement to identify areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence.”*

1.1.5 SoCGs therefore are a useful and established means of ensuring that the evidence at the post-application examination focuses on the material differences between the main parties, and so aim to help facilitate a more efficient examination process.

### 1.2 Parties to this SoCG

1.2.1 This SoCG has been prepared in respect of the Scheme by the Highways Agency (“HA”), as the Applicant, and Cheshire East Council (“CEC”).

- 1.2.2 The HA is an Executive Agency of the Department for Transport, and is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. The network is made up of England's motorways and all-purpose trunk roads (the major "A" roads). The A556 road in Cheshire between M6 Junction 19 near Knutsford, Cheshire and M56 Junction 7 near Bowdon, Greater Manchester is part of the trunk road network for which the HA is responsible. Following the Scheme, the HA will be responsible for operating, maintaining and improving the new route of the A556.
- 1.2.3 CEC have submitted Relevant Representations on a departmental basis to cover the range of issues that the proposal potentially affects.
- 1.2.4 CEC is the Local Highway Authority and planning authority. It is also manages the operation of Tatton Park. CEC is responsible for the maintenance and improvement of its 1,700 mile road network. Following the opening of the new road CEC will take over responsibility for operating, and maintaining the de-trunked Chester Road (subject to agreement on the level of commuted sum).
- 1.2.5 The Highways Service aims to achieve the Government's five transport objectives (promoting accessibility, improving safety, promoting transport integration, contributing to an efficient economy and protecting the environment) as outlined in the Local Transport Plan. Flood risk management is another area for which the Highways Service is responsible.
- 1.2.6 CEC's Public Protection and Health Department is responsible for monitoring and protecting various aspects of the environment. They undertake continuous review and assessment of air quality within the area following a process defined by Government. All new development has the potential to impact on air quality. In some cases, CEC may require that an air quality impact assessment is undertaken and submitted alongside a planning application. This allows CEC to determine whether the proposal will adversely impact on local air quality, and if so, what level of mitigation is required. Environmental Health, also deals with the issue of noise and its control.
- 1.2.7 CEC's Spatial Planning Department are responsible for the development of planning policy including production of the local plan.
- 1.2.8 CEC's Heritage and Design team are responsible for monitoring the built and natural environment with regard to the potential impacts of development on conservation areas, listed buildings and biodiversity / ecology, trees, hedges, woodland and landscape.

### 1.3 The Scheme

1.3.1 The Scheme is a 7.5-kilometre / approximately 4.7-mile improvement, and would improve the route to a consistent standard of modern dual carriageway.

1.3.2 The main aspects of the Scheme include:

- (a) construction of a new, dual carriageway standard section of the A556 from M6 Junction 19 to a point north of Bucklow Hill, to bypass Tabley, Mere and Bucklow Hill to the west;
- (b) improvement of the existing A556 north of the new bypass section, from the point north of Bucklow Hill up to the M56;
- (c) improvement of the layout of M56 Junction 7 at Bowdon;
- (d) improvement of the M6 Southbound carriageway between M6 Junction 19 and Knutsford Services;
- (e) creation of junctions at Tabley, the A50 and at Millington allowing local road network traffic access to and from the new A556;
- (f) changes to existing adjacent local roads to enable safe connections with and over the new A556;
- (g) changes and improvements to facilities for non-motorised traffic to enable more and safer crossings of the new A556;
- (h) changes to the section of the current A556 to be bypassed, including the creation of additional facilities for non-motorised traffic along with measures to make the bypassed section more suitable as a road for rural, local traffic;
- (i) the transfer of responsibility of the section of the current A556 to be bypassed to the local highway authority, Cheshire East Council; and
- (j) measures to mitigate environmental impacts of the Scheme.

1.3.3 More detail about the Scheme design and features is provided in other Application documents. These include the DCO (Application Document Reference 3.1), the Environmental Statement (“ES”) (Application Document References 6.1 – 6.3) and the Works Plans (Application Document Reference 2.3).

## **1.4 Structure of this SoCG**

1.4.1 This SoCG has been structured to reflect the issues of interest to CEC in relation to the Scheme.

1.4.2 Firstly, Section 2 of this SoCG provides an overview of the history of the HA’s consultation with CEC on the Scheme. This overview starts from around the time of the Scheme’s Amended Preferred Route Announcement of March 2010; however, there was earlier liaison between HA and CEC also.

1.4.3 Subsequent sections of this SoCG reflect the issues raised by CEC departments in their Relevant Representations (“RRs”) dated 19<sup>th</sup> June, 26<sup>th</sup> June, 27<sup>th</sup> June and 2<sup>nd</sup> July 2013 sent to the Planning Inspectorate. The organisation of this SoCG mirrors the organisation of the RR for ease of reference and use during the examination process. In brief, these subsequent sections cover the following:

- 
- (a) Air Quality, Noise and Contaminated Land (Public Protection and Health)
  - (b) Junction Designs, Road Safety and Commuted Sums (Highways and Transportation)
  - (c) Planning Issues (Spatial Planning)
  - (d) Drainage and Flooding (Highways)
  - (e) Public Rights of Way (Public Rights of Way Unit )
  - (f) Landscaping, Nature Conservation And Built Environment (Development Management)

1.4.4 Throughout this SoCG, the phrase “It is agreed...” signifies any point of agreement that has been specifically stated as agreed by HA and CEC.

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## 2.0 CONSULTATION WITH CEC OVERVIEW

### 2.1 List of Reference Documents

2.1.1 This SoCG makes reference to a variety of previous documents, consultation responses and meeting minutes relating to past consultation and liaison between HA and CEC. Many of these are listed below. Some of these reference documents are appended to this SoCG, and others are Application and other documents available on the Planning Inspectorate's webpage for the Scheme. This webpage can be accessed here: <http://infrastructure.planningportal.gov.uk/projects/North%20West/A556-Knutsford-to-Bowdon-Scheme/>

- (a) Notes of the meeting between CEC officers, Jacobs and the HA dated the 15<sup>th</sup> June 2010, being one of a series of meetings to discuss A556 De-Trunking Work and Side Road Geometry (see Appendix 1 to this SoCG)
- (b) Notes of the meeting between CEC officers, Jacobs and the HA dated the 12<sup>th</sup> January 2010, being one of a series of meetings to discuss A556 De-Trunking Works (see Appendix 2 to this SoCG)
- (c) Notes of the meeting between CEC officers, Jacobs and the HA dated the 9<sup>th</sup> February 2010, being one of a series of meetings to discuss A556 De-Trunking Works (see Appendix 3 to this SoCG)
- (d) Notes of the meeting between CEC officers, Jacobs and the HA dated the 5<sup>th</sup> August 2010, being one of a series of meetings to discuss A556 De-Trunking Works and Junction Strategy Meeting (see Appendix 4 to this SoCG)
- (e) Notes of the HA workshop dated the 22<sup>nd</sup> August 2011, to consider CEC Technical Design/Departures – DTW and LRN (see Appendix 5 to this SoCG)
- (f) Notes of the meeting between CEC officers, Jacobs and the HA dated 24<sup>th</sup> September 2012 to discuss various issues including NMU facilities and the SOCG (see Appendix 6 to this SoCG)
- (g) Notes of the meeting between CEC officers, Jacobs and the HA 24<sup>th</sup> September 2012 to discuss Local Road Departures (see Appendix 7 to this SoCG)
- (h) CEC departures report August 2013 (see Appendix 8 to this SoCG)
- (i) Notes of value engineering workshops held at CEC offices in Crewe on 10/07/2013 (see Appendix 9 to this SoCG)

- (j) Notes of value engineering workshops held at CEC offices in Crewe on 11/07/2013 (see Appendix 10:to this SoCG)
- (k) Appendix 11: CEC's Relevant Representations dated 19<sup>th</sup> June to 2<sup>nd</sup> July 2013

## 2.2 Pre-Application Consultation

2.2.1 There was some local representation from members of the public about the inadequacy of the consultation process. These issues are reported in the Scheme Consultation report.

2.2.2 In addition, as confirmed in the previous section of this SoCG, the HA has been consulting and liaising with CEC on the Scheme over a longer period of time than indicated by the list of reference documents above. The ES in numerous places refers to communication with CEC on various aspects of the Scheme. Much of this consultation and liaison was informal, i.e. non-statutory engagement prior to that carried out in accordance with the Planning Act 2008. Section 4 of the ES summarises the history of HA's consultation of CEC, in particular paragraphs 4.1.16 – 4.1.17. These are reproduced below:

- *“4.1.16 . Consultation of Cheshire East Council has been addressed to a wide range of specialist officers, including planning and highways officers and specialist officers dealing with air quality, noise, ecology, landscape, heritage, countryside access and rights of way. Some of this consultation has been on an individual, one-to-one basis, between specialists within the EIA team and their opposite numbers within the Council; while some has been joint with multiple officers and/or other consultees. In addition, Cheshire East Council Heritage responded to consultation by the IPC and their letter is reproduced within the IPC's Scoping Opinion (see also Appendix 2.2).”*
- *“4.1.17 In addition to correspondence about the EIA, relevant officers of Cheshire East Council attended the initial scoping meeting of 2 February 2010 and other joint EIA-related consultation meetings with Natural England or English Heritage, all described above. Separate consultation has been carried out within the wider project, principally relating to the design of the de-trunking works for Chester Road, as Cheshire East Council is the highway authority that will take responsibility for Chester Road after it is de-trunked. Although this consultation did not form part of the EIA, it is relevant, in that the design of the de-trunking works is relevant to several EIA topics. Cheshire East Council was also the principal consultee in respect of planning the scope and format of the consultation of the community under Section 47 of the Planning Act 2008.”*

## 2.3 Post-Application Consultation

- 
- 2.3.1 Following the acceptance of the Application, HA and CEC commenced liaison on the preparation of this SoCG. This included a meeting on the 8<sup>th</sup> August 2013 agreeing the approach for this SoCG.
- 2.3.2 Subsequently, with reference to the RRs, HA and CEC have prepared the following list of issues raised in CEC's RRs and confirmation of the agreed position between the two parties.

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### 3.0 AIR, NOISE AND CONTAMINATED LAND

- 3.1 CEC Issue - Dust emissions, which would be expected during construction, are proposed to be mitigated by a number of measures such as water suppression, wheel washing and cleaning. These should be contained within the Construction Management Plan (CEMP).
- 3.2 HA response - Issues raised are included in the CEMP, Appendix D Environmental Control Plans.
- 3.3 It is agreed that CEC's concerns have been addressed in the CEMP.
- 3.4 CEC have raised no specific issues with regard to air quality, noise and vibration directly associated with the scheme but intend to make representations on these in due course.
- 3.5 CEC do however have concerns with regard to the environmental implications of the forecast increases in traffic on the wider network including the A556 south of the M6 and on the M6 itself. The published assessment confirms that levels of NO<sub>2</sub> may breach the objective in this location and as such Cheshire East may be required to declare a further AQMA in this area. This is considered a negative local impact.
- 3.6 CEC have raised a concern with regard to contaminated land.

#### **Ecology and Landscape**

- 3.7 In the view of the CEC Principal Nature Conservation Officer the proposed development cannot at this time be considered to be fully sustainable in terms of ecology. The CEC Principal Nature Conservation Officer recommends therefore that the residual adverse impacts of the proposed development are 'offset' by means of a commuted sum secured by means of an appropriate legal agreement. It is estimated that this figure should be between £50k and £100K to be used to fund various local schemes.

#### **Wider Air Quality Mitigation Proposal**

- 3.8 Mitigation will be sort funded from a commuted sum to be agreed with the HA. CEC will deliver a range of multi modal / air quality / environmental improvement measures in the vicinity of the scheme. This commuted sum will be agreed prior to the closure of the examination of the scheme so that it can be included in the Inspectors report.

## 4.0 HIGHWAYS AND TRANSPORTATION JUNCTION DESIGNS

- 4.1 CEC have some concerns with regard to the A50 / new A556 roundabout junction design. They don't consider that the junction will operate efficiently with the forecast flows.
- 4.2 The HA are working in conjunction with CEC to develop a mutually acceptable design for the junction that addresses these concerns, following a number of interactive workshop sessions held at CEC offices.
- 4.3 CEC have concerns with regard to the "Mere cross roads" A50 / de-trunked A556 junction design. They don't consider that the junction will operate efficiently particularly when events are being held at Tatton Park and when there are incidents on the M6.
- 4.4 The HA are working in conjunction with CEC to develop a mutually acceptable design for the junction that addresses these concerns, following a number of interactive workshop sessions held at CEC offices.
- 4.5 CEC have concerns with regard to the "Bucklow Hill junction" A5034 Mereside Lane / de-trunked A556 junction design.
- 4.6 The HA are proposing an alternative design encompassing a revised crossing and island arrangement to simplify movements and will seek agreement from CEC on the revised proposal. This follows a number of interactive workshop sessions held at CEC offices.
- 4.7 CEC raised concerns with regard to the proposed width of various sections of the de-trunked A556 and the speed limits at the value engineering workshops in July 2013.
- 4.8 At the interactive workshop sessions concerns were raised by CEC about the drainage proposals for the Non Motorised Users (NMU) route and associated bund that separates it from the road. These are being discussed with the HA but have yet to be resolved.

### TATTON PARK

- 4.9 Tatton Park (hereafter referred to as "Tatton") has been involved in discussions with the HA and its contractors in providing input to the options and giving views on issues as Tatton sees them in relation to the scheme and its impacts. Tatton has been asked to provide a Statement of Common Ground but as a CEC managed site this ~~input is included within this report. As Tatton is land owned by the~~

National Trust, it is understood that the Trust have been having their own discussions with the Highways Agency in relation to both Dunham Massey and Tatton Park and are providing expert opinion in relation to many issues including possible Noise and Visual impact concerns, which the Tatton management and CEC have left to the Trust to discuss in relation to the Tatton estate.

- 4.10 The HA have been in discussions with Tatton to gain their views on the proposals and a number of amendments to the scheme have been made. Tatton is fully engaged in the progression of the scheme and this will continue throughout project construction. The option selected by the HA provides the least impact of all the suggested schemes to Tatton, however Tatton believes that there will be some adverse impacts compared to existing arrangements.
- 4.11 The access to Tatton from the new road potentially improves matters on some aspects of existing traffic issues, however potentially not having the diversity of using the Cherry Tree Lane event traffic route may funnel more traffic in one direction with little scope to flex. If this road can continue to be used this will allow greater flexibility in managing event traffic in particular.
- 4.12 Tatton has raised issues over the new egress route from Tatton on to the A50 and the new link road, particularly on main event days. Whilst currently two routes for egress on to the A556 can be used, the new system will only allow one route and reduces options. Following meetings with the HA and its contractors it was agreed that Costain would work on event traffic management issues and devise an agreed traffic management plan, most notably concentrating on the RHS Show and see if any areas could be reviewed and improved in light of this with agreed plans being worked through before construction starts. No further discussions have yet taken place so Tatton cannot comment on progress with this agreed traffic management strategy.
- 4.13 Tatton has also highlighted the potential negative impact to Clamhunger Lane of increased traffic as a result of the new scheme, with no understanding of how this may be resolved.
- 4.14 Tatton highlighted concerns on the increased level of traffic joining the A50 northbound before Mere traffic lights and would suggest that the revision provided by CEC's transportation officer of additional northbound left turn lane at Mere traffic lights might improve this compared to the suggested scheme (see para 4.3). The traffic lights at this junction need to be 'intelligent' to respond to event traffic at certain times. With all the current information provided, this needs to be reflected in the traffic management plans for events and assessed properly with those plans.

- 4.15 Tatton has agreed it is happy to liaise with the Agency and CEC Highways over developing a unified Brown and White signage strategy for the new road and link roads to Tatton. This would make sure that routes from M6 northbound, M6 southbound, M56 eastbound, M56 westbound, A556 (new road) east and westbound, A50 north and southbound are all linked effectively with a new signage strategy for the CEC controlled A/B roads. This would minimise the impact to local residents in Mere, Rostherne and Knutsford. This also needs to work effectively with regard to a Yellow event signage strategy for Tatton events and 3rd party run events at Tatton including the RHS Show. The related issue of signage from M56 Junctions 6 and 9 and M6 Junction 20/20A would need to be considered to replace some of the flexibility lost through all of the proposed schemes for major events traffic but would need further discussion with the RHS and other local councils.

#### ROAD SAFETY

- 4.16 CEC agree with the HA that the existing A556 has safety problems that will be resolved by the proposed scheme. There were 98 personal injury accidents on the A556 (including relevant parts of its junctions with the M6, A50, A5034 and M56) in the period January 2007 to December 2011, including 1 fatality and 13 serious injuries. The scheme will significantly reduce this number.
- 4.17 CEC undertook a stage 1 safety audit of the proposed departures from standards on the de-trunked A556 and identified some issues. The departures report is approved and is attached at Appendix 8 for information.
- 4.18 At the interactive workshops held at CEC offices these issues were considered at length and HA to produce two alternative designs, to be presented to CEC for approval in due course.
- 4.19 CEC have identified issues on the local road network associated with the scheme.
- 4.20 As noted below CEC have proposed a commuted sum for mitigation measures that may be required to address unforeseen issues on the local road network.

#### COMMUTED SUMS FROM THE HA TO CEC

- 4.21 CEC have estimated costs for maintenance of the de-trunked highway including carriageway, lighting and the new non motorised user route.

- 4.22 It is agreed that a commuted sum will be agreed between the HA and CEC prior to the closure of the examination of the scheme so that it can be included in the inspectors report.
- 4.23 A further commuted sum will also be subject to discussion and agreement between the HA and CEC to address unforeseen issues on the local road network. This commuted sum will also be agreed prior to the closure of the examination of the scheme so that it can be included in the Inspectors report.
- 4.24 A separate commuted sum will also be agreed to mitigate environmental impacts associated with increases in traffic on other parts of the CEC road network. This commuted sum will also be agreed prior to the closure of the examination of the scheme so that it can be included in the Inspectors report.

#### AREAS OF AGREEMENT BETWEEN CEC AND THE HA

- 4.25 Following the value engineering workshops in July 2013, the following agreements were reached:
- 4.26 It was agreed that a revised junction design is to be developed by the HA (based on CEC concept designs) and capacity assessed in due course to address the identified issues at the A50 / new A556 roundabout. The detailed design will be agreed prior to the closure of the examination so that it can be included in the Inspectors report.
- 4.27 It was agreed that a revised junction design is to be developed by the HA (based on CEC concept designs) and capacity assessed in due course to address the identified issues at the A50 / de-trunked A556 junction ("Mere Crossroads"). The detailed design will be agreed prior to the closure of the examination so that it can be included in the Inspectors report.
- 4.28 It was agreed that the new traffic signals at Mere will be 'intelligent' - able to react to changing conditions on the strategic road network and for event traffic for Tatton Park. Details and specifications will need to be agreed prior to the closure of the examination so that it can be included in the Inspectors report.
- 4.29 It was agreed that a revised junction design is to be developed by the HA (based on CEC concept designs) and capacity assessed in due course to address the identified issues at the A5034 Mereside Road / de-trunked A556 junction in Bucklow Hill. The detailed design will be agreed prior to the closure of the examination so that it can be included in the Inspectors report.

- 4.30 It was agreed that with the current option presented, the existing A556 will not be closed down during the construction of the new road and therefore this will have little or no impact to operations at Tatton Park.
- 4.31 It was agreed that if there are to be some minor closures (a week or weekend) to link in the new road then Tatton Park has no issue over the construction impact to traffic.
- 4.32 It was agreed that the HA work on event traffic management issues and devise an agreed traffic management plan, most notably concentrating on the RHS Show and see if any areas could be reviewed and improved in light of this with agreed plans being worked through before construction starts.
- 4.33 It was agreed that the HA will provide forewarning of any impact so that it can be built in to the planning of literature/websites promoting Tatton Park and any events allowing visitors to be informed of any concerns.
- 4.34 It was agreed that a revised signage strategy will be developed in collaboration with the HA, CEC and other relevant Local Authorities. Changes to signing to be funded by the HA.
- 4.35 It was agreed that at the new Chester Road / Tabley Link roundabout on the de-trunked A556 the HA's designers would consider revised locations for NMU crossings east / south of the junction.
- 4.36 It was agreed that the width of the de-trunked road would be increased from 6 metres to 7.3 metres (if possible) between Tabley Roundabout and Mere crossroads.
- 4.37 It was agreed by all parties that speed limits for the proposed de-trunked Chester Road and affected side roads should be as described below;
- Tabley Roundabout to Chester Road Roundabout – 40mph
  - Chester Road Roundabout to stopped up A556 – 30mph
  - Chester Road Roundabout to Mere Junction – 40mph
  - Mere Junction to Bucklow Hill – 30mph
  - Bucklow Hill to Millington Junction – 40mph
  - Millington Junction to Cherry Tree Lane – 30mph
- 4.38 The HA's scheme designers to produce a layout detailing the above, for acceptance and approval by all parties.

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- 4.39 It was agreed that the de-trunked section of road will become adopted by CEC subject to the agreement of a suitable level of commuted sum.
- 4.40 It was agreed that the two existing speed cameras on the A556 will be decommissioned.
- 4.41 It was agreed that existing CCTV units at Mere and Bucklow Hill should be retained and passed from the HA to CEC.
- 4.42 It was agreed by all parties that a revised layout should be developed for the Cherry Tree lane bend to remove the roundabout that was previously proposed.
- 4.43 It was agreed that a signage strategy would be developed by the HA's scheme designers in conjunction with the HA and CEC. Implementation to be funded by the HA.
- 4.44 It was agreed that the opportunity would be taken to de-clutter existing street furniture (removing unnecessary signage etc).
- 4.45 It was agreed that CEC would apply for a new route number designation to be used in the sign design.
- 4.46 It was agreed that the street lighting strategy would see lighting limited to the two key junctions on the de-trunked A556 at Mere Crossroads and Bucklow Hill.
- 4.47 It was agreed that the detailed design specification for lighting would be the subject of a meeting between the scheme designers and CEC street lighting engineers.
- 4.48 It was agreed that the only minor road structure across the new A556 suitable for narrowing was Bentleyhurst Lane which will require a priority give way arrangement.
- 4.49 It was agreed that Traffic Regulation Orders (TROs) are likely to be required on the southern link to discourage on street parking in the vicinity of M6 junction 19. This is particularly important in the turning heads where Old Hall Lane is stopped up.

## 5.0 PLANNING ISSUES

- 5.1 CEC have no outstanding issues with regard to planning associated with the scheme.
- 5.2 The proposals are consistent with current local and national planning policies.
- 5.3 It is agreed that there are no outstanding planning issues as outlined above.

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## 6.0 DRAINAGE AND FLOODING

- 6.1 CEC has identified that the HA need to demonstrate that detailed drainage and flood risk impacts have been considered.
- 6.2 It is evident from the scoping documents associated with this scheme that the importance of assessing potential flood risk impacts has been captured. The scheme is highly likely to impact on a number of locally important non main river (ordinary) watercourses and other water features. It is evident that there are local surface water flood risk areas potentially affected by the proposed route of this improvement scheme. It will be essential that detailed drainage design and any associated local flood risk impacts are fully assessed and approved by Cheshire East as Lead Local Flood Authority (LLFA) and in the interests of managing flood risk to ensure no adverse impacts off site.
- 6.3 Formal consents may be required under Land Drainage Act 1991 for certain works affecting non main river or ordinary watercourses .Similarly, consents may be required from Environment Agency for works affecting Main River under Water Resources Act 1991.
- 6.4 Proposals for the detailed drainage design should be discussed with Cheshire East Flood Risk Management at the appropriate stage. A meeting was held between CEC officers and the HA's designers on 06/08/2013 to discuss the latest details of the scheme.
- 6.5 It is agreed that from a Flood Risk Management perspective the following areas of the existing strategy need to be refreshed by the HA's designers to reflect legislative changes now in place notably to reflect :-
- Flood and Water Management Act 2010 - new duties and responsibilities for Cheshire East as Lead Local Flood Authority (notably consents and approvals associated with non main river and ordinary watercourses from April 2012 )
  - Dealing with surface and ground water risk issues (latest EA and LLFA Flood risk information/data)
  - Modelled impacts associated with latest allowances for Climate Change and agreed allowable discharges from new works (attenuated pond sizes)
  - General Infrastructure adaption considerations for Climate Resilience (Preparing for a changing climate)

## 7.0 PUBLIC RIGHTS OF WAY

- 7.1 The PROW unit of the Council is generally supportive of the proposed scheme, subject to the final detailed scheme design and accommodation works arrangements, in particular in relation to NMU facilities on affected PROW and at junctions, overbridges and the underpass.
- 7.2 The PROW unit have also expressed interest in NMU facilities along the de-trunked A556, the Old Hall Lane NMU underpass and connections, and the continuity of minor roads, new side roads and the Regional Cycle Route.
- 7.3 The HA will continue to involve the CEC PROW team throughout the development of the detailed design of the scheme, to ensure that any concerns are resolved.
- 7.4 CEC PROW unit would seek to be consulted on the final draft text relating to PROW and the Rights of Way Access Plans prior to any DCO being made.
- 7.5 It is agreed that the PROW unit will be consulted on the final wording to be used prior to the DCO being adopted.
- 7.6 It was agreed at the value engineering workshops in July 2013 that the Non Motorised User route would be designed based on the following parameters:
- 1.5m wide equestrian track
  - Designers to investigate equestrian friendly surface treatments
  - 2.5m shared footway / cycleway using existing surface and drainage maintained
  - Wooden bollards and plaques (based on a CEC design) to be used to prevent illegal use by motor vehicles
  - Keys to bollards to be held by CEC to allow emergency access by vehicles with contact telephone number on plaque
  - Private access across route to fields / properties to be maintained
  - The bund between the de-trunked road and the NMU route would be tailored to low maintenance
  - Planting will vary according to the location with different planting appropriate near to houses / away from houses
  - Minimum height for the bund 0.5m with a maximum planted height of 1.0m to 1.2m
  - Existing verge and footways to be retained for service access

- 7.7 It was agreed that the NMU underpass design should take the following issues into account:
- Headroom of 2.8m
  - Dismount blocks to encourage equestrian users to dismount
  - Structural clearance width and adjoining footways 4m minimum
  - Lighting provision to be agreed during detailed design
  - 4% gradient on access ramps
  - Access restrictions to use bollards as per the NMU route (para 7.7)
  - Smooth faced finish to underpass walls
  - Signing on approaches for Non Motorised Users to direct them to the underpass from connecting routes
- 7.8 The design details currently under discussion between the HA and CEC will also be agreed prior to the closure of the examination of the scheme so that it can be included in the Inspectors report.

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## 8.0 LANDSCAPING, NATURE CONSERVATION AND BUILT ENVIRONMENT

- 8.1 CEC is in principle supportive of the scheme, but there are potential issues concerning built heritage, landscape and visual impact, nature conservation and impact on trees that CEC may wish to raise during the examination process. In summary:
- 8.2 The new road affects two grade II listed properties and a historic parkland of local significance.
- 8.3 There is a moderate adverse impact on ecology at opening and a slight/neutral adverse impact at design year, locally significant adverse impacts are anticipated on otter, bats, barn owls and running water. Residual adverse impacts could potentially be off set and secured by legal agreement.
- 8.4 There are potentially significant landscape and visual impacts within this area of green belt, designated area of county value and local visual amenity impacts.
- 8.5 Impact on trees has not been assessed at this time.
- 8.6 It is agreed that the reduced lighting principle along the de-trunked route and the new A556 should be a major benefit to ecological and environmental issues.
- 8.7 It is agreed that a focused landscape working group should be organised to consider the detailed planting requirements.
- 8.8 It is agreed that the revised design for the NMU track and bund require careful drainage design to ensure that the bund doesn't dry out in summer and become waterlogged in winter. The detailed design of drainage and bund will be agreed prior to the closure of the examination so that it can be included in the Inspectors report.
- 8.9 It is agreed that all hedgerows removed during construction are to be replaced on a like for like basis, as stated in the environmental statement.

## 9.0 CONCLUSION / SUMMARY

- 9.1 This SoCG has been prepared in respect of the Scheme by the Highways Agency (“HA”), as the Applicant, and Cheshire East Council (“CEC”).
- 9.2 This SoCG considers issues submitted in Relevant Representations by the appropriate departments across the whole of CEC.
- 9.3 CEC has actively engaged and challenged the Highways Agency on the alternative options for the scheme including the proposals for the M6 J20. CEC are generally supportive of the scheme as it improves strategic access to the Motorway network for both CEC residents and businesses as it relieves significant congestion issues along the A556 between the M6 at junction 19 and junction 7 of the M56.
- 9.4 A number of environmental issues have been identified by CEC associated with air quality in the wider area that CEC will seek to mitigate using a commuted sum from the HA. This commuted sum will be agreed prior to the closure of the examination of the scheme so that it can be included in the Inspectors report.
- 9.5 CEC have raised a number of issues with regard to the design of junctions on the de-trunked A556 (at Mere crossroads and Bucklow Hill) and the A50 / new A556 roundabout, which the HA are investigating. The detailed designs will be agreed prior to the closure of the examination so that they can be included in the Inspectors report.
- 9.6 CEC will take over responsibility for the de-trunked A556 from the HA. This is subject to the agreement of a commuted sum for maintenance. This commuted sum will also be agreed prior to the closure of the examination of the scheme so that it can be included in the Inspectors report.
- 9.7 Agreement has been reached between CEC and the HA on the design of the de-trunked A556 (including widths, speed limits, street lighting and most aspects of the new NMU route).
- 9.8 The HA have been in discussions with Tatton Park to gain their views on the proposals and a number of amendments to the scheme have been made. Tatton Park is fully engaged in the progression of the scheme and this will continue throughout project construction. It is agreed that revised access arrangements to

major events at Tatton Park will be finalised in collaboration with the HA and CEC.

- 9.9 A commuted sum is sought by CEC to mitigate potential impacts on the wider CEC road network. This commuted sum will also be agreed prior to the closure of the examination of the scheme so that it can be included in the Inspectors report.
- 9.10 Flood risk and drainage is the subject of on going discussion, with assurance sought from CEC that all relevant guidance has been followed.
- 9.11 The Public Rights of Way team have agreed design criteria for the new NMU route and underpass. The final design details currently under discussion between the HA and CEC will be agreed prior to the closure of the examination of the scheme so that it can be included in the Inspectors report.
- 9.12 CEC have identified potential issues concerning built heritage, landscape and visual impact, nature conservation and impact on trees that need to be resolved.
- 9.13 It is agreed that a number of proposed mitigation measures will address the remaining environmental issues.
- 9.14 There are issues around the design of the bund between the NMU route and the de-trunked A556 that will be addressed in the final design. The final design details currently under discussion between the HA and CEC will be agreed prior to the closure of the examination of the scheme so that it can be included in the Inspectors report.

**APPENDIX 1: NOTES OF MEETING BETWEEN CEC, HA AND JACOBS 15/06/2010**

<b>Meeting Location</b>	CEBC Lyme Green Depot, Macclesfield, Cheshire	<b>Client</b>	Highways Agency
<b>Meeting Date/Time</b>	15/06/2010 2pm to 5pm	<b>Project</b>	A556 Environmental Improvement
<b>Subject</b>	A556 De-Trunking Work and Side Road Geometry	<b>Project No.</b>	B1076602
<b>Participants</b>	HA: Mohammed Swapan (MSw)  CEBC : John McGowan (JM) Rob Cramer (RC) Simon Davies (SD)  Jacobs: Simon Begley (SB) Simon Hayton (SH) Chris Black (CB)	<b>Notes Prepared By</b>	Simon Begley Jacobs

**File**

B1076602/03/02

**cc:** As above plus:

 Manuelle Salathé, Highway Agency  
 David Cattley, Jacobs  
 Kate Oram, Jacobs  
 Martin Clarke, Jacobs  
 John Ryde, Jacobs

	Notes	Action
1.	<b>Introductions</b>  All attendees provided introduction.	
2.	<b>Financial Overview and Scheme Update</b>  MSw described the current drive for reducing costs/improving	

	<p>value on the A556 scheme due to the uncertainty of scheme status pending the spending review due October 2010.</p>	
<p><b>3.</b></p>	<p><b>Scheme Design / Changes</b></p> <p>SH explained scheme changes since last meeting:</p> <ul style="list-style-type: none"> <li>• Scheme now avoids Tabley Parish Hall</li> <li>• Old Hall Lane re-alignment and overbridge provision           <ul style="list-style-type: none"> <li>- 2m footway on one side only, 0.6m verge on other, 5.5m carriageway width</li> </ul> </li> <li>• A50 junction now narrowed to S2 spec           <ul style="list-style-type: none"> <li>- provide footway on northern side to match existing, actual dumb-bell is now a “squashed” gyratory, no need to replace lay-bys on A50 as have history of “mis-use”, no lighting intended for the A50</li> </ul> </li> <li>• Off-line Chapel Lane re-alignment and bridge construction           <ul style="list-style-type: none"> <li>- approach gradients of 8%, keep lighting extents as is, NSL maintained</li> </ul> </li> <li>• s/b diverge – new compact style layout, compliant design as much as practically possible – would need to agree signing strategy with CEBC “local traffic only” etc</li> <li>• Rostherne Lane – NMU only overbridge</li> <li>• NMU strategy - Yarwood Heath farm access to proposed roundabout</li> <li>• Possible bypass routed behind back of Rangemore Nursing Home, north of “Millington Bend”           <ul style="list-style-type: none"> <li>- to remove land-take from Rostherne Mere SSSI, could save scheme £3m (less temporary works etc).</li> </ul> </li> </ul>	
<p><b>4.</b></p>	<p><b>Departures</b></p> <p>SH described a departure example to CEBC. Due to workload and staff leave, CEBC will be content with summary sheets for departure submissions. Jacobs have to submit to CEBC for approval prior to submission to HA Netserv.</p> <p>Currently 5 departures for CEBC to consider. SH to send an example to CEBC (RC) before August so CEBC would know what to expect.</p>	<p><b>Jacobs</b></p>
	<p><b>5. NMU Strategy</b></p> <p><b>M56 Junction 7 end</b></p> <p>SH explained the strategy. Major problem was how to move NMUs across the M56 as the A556 Chester Road bridge will</p>	

not have any available width for footway provision.

Proposal is to use “old” roundabout with a controlled signal on demand, so don’t need to use the proposed roundabout. Use Coe Lane overbridge (west of A556) and build new NMU track to link to Millington Hall Lane. This would be an additional 1.5km to the current route but would be more of a leisure route. Only alternative is to build a bridge parallel to Chester Road bridge but this would be too costly and disruptive.

SB asked if CEBC would adopt Tom Lane (south of Yarwood Heath Farm) to link the farm to the local side network. CEBC don’t want to get involved with access issues and would not want to adopt extra side road lanes. JM explained a private agreement could be negotiated to only permit access for YHF and Cherry Tree Lane vehicles – either upgrade the lane as part of accommodation works or HA to offer a sum to obtain rights of way in perpetuity.

**M6 J19 end**

SH explained the facilities proposed to allow passage of NMUs from south of M6 J19 across the roundabout on existing facilities and to an off-road facility to link to the proposed Old Hall Lane re-alignment and overbridge.

**General Issues**

CEBC prefer to have tactile paving if installing dropped crossing facilities but no guard-railing.

**6. De-Trunking Proposals and Geometry**

**Proposals**

SH described the white lining and hatching proposal designed by Jacobs as directed by the HA. 2m cycleways, 3.0m trafficked lanes and approx. 4m of central hatching.

JM dissatisfied with the proposal as it would leave too much carriageway space and would be an unacceptable solution. Hatching/lining would need to be re-newed every 2/3 years. CEBC would prefer a one-side of carriageway trafficked option kerbing laid on the crown line of the A556, with the other side perforated and soiled as verge. Also rejected idea of inserting pedestrian refuges in the hatching.

JM explained that the hatching proposal would need a commuted sum for re-newal of hatching every 2/3 years for 20

	<p>years, which would not be needed for the kerbed option.</p> <p>Msw explained that the HA wanted to develop a good value, low cost scheme.</p> <p>Jacobs to develop a kerbed option as described by JM and to issue to CEBC for comment/review.</p> <p>Agreed that lighting would need to be dismantled as the current specification could be down graded to suit the future nature of the road. Mere to M6J19 section could probably remain unlit – JM to check with CEBC lighting engineers.</p> <p><b>Geometry</b></p> <p>CB explained the overtaking issues on the sections of the current A556 carriageway on the Mere to M6J19 section. Hidden dips and blind crests would be present, dependant on overtaking distance/design speed.</p> <p>Jacobs to develop further when design speed/speed limit and scheme details agreed with CEBC.</p>	<p><b>Jacobs</b></p> <p><b>CEBC</b></p> <p><b>Jacobs</b></p>
<p><b>7. AOB</b></p>	<p><b>Value Management Workshop Attendance</b></p> <p>Msw asked if any representatives from CEBC would be able to attend the VM Workshop on 24/25 June 2010. CEBC hope to send someone to represent the views of CEBC.</p>	<p><b>CEBC</b></p>
<p><b>8. Next Meeting?</b></p>	<p>TBA</p>	

**APPENDIX 2: NOTES OF MEETING BETWEEN CEC, HA AND JACOBS 12/01/2010**

<b>Meeting Location</b>	HA Manchester	<b>Client</b>	Highways Agency
<b>Meeting Date/Time</b>	12/01/2010 1:30pm to 4:00pm	<b>Project</b>	A556 Environmental Improvement
<b>Subject</b>	A556 De-Trunking Works	<b>Project No.</b>	B1076602
<b>Participants</b>	<b>HA:</b> Mohammed Swapan (MSw) Anna Pickering (AP) Christian Marsh (CM)  <b>CEBC :</b> Paul Griffin (PG) John Grey (JG) Phil Myson (PM)  <b>Jacobs:</b> Simon Begley (SB) Simon Hayton (SH) Rob Mullin (RM)	<b>Notes Prepared By</b>	Rob Mullin Jacobs
		<b>File</b>	B1076602/02/01 B1076601/11/01

**cc:** As above plus:

- Tony Caccavone, DFT
- David Riley, Jacobs
- John Ryde, Jacobs
- Mike James, Jacobs
- Matthew Clark, Jacobs – Croydon
- Ashley Stratford (ASt), Jacobs
- David Neal (DN), Jacobs

	Notes	Action
1.	<b>Introductions</b>  All attendees provided introduction.	
2.	<b>Deliverables update</b>	

	<p><u>General</u></p> <ul style="list-style-type: none"> <li>-ECI contract to be awarded in March, Highways Agency currently considering tender returns.</li> <li>-PCI included in Tender Docs</li>   <li>- Supplementary Consultation Report, EIA Scoping Report and Strategic Assessment Report ongoing.</li> </ul>	<p>Jacobs</p>
<p><b>3. Scheme Update</b></p>	<ul style="list-style-type: none"> <li>- SH highlighted amendments to the A556 Alignment and tabled A50 design options for comment. JG commented that the desired option would likely be the one with least local impact and highest capacity and that local opinion should be sought – Mere Residents Association.</li>   <li>- PM stated that the A50 junction options should be included in the EIA scoping report.</li>   <li>- SH outlined design amendments to avoid impinging on an existing aviation fuel pipeline. Elevations of the A556 and Mereside Road have been increased to avoid the pipeline which is currently 2m below existing ground level.</li>   <li>- SH queried the requirement for a merge at Millington Lane onto the new A556 as the link road between Millington Lane and Millington Hall Lane has been removed and Millington Lane is a low quality low trafficked lane. JG agreed that there seemed to be no requirement for a high spec merge, though SH to investigate the history behind the local link road being dropped.</li>   <li>- JG stated that Mereside road traffic counts are required to analyse potential speed limits and traffic impact caused by the new A556 along this road. Jacobs currently progressing with traffic assessments.</li>   <li>- SH outline the NMU links to be provided at Old Hall Lane and Rostherne Lane. SH highlighted issues in regards to the Old Hall Lane NMU facility in that a pump may be required with the underpass proposal to provide adequate drainage. SH queried if this would be acceptable and who would be responsible for its maintenance.</li>   <li>-SH stated that under the current proposals all roads north of Rostherne Lane would be severed and access to the weighbridge and The Cheshire Lounge would be provided from</li> </ul>	<p>SH</p> <p>Jacobs</p>

	<p>Lymm Road (A56)</p> <ul style="list-style-type: none"> <li>- SH stated that a NMU survey would commence Spring 2010.</li> </ul>	
<p><b>4. De-Trunking</b></p>	<ul style="list-style-type: none"> <li>- JG outlined that although he would provide discussion/comment on de-trunking proposals at the meeting he would have to discuss any proposals formally with local residents and CEBC executive members.</li> <li>- SB queried whether there should be a residential/rural split in terms of speed limit signing and street lighting along the existing A556.</li> <li>- JG stated that any proposed speed limits would have to be checked against the National Guidance for Local Speed Limits to ensure they were appropriate.</li> <li>- JG intimated that there should be local input into the de-trunking strategy and consultation held with interest groups.</li> <li>- AP highlighted concerns about having another round of public consultation for the de-trunking following so close to the previous consultation period. AP stated it could cause public annoyance with many questioning why de-trunking was not included in the previous consultation questionnaire.</li> <li>- All parties agreed that an initial discussion should take place between the relevant parties present and stakeholders before any form of public consultation is considered. PG and SH to organise a meeting to discuss PRoW's and the de-trunking works.</li> <li>- Jacobs to provide NMU cross section options prior to meeting noted above.</li> <li>- RM tabled and discussed potential design options for the junctions along the existing A556 as part of the de-trunk works. No issues regarding the options were provided.</li> <li>- General approval was given for providing a residential access lane to segregate property entrances from the A556.</li> <li>- General consensus towards providing on road cycleways and retaining existing kerb lines and drainage wherever possible.</li> <li>- PG stated that Mere Golf Club should be included in the development of the de-trunking works due to the locations of</li> </ul>	<p>PG/SH</p> <p>Jacobs</p>

	<p>their access and egress points.</p> <ul style="list-style-type: none"> <li>- SH queried whether CEBC were opposed to the use of traffic calming. JG stated that vertical traffic calming should be avoided.</li> </ul>	
<b>5. Drainage</b>	<ul style="list-style-type: none"> <li>- SB stated that as the de-trunking works would be reducing the existing A556 carriageway and traffic volumes there would be reduced surface water run-off and pollutants. SB stated Jacobs would be highlighting this to the Environment Agency and that large drainage remediation works may not be required.</li> <li>- CM commented that if an environmental assessment was produced it may highlight that extensive remediation is not required.</li> </ul>	
<b>6. Statutory Undertakers</b>	<ul style="list-style-type: none"> <li>- Jacobs currently collating Statutory Undertaker information.</li> </ul>	Jacobs
<b>7. Air Quality</b>	<ul style="list-style-type: none"> <li>- PM stated that the AQMA would be commenced in May.</li> <li>- PM highlighted current areas of concern are the motorway roundabouts and adjacent properties as they are within the AQMA boundary</li> <li>- PM stated that the red route would be more beneficial in terms of air pollution as on-line routes would have greater impact on the residences along the existing A556</li> <li>- PM highlighted that the AQMA boundary is 20m either side of the A556 though this boundary may reduce after further survey assessment as the exceedance area is currently 15m back from the A556.</li> <li>- PM requested Jacobs environmental assessment report when complete to judge air quality effects particularly at the A50 junction</li> </ul>	Jacobs
<b>8. Tabley Parish Council</b>	<ul style="list-style-type: none"> <li>- PG tabled Tabley Parish Councils concerns regarding the A556 design, specifically querying whether a link can be provided from Old Hall Lane to the A556. Jacobs to research this further</li> <li>- MS stated that the HA will respond to these concerns at a meeting with Tabley Parish Council and inform CEBC of any conclusions/solutions to these concerns prior to the meeting.</li> </ul>	Jacobs  MS

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9.	AOB  None	
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**APPENDIX 3: NOTES OF MEETING BETWEEN CEC, HA AND JACOBS 09/02/2010**

<b>Meeting Location</b>	CEBC Lyme Green Depot, Macclesfield, Cheshire	<b>Client</b>	Highways Agency
<b>Meeting Date/Time</b>	09/02/2010 2:30pm to 5:30pm	<b>Project</b>	A556 Environmental Improvement
<b>Subject</b>	A556 De-Trunking Works	<b>Project No.</b>	B1076602
<b>Participants</b>	<b>Highways Agency:</b> Mohammed Swapan (MSw)  <b>CEBC:</b> Andy Buckley (AB) John McGowan (JM) Rob Cramer (RC)  <b>Jacobs:</b> Simon Begley (SB) Simon Hayton (SH) Chris Black (CB)	<b>Notes Prepared By</b>	Simon Begley Simon Hayton
		<b>File</b>	B1076602/03/02

cc: As above plus:  
 Manuelle Salathé, Highway Agency  
 Martin Clarke, Jacobs

	Notes	Action
1	<b><u>INTRODUCTIONS</u></b>  All attendees provided introduction.	
2	<b><u>SCHEME UPDATE</u></b>  SH outlined recent progress and summarised the recent supplementary public consultation exercise, which focussed on the three options for the tie-in of the southern end of the A556 scheme to M6 J19.	

	<p>Two of those routes are being developed for preliminary design purposes:</p> <p>Brown Option, which is the current preferred route, would tie-in to the existing A556, 600m north of M6 J19.</p> <p>Red, an offline option which connects directly to M6 J19 without tie-in to the existing A556.</p> <p>The Red Option is preferred by approximately 75% of the questionnaires returned from the consultation exercise.</p> <p>The objective of the meeting was to discuss side roads design philosophy and establish any particular design standards CEBC may wish to adopt. SH noted that the design has been developed in accordance with HA DMRB and departures assessed accordingly. This was based on previous telephone conversations with RC. SH noted that the current strategy for all side road diversions is to provide a network of 'country lanes' in keeping with surrounding local roads. Based on this many local road diversions would require departures from standards. SH explained the departure submissions process which would require both CEBC and HA Netserv to review and ultimately approve any departures from standards to allow their implementation within the design.</p> <p>CEBC confirmed that they adopt DMRB.</p> <p>The meeting would also provide an update on the de-trunking proposals following the previous meeting (12/01/10, HA City Tower, Manchester) and present some indicative layout options at Bucklow Hill and Mere Junctions for comment.</p>	
<p><b>3. <u>DESIGN STANDARDS REPORT</u></b></p>	<p>SH explained that Jacobs were currently compiling a DSR and would hope to issue CEBC a copy shortly to allow CEBC to review and consider side road design issues.</p> <p><b><i>POST MEETING MINUTE – Due to issues in achieving design fixity and the likelihood of changes to the design as presented in the draft Design Standards Report it is proposed to submit the Final Design Standards Report together with the Draft Departure Submission Forms after the election purdah period. The design team will look to arrange a meeting at this time also.</i></b></p>	<p><b>Jacobs</b></p>

#### 4. GENERAL DISCUSSION

SH outlined the proposed side roads design in general, starting at the southern end at M6 J19. SH explained that the traffic modelling (Stage 2) model was not detailed enough to provide side road flows but a variable demand model is currently being validated and will include forecast traffic flows on the local road network. This is programmed to become available in May 2010 when the design will be reviewed and amended accordingly. CEBC are keen to see existing/proposed flows before final agreement of all side road proposals.

**Design Speeds** – Design speeds have been assessed by checking the ‘bendiness’ of the existing route in accordance with TD 9/93 (Highway Link Design) and moreover by assessing the existing curve radii, sight distance (by site inspection), level of access and speed restrictions. The design speeds adopted for new diversions are either 50kph or 60kph (excluding the A50 and de-trunking works).

**Cross-Section** - Jacobs currently propose to provide a similar cross-section to that of the existing highway at tie-in. This would include the cross-section provision over the structure. Existing cross-sections range from approximately 3 to 5m carriageway width plus verges (max. 1.5m). The minimum standard proposed by DMRB (TD27/05 Cross-Sections and Headrooms) would be 7.3m single carriageway plus 1m hardstrips (S2).

Jacobs/CEBC agreed that an S2 cross-section to DMRB standards would be inappropriate and agreed in general with the current strategy, subject to confirmation of verge width and NMU facilities.

**Road Markings** - General comment from CEBC that if new road widths are below 5.5m, then centre-line markings should not be applied as this would suggest a higher standard, resulting in increased speed.

**Transitions / Superelevation** - Discussions were held over the application of superelevation, inclusion of transitions and the impact on driver speed / safety. Two opposing options were tabled;

1. **Include transitions / superelevation to max. 5%:** may increase the speed at which bends could be negotiated, resulting in inappropriate speeds on returning to the existing network.
2. **No transitions / superelevation to remove the effects of adverse camber only:** may result in loss of control at the bend itself.

Currently the design is capped at a maximum of 5% superelevation for all side roads. Transitions have been introduced where necessary on all but Burleyhurst Lane based on the anticipated traffic flow and the assessed standard of adjacent roads. Burleyhurst Lane which is a non-through route for vehicles and of a very poor standard. CEBC agreed that superelevation and transitions on Burleyhurst Lane should not be provided.

Without details of traffic flow CEBC could not comment on their preference on superelevation and/or transitions. Jacobs are to continue on the assumption that 5% superelevation and transitions (on all but Burleyhurst Lane). **Jacobs** to review following receipt of Stage 3 traffic forecasting.

**Gradient** – Discussions were held regarding acceptable gradients. Jacobs noted that in accordance with TD9/93, the design currently regards 4% as the desirable maximum, extended to an absolute maximum of 6% in exceptional circumstances. CEBC were content that 7 – 8% is acceptable over short lengths.

**Pavement** - RC noted that CEBC would not except SMA (Stone Mastic Asphalt) as part of the pavement specification for local roads. Despite its increased road noise CEBC would request HRA (Hot Rolled Asphalt) in place of SME. Jacobs to consult environmental team and consider as part of the spec.

## **5 DETAILED DISCUSSION**

### **5.1 OLD HALL LANE (RED OPTION)**

50 kph design speed assumed, to suit the existing nature of the road.

Transitions and max. 5% superelevation provided where required.

Currently propose 5.5m wide carriageway with 2m verges.

Culverting of a watercourse needed. Pond access is likely to be required from OHL.

### **5.2**

#### **BURLEYHURST LANE**

Adopted by CEBC but essentially a farm access track of poor condition (heavily rutted and partially surfaced), generally around 2.5m wide carriageway with 2m verges.

Currently propose 2.5m wide carriageway and 2m verges, widening to 4m and 2m respectively on the structure.

- 5.3 CEBC wish to have lane kerbed over bridge extents and add passing bays either side of bridge.

### **A50 WARRINGTON ROAD / JUNCTION**

Currently WS2 width to tie-into the adjacent network.

SH tabled the current proposal of a compact grade separated junction. SH noted that traffic analysis result in queuing along connector roads onto the A556 in certain conditions. The design team are developing a dumbbell roundabout arrangement (SH tables a working sketch of the proposed layout).

**POST MEETING MINUTE:** *The design has been developed to incorporate the grade separated dumbbell roundabout. This will be reviewed against the Stage 3 traffic information once available.*

CEBC reported issues with speed along the current A50. The general consensus was that a junction would improve this issue, providing it's presence is suitably conveyed to the motorist.

CEBC suggested that the patch of the dumbbell carriageway is raised and filled to form a single gyratory – **Jacobs** to discuss with HA Netserv.

SH noted that although the lighting design has yet to be completed, there is an environmental drive not to light the dumbbell roundabout. RC suggested that CEBC would support this due to the reduction in maintenance subject to no marked increase in accidents. CEBC suggested an initial trial period without lighting after which (if accidents occur as a result of the new junction form in its unlit state) the HA would accept liability to install the lighting on the local road. MSw to consider.

- 5.4

**POST MEETING MINUTE:** *The design has been amended to reduce the cross-section width from WS2 (10m + 1m hardstrips) to S2 (7.3m + 1m hardstrips). This would reduce driver speeds approaching the new junction and also approaching the junction with the de-trunked A556 which would be reconfigured to give the A50 priority.*

### **A556 TO DE-TRUNKED A556 SOUTHBOUND DIVERGE**

SH/SB described the design iterations involving the n/b merge and the Chapel Lane / Millington Hall Lane Link. The current strategy is to omit the merge due to the very low standard of MHL and retain the CL/MHL link for local trips only.

The emergency services have expressed a desire for the inclusion of such connections to ensure rescue response times are not affected by the scheme. Consequently, the southbound diverge to the de-trunked A556 has been retained. Jacobs are to undertake Stage 3 consultation to validate this requirement.

**Alignment** – Jacobs tabled a compliant single lane taper diverge design generally meeting the requirements set by the 120kph mainline design speed and 85kph connector road design speed (proposed standard within 1 design speed step)

CEBC considered that the provision of such a high standard would represent a safety issue as traffic would enter the local road network at high speed. CEBC also suggested that this would be abused by vehicles heading towards Knutsford who would use Mereside Road as is the current situation. CEBC requested a more clear and phased reduction in design standards following the diverge. CEBC suggested the introduce of a chicane formed by tighter radii of opposing hand coupled with a reduction in SSD to forcibly slow down the traffic. **Jacobs** to develop additional options.

**Cross-Section** – CEBC question the short length of hardshoulder and requested its removal as it would only serve to generate additional speed.

A possible gateway feature was suggested by CEBC.

**5.5** ***POST MEETING MINUTE** – Jacobs have developed a compact style diverge which employs the philosophy of introducing clearly tight radii (to approximately 30kph standards), reducing the speed of diverging vehicles. The compact solution would not develop a hardshoulder. Jacobs to consult CEBC.*

Jacobs noted that Knutsford and similar long distance destinations would be signed only from the A50 junction. Jacobs agreed to liaise with CEBC regarding a suitable signing strategy.

**5.6**

## **CHAPEL LANE / MILLINGTON HALL LANE LINK**

5.0m wide, 2m verges to 60kph standard

- 5.7 The new link has been located on the boundary between landowners / occupiers to minimise severance. MSw noted the existence of HA land in the area previously purchased for an alternate scheme. **Jacobs** to confirm location of HA land.

### **BUCKLOW HILL LANE**

To be stopped up either side of the new bypass. The details of the point at which the road is stopped up and any turning facilities are to be confirmed.

### **CHAPEL LANE**

Existing lane is approximately 5m wide with 1m verges and on a very straight alignment at the proposed crossing.

Jacobs have assumed a 60kph design speed with 5m carriageway and 2m verges each side of the road.

Designed with a crest curve 1 step below standard in accordance with TD 9/93 to ensure ominous overtaking visibility is avoided and a clear non-overtaking section is provided.

Discussed possible introduction of speed limit (either 30mph or 40mph) on western approach to bridge. Confirmation by the police and consistency with the de-trunking proposals is required. **Jacobs** to consult police authorities.

Drainage gullies seem to feed into ditches on each side of road.

During the Stage 2 design the alignment of Chapel Lane was at approximate ground level with the bypass in deep cutting. The presence of the aviation fuel pipe has resulted in the need for the bypass to be at ground level and Chapel Lane bridge raised up and over the bypass. Design to date indicates that land from adjacent properties should not be needed to accommodate the embankments for the bridge approaches.

- 5.8 **POST MEETING MINUTE:** *Following receipt of more detailed survey access to properties east of the new bypass was found to be unachievable. The alignment has been changed horizontally to run offline to the north of the existing Chapel Lane. Whilst being able to provide access to property, the curved alignment is considered to provide a safer solution as drivers would clearly be able to visualise the change in direction as the road ahead would climb onto its approach embankments. This is considered safer when compared the previous proposal which introduced a reduced SSD crest on a straight road. Jacobs to re-consult CEBC.*

## ROSTHERNE LANE / MILLINGTON LANE

- 5.9** NMU only overbridge proposed – no vehicular crossing or access to the new road.

Designed with approach gradients of 5 and 7%.

4m width proposed.

- 5.10** Access to the “Rangemore” nursing home would be maintained.

**POST MEETING MINUTE:** Alignment amended to reduce approach grades to <5%. Jacobs to re-consult CEBC.

## CHERRY TREE LANE

To be stopped up either side of the new bypass. The details of the point at which the road is stopped up and any turning facilities are to be confirmed.

- 5.11** **A56 LYMME ROAD / A56 DUNHAM ROAD / BOWDON RBT**

A56 Dunham Road and Lymm Road to be diverted to connect into the new roundabout.

Discussed possible options for relocation of the existing VOSA site either on land to the southeast of the existing Bowdon roundabout or by utilising the redundant road pavement within the existing roundabout once replaced. CEBC would not wish to adopt any access tracks to the VOSA site/Cheshire Lounge Pub. CEBC would prefer the VOSA site to use the existing roundabout area.

## YARWOODHEATH LANE

Currently a PROW / private access only with no access for public vehicles.

Jacobs are developing possible route of a private means of access (PMA) which connects YHL to the A56 Lymm Road via an underpass under the A556 embankment (M56/Chester Road bridge) and use of the existing old road adjacent to the Cheshire Lounge.

**POST MEETING MINUTE:** Despite significant optioneering the preferred solution of the project team is to provide direct access onto the new roundabout. Jacobs to re-consult CEBC.

## **6 DRAINAGE**

SH outlined the current strategy to replace side-road drainage on a like-for-like basis. Therefore, where a local road is currently positively drained this would be replaced and where possible tied back into the existing network. If no outfall is available it is proposed to discharge into the A556 drainage network, subject to agreement by the Highways Agency.

It is acknowledged that replacing existing systems on a like-for-like basis would not meet drainage standards as laid out in DMRB for surface/sub-surface and pre-earthworks drainage. For example, the use of over the edge drainage would be employed where no existing positive drainage exists as per the current situation. Another example would be for the A50 which appears to have isolated gullies which outfall through the shallow embankment onto adjacent land. Jacobs may look to retain this system.

CEBC were satisfied with the principle of replacing drainage like-for-like.

CEBC to provide all as-built drainage records for affected side-roads.

## **7 DE-TRUNKING PROPOSALS**

Jacobs are developing a two-lane carriageway with separate cycleway facility using the residual carriageway width but retaining the existing kerblines to minimise new kerbing and avoid costly drainage works.

Discussed possible need to down-grade the road lighting to suit the de-classification of the A road.

Jacobs will submit more detailed proposals to CEBC for consideration when the draft design is complete.

### **7.1 BUCKLOW HILL JUNCTION (A556/A5034)**

Agreed that CEBC would prefer to remove signals from the junction if possible.

CEBC suggested the possible stopping-up of A5034 Mereside Road so that traffic coming off the new A556 and accessing the de-trunked A556 could not fork left to get to Knutsford but would have to either stay on the new A556 and use the A50 junction, or if travelling on the de-trunked A556, use the A50

junction to travel towards Knutsford. CEBC to consider further.

#### **A50/A556 Mere Junction**

SH reported that Jacobs are developing junction layouts that amended the signal layout and also removed signals, but making the A50 the priority route as the flow on the old A556 will be a lot lower.

#### **De-trunked A556 – Mere to Old Hall Lane Section**

Agreed that this section of road has a “rural” feel to it, so speed limit and road cross-section needs to reflect this.

<b>6. <u>TRAFFIC FLOWS</u></b>	<p>Jacobs to determine what traffic flows are currently available from the Stage 2 model (developed by Capita Symonds) to support side roads design philosophy.</p> <p>Jacobs to report when forecast flows are available from new Stage 3 modelling work, forecast to be April/May 2010.</p>	<p><b>Jacobs</b></p> <p><b>Jacobs</b></p>
<b>8. <u>NEXT MEETING?</u></b>	<p>Agreed for 1:30pm Tuesday 16<sup>th</sup> March 2010 at Lyme Green.</p> <p><b><i>POST MEETING MINUTE: The above meeting was postponed as the project team took the view that CEBC should only review the Final Design Standards Report that has been first approved by the Highways Agency. Contact with CEBC is to be reignited following the election purdah period.</i></b></p>	

**APPENDIX 4: : NOTES OF MEETING BETWEEN CEC, HA AND JACOBS 05/08/2010**

<b>Meeting Location</b>	Cheshire East BC Office, Lyme Green, Macclesfield	<b>Client</b>	Highways Agency
<b>Meeting Date/Time</b>	05/08/10 9:30am to 11:30am	<b>Project</b>	A556 Environmenta l Improvement
<b>Subject</b>	A556 De-Trunking and Junction Strategy Meeting	<b>Project No.</b>	B1076602
<b>Participants</b>	Mohammed Swapan (MS) HA  John McGowan (JMcG) CEBC Rob Cramer (RC) CEBC  Simon Begley, (SB) Simon Hayton (SH) Jacobs	<b>Notes Prepared By</b>	Simon Begley, Jacobs
		<b>File</b>	B1076602/?? /01

**cc:** As above plus:  
David Cattley, Jacobs  
Kate Oram, Jacobs

	<b>Notes</b>	<b>Action</b>
<b>1</b>	<b>Scheme Update</b>	
<b>1.1</b>	MS explained that the A556 Project Team is aiming to reduce scheme costs to give a good chance of surviving the Government Comprehensive Spending Review in October 2010.	
<b>1.2</b>	MS reported that the aim is to save possible approx 10% from the scheme budget (of £174m) but this does not include the savings forecasted for revising the M56 J7/8 junction layout.	
<b>1.3</b>	Incorrect recent Press articles discussed (Manchester	

<p>1.4</p> <p>1.5</p> <p>1.6</p> <p>1.7</p> <p>1.8</p>	<p>Evening News, Knutsford Guardian) – MS explained that there was no truth in either the scheme being “axed” or construction starting.</p> <p>MS explained why recent Value Management workshop was undertaken:</p> <ul style="list-style-type: none"> <li>• To achieve cost reduction</li> <li>• To improve environmental impacts reduction</li> </ul> <p>Key outcomes were:</p> <ul style="list-style-type: none"> <li>• To appease Mere residents regarding predicted increased traffic on A50</li> <li>• To reduce value of compensation risk to service area/businesses at southern end mitigation by providing some form of junction</li> </ul> <p>• Revise junction strategy from March 2010 Preferred Route</p> <p>SH explained how scheme has moved on since with preferred overall layout. Less traffic on A50 but more traffic on Mereside Road.</p> <p>Jacobs Traffic team currently working on flow forecasting to determine revised junction strategy works.</p> <p>All agreed that throughout the scheme proposals, there is a net reduction in local road maintenance.</p>	
<p>2</p> <p>2.1</p> <p>2.1.1</p> <p>2.1.2</p> <p>2.1.3</p> <p>2.1.4</p> <p>2.1.5</p>	<p><b>Value Management (VM) Workshop</b></p> <p>Key outcomes and changes from the VM workshop were:</p> <p>Re-alignment of A556 Mainline to west of Rangemore NH owners prefer route behind back of home as access would be better than with March 2010 Preferred Route.</p> <p>Rationalisation of Chapel Lane and Rostherne Lane bridges to one bridge crossing, near Millington.</p> <p>M56 Junction 7/8 – re-assessing layout options.</p> <p>A50 options. Team currently considering north facing slips at an A50 junction but Millington Lane junction preferred, which combines with (2.1.2) above</p> <p>Southern end junction. A possible £10-£12m saving in compensation for claims from businesses from service facilities (Little Chef etc) near</p>	

<p>2.1.6</p> <p>2.1.7</p> <p>2.1.8</p> <p>2.2</p>	<p>M6 J19 is being targeted, by providing reasonable access if compared to the March 2010 Preferred Route.</p> <p>Old Hall Lane. Team considering removal of vehicular connection from de-trunked A556 to Old Hall Lane, added after March 2010 Preferred Route but NMU underpass included.</p> <p>Over Tabley Residents consideration. Reduced length of route for Over Tabley residents to reach hall, St. Paul's church and service areas if they use the looped junction compared the current layout to use Old Hall Lane connection proposal.</p> <p>A556 Southbound diverge removal. If the March 2010 Preferred Route scheme was to be progressed, then the team would remove the A556 southbound diverge facility. CEBC would prefer not to include it.</p> <p>Discussed police issues regarding incident management.</p>	
<p>3</p> <p>3.1</p> <p>3.2</p> <p>3.3</p> <p>3.3.1</p> <p>3.3.2</p>	<p><b>3 Junction Strategy &amp; Layout Options</b></p> <p>Although JMcG initially unhappy with proposed junction strategy, RC would not be adverse to two junction strategy and understands the logic of how it would operate. JMcG concerned about Millington Lane junction layout but can be detailed/re-assessed during design.</p> <p>All agreed that Knutsford bound traffic should not be signed from new A556. The existing A556 to be de-trunked would likely be re-classified to a B road. SH reported approx 800 vehicles/hr in peak hour – this approximates to 10,000 vph on old A556.</p> <p><b>A50 – No-junction, 3 options.</b></p> <p><b>Offline north of A50.</b> Option would take less land and be aligned away from Belt Wood but impacts increased on Hulme Barns Farm.</p> <p><b>Offline south of A50.</b> Locates re-aligned A50 closer to Belt Wood but takes land mainly from smaller land parcel so impact is less. Impact on Hulme Barns Farm is minimal apart from visual impact.</p>	

- 3.3.3** **Online:**  
 CEBC state that an A50 closure would need a temporary diversion so that would be the least favoured option by the team due to local disruption and additional cost.
- 3.3.4** RC feels that only the dumbbell roundabouts junction layout would be an effective speed deterrent on the A50 and there is no preference for any of the A50 no-junction layouts by CEBC.
- 3.4** CEBC.
- 3.4.1** **Southern loop junction proposal.**
- SH explained the issue of the proximity of the proposed loop layout to the existing roundabout of M6 J19. CEBC
- 3.4.2** had no adverse comments to make on the proposal.
- RC queried if the scheme would include interactive Variable Message Signs (VMS). MS replied that only ducting for future signing would be included within the scheme, unless th HA Communications team could provide funds for sign inclusion.
- 3.5** RC explained that this would be a good warning system for Tatton Park events but permanent hinged plated types not suitable.
- 3.5.1** **ML north facing slips junction.**
- 3.5.2** JMcG feels that “Give Way” layout is clumsy. SH explained that junction layout details will be developed further if the proposal is accepted and progressed.
- 3.5.3** All agreed that this layout should deter through traffic but will be more busy than originally anticipated – this is the only route to get to Knutsford.
- 3.5.4** Agreed that Project team need to interrogate Bucklow Hill and Mere junction traffic flow forecasts to determine if traffic signals will be required to control residual traffic flows.
- 3.5.5** RC concerned Mere Heath Lane not suitable as a route into Knutsford – felt that some traffic may use this unsuitable lane as traffic already uses it.
- 3.5.6** CEBC would prefer an A50 north facing slips junction layout to a Millington Lane north facing slips junction layout.
- JMcG had queuing concerns at Millington Lane junction

3.6	<p>proposal. Design team haven't detailed junction layout yet. Concerns of rat-running down Hulse Heath Lane not suitable with this layout.</p>	
3.6.1	<p><b>M56 Junction 7/8 options:</b></p>	
3.6.2	<p>Option 3a new roundabout to form dumbbell arrangement with existing Bowdon roundabout. Option previously rejected but re-considered – cheapest of the 3 currently being considered.</p>	
3.6.3	<p>Option 4 new roundabout to form grade separated junction. This is the current proposal – possibly to be removed as is the most expensive and most difficult to construct.</p>	
3.6.4	<p>Option 6 as developed in the VM workshop. RC concerned by number of arms proposed on existing Bowdon roundabout. RC would prefer traffic signal control to stay.</p>	
3.7		
3.7.1	<p>CEBC prefer not to adopt any de-trunked roundabout carriageway if possible.</p>	
3.7.2	<p><b>Cherry Tree Lane/Yarwoodheath Farm access options:</b></p>	
3.7.3	<p>Accommodation bridge and local road network upgrade to cater for Cherry Tree Lane businesses and Yarwoodheath Farm.</p>	
3.7.4	<p>A556 alignment shifted westwards by Mereside Farm to allow parallel local road on existing A556 southbound carriageway. 600m of new local road would need to be adopted by CEBC to connect to CTL junction</p> <p>CEBC comments:</p> <p>Need landowner consent to dedicate the private road to public use. Need purchase or dedication rights. If rights gained, CEBC would adopt the new road lengths into the local road network.</p>	
4	<p><b>Detrunking Proposals/NMU Strategy</b></p>	
4.1	<p>De-trunking proposals from VM workshop:</p>	
4.1.1	<p>Remove half of road width</p>	

<p><b>4.1.2</b></p> <p><b>4.1.3</b></p> <p><b>4.1.4</b></p> <p><b>4.1.5</b></p> <p><b>4.1.6</b></p>	<p>Use the southbound side of the existing A556 carriageway instead of current proposed northbound side – reduces private access construction.</p> <p>Perforate redundant carriageway and topsoil “verge” area with excess topsoil from scheme.</p> <p>Extruded asphalt kerbing (EAK) suggested, on the A556 crown line, in VM Workshop. CEBC not satisfied that EAK performs in the long-term so would be a maintenance problem. RC wants a kerb, 45° splay kerb, 115mm kerb face JMcG suggested not kerbing and leaving as a country lane; all agreed that this was probably not feasible.</p> <p>Traffic signals to remain at Mere junction as A50 to be major route. The previous accident problem to the south of the junction has not been re-occurring. Jacobs need to assess flows to determine what is suitable.</p> <p>A fatality occurred at right-hand bend past the Kilton PH. CEBC suggested widening road out to improve. Jacobs to check location and if needed. Proposed 7.3m wide cross-section for A50. RC reported a substantial population at High Legh (northwest of A556) which may use A50/Hulse Heath Lane as route.</p>	<p>Jacobs</p>
<p><b>5</b></p> <p><b>5.1</b></p> <p><b>5.2</b></p>	<p><b>AOB?</b></p> <p>Another consultation exercise is required as part of IPC process so will need to consult again, probably in the new year of 2011.</p> <p>Tatton Park manager heard rumours of junction layout change (via Cheshire Police) and is concerned. RC sees logic in splitting traffic to Tatton Park. Agreed that scheme cannot be designed around Tatton Park events but project team will consider their Traffic Management requirements.</p>	
<p><b>6.</b></p> <p><b>6.1</b></p>	<p><b>Next Meeting</b></p> <p>To be confirmed.</p>	

**APPENDIX 5: NOTES OF MEETING BETWEEN CEC, HA AND JACOBS 22/08/2011**

<b>Meeting Location</b>	Cheshire East Council, Delamere House, Delamere Street, Crewe	<b>Client</b>	Highways Agency
<b>Meeting Date/Time</b>	22/08/2011	<b>Project</b>	A556 Environmental Improvement
<b>Subject</b>	CEC Technical Design/Departures Workshop – DTW and LRN	<b>Project No.</b>	B1076602
<b>Participants</b>	Arun Sahni (HA) – AS Simon Hayton (Jacobs) – SH Thomas Berriman (Jacobs) – TB John Addis (Capita) - JA Paul Griffiths (CEC) – PG Kevin Melling (CEC) – KM Robin Sawczyn (CEC) – RS John McGowan (CEC) – JMcG Genni Butler (CEC PROW) – GB	<b>Notes Prepared By</b>	Thomas Berriman, Jacobs
	<b>File</b>		B1076602/03/02

cc: As above plus:

Mohammed Swapan – Highways Agency  
 Anna Pickering – Highways Agency  
 Graeme Willis - Jacobs  
 Kate Pickup – Jacobs

	Notes	Action
1, 2	<b>Assemble / Introductions / Review of Agenda</b> All present introduce themselves and SH outlines the agenda for the meeting as follows: <ol style="list-style-type: none"> <li>1. Assemble</li> <li>2. Introductions / Review of Agenda.</li> <li>3. Scheme Update:               <ul style="list-style-type: none"> <li>• Scheme Status/Programme Update/Consultation (AS).</li> <li>• Design – Main Works, Local Road Network and De-trunking Works (SH).</li> </ul> </li> <li>4. Previous Consultation Summary (SH).</li> <li>5. Review / Re-confirm general design approach (SH)</li> <li>6. General Design Feedback (Open)</li> <li>7. Individual Departure Review (Open)               <ul style="list-style-type: none"> <li>• Design Proposal</li> <li>• Design Parameters</li> <li>• Safety Risks</li> <li>• Proposed Mitigation</li> <li>• CEC Feedback/Actions</li> </ul> </li> <li>8. Comments/Actions/Way Forward – SH               <ul style="list-style-type: none"> <li>• Process/Timescales for formal departure submissions</li> <li>• CEC Input</li> </ul> </li> <li>9. AOB.</li> </ol>	

**3 Scheme Update**

PG provides an update of CEC's main interests/concerns related to the design of the De-trunked and Local Road Network. These include 3 main areas:

- Strategic Concepts (junctions, tourist attractions, etc)
- Treatment of De-Trunked A556 (Design issues. footpaths, lighting, etc)
- Safety audit of minor roads.

AS Update – Status/Consultation/Programme

AS gives a brief summary of the current status of the scheme, programme and consultation process. Key points include:

- Scheme budget = £174m
- Public Consultation scheduled for November 2011 and to last approximately 3 months (12 weeks). Anna Pickering (Highways Agency) is leading the preparation of the Statement of Community Consultation and has been in consultation with separate members of CEC.
- Informal consultation with Parishes is currently ongoing to gauge initial reaction prior to formal consultation.
- Initial feedback is that Millington and Rostherne Parishes are unhappy with the proposed changes junction strategy (e.g. concerns Millington Junction will be used for rat running and also increase in events traffic accessing Tatton Park). Tabley Parish are concerned with access arrangements to the Village Hall and severance issues within the community. Ideally, an all-purpose link across the new A556 would be desirable and ease the pressure that would result at Pickmere Lane junction. This would have particular benefits during Cheshire show,
- Following consultation and preparation of consultation report, planning application to the IPC is planned to be submitted in Autumn 2012. IPC process is expected to last approximately 1 year although this timescale could be an over or underestimate due to uncertainty over the process, particularly for road schemes.
- The ECI Contractor (Costain) was appointed earlier this year with Capita Symmonds to complete detailed design. Jacobs will continue to develop the preliminary design up until development consent.
- Anticipated to start construction in June 2014, with a 2 year works programme.

KM Update – Organisational Changes within CEC

- Majority of Highways staff transferred to new integrated business unit, Ringway Jacobs.
- Small number of Highways staff to remain in CEC. PG to remain at CEC within Strategic Highways unit. KM to lead Highways unit.
- Key contacts within CEC remain PG and KM.
- JMcG to leave CEC this Christmas.
- No major changes planned in other business units (e.g. Public Rights of Way)

SH Update - Design

SH summarises the current scheme position, outlining any changes since the pre VM design fix. These include:

CEC

	<ul style="list-style-type: none"> <li>- Split Junction strategy (Millington Junction/Tabley Junction) instead of single A50 Junction;</li> <li>- Double roundabout layout at the M56 Junction, utilizing existing Bowdon roundabout;</li> <li>- Introduction of Cherry Tree Lane link to retain access to Cherry Tree Lane and Rostherne Lane and provide important link for non-motorised users.</li> </ul> <p>SH notes that he would appreciate feedback on location of turning heads at stopped up local roads. Current proposals are shown on the Side Roads Orders, but would benefit from input from the Local Authority.</p>	
<p><b>4</b></p>	<p>SH summarises key points/issues raised in previous consultation to confirm that the following assumptions were still valid:</p> <ul style="list-style-type: none"> <li>• CEC do not have their own bespoke design standards, and design should be carried out in accordance with the DMRB.</li> <li>• Superelevation to be capped at 5%</li> <li>• Maximum gradient between 7-8 and kept to as shorter lengths as possible.</li> <li>• Introduction of departures from DMRB standards to remain in keeping with the surrounding road network (e.g. narrow cross-sections, substandard horizontal/vertical alignment).</li> </ul> <p>All agreed that the points listed above were still applicable.</p>	
<p><b>5</b></p>	<p><b>General Design Feedback</b></p> <p><u>Local Roads</u>        PG/KM express a main concern is the lack of vehicular access between Old Hall Lane (OHL) and the De-trunked A556. They note the importance of this link in the Traffic Management of the Tabley/Cheshire Show and local access to the Village Hall.</p> <p>AS notes that the Village Hall may be relocated on Crown Estate land located close by. AS explains the importance of minimizing costs and that a vehicular overpass/underpass at Tabley is difficult to justify with the current budgetary constraints. Provision of vehicular access at OHL is to be revisited following outcome of public consultation.</p> <p>PG would like to see proposed traffic management plans for Tatton Park and the Tabley/Cheshire Show. SH/TB to originate plans and forward to CEC.</p> <p>PG notes that a speed limit assessment is to be carried out on the A50 due to high speeds on the existing link. SH remarks that the new A50 Diversion incorporates measures to reduce the speed along the link. These include:</p> <ul style="list-style-type: none"> <li>• Narrower cross-section (WS2 to S2).</li> <li>• Curved offline alignment providing minimum 85kph standards.</li> <li>• Reduced visibility over the crest.</li> </ul> <p>PG to provide further information on the A50 speed limit assessment within CEC's post meeting feedback. However, it was noted that any change in design speed would likely reduce the required standard of the A50 Diversion, resulting in reduced land take and cost. Therefore, the current landtake is likely to be a worst case assessment.</p> <p><u>De-Trunking Works</u></p>	<p>Jacobs</p> <p>Jacobs</p> <p>PG</p>

CEC agree with provision of a narrow (sub-standard in terms of min. DMRB requirements) single carriageway along the link. However, the straight alignment of the De-trunked A556, in particular the Southern Link, is highlighted as a concern. JMcG believes that the straight alignment would induce high speeds along the link. He suggests a series of chicanes/bends along the link to mitigate the problem and reduce the maximum speed a vehicle could travel to between 40-50mph. He notes that speed limit reductions or local narrowing would not be sufficient as they are ignored by many road users. CEC's view is that the best form of mitigation is to design the road so that it is drivable at low speed only, forcing road users to drive to the conditions.

SH has concerns that this may cause the following issues:

- Additional drainage works where the road would move away from existing kerb lines. Currently the majority of the existing edge detail is combined kerb and drainage units, therefore could get blocked where the road is realigned away from the kerb.
- unable to retain the level of the existing road due to superelevation requirements resulting in additional pavement works.
- additional construction work, and potentially land take required to reconstruct private accesses
- safety issues with continually crossing the crown line of the existing road (should the existing road surface be retained).
- All of the above would result in significant cost increases which may not be possible to contain within the scheme budget.

Jacobs

JMcG suggests that provision of a filter media/geotextile beneath the landscaping covering the CKDs would enable existing drainage to be retained at crossover points. Jacobs are to review current design proposals and consider the potential to incorporate bends/chicanes in to the De-trunked road. It was noted that, due to the straight alignment, the currently proposed departures along this link are unlikely to be approved by CEC. This is due to the increased risk of inappropriate speed and/or overtaking leading to head on collisions. Additional comments/suggestions on how to best remove the straight alignment to be provided by CEC within post meeting feedback.

CEC

It was also noted that retention of existing footways behind landscaping (remote) would be difficult to maintain, as well as restricting natural surveillance. This could also become a security issue with the threat of anti-social behavior. CEC to provide further information on this within post meeting feedback. Outcome of consultation (public preference) is likely to be deciding factor on how strong CEC push for removal of existing footways.

CEC

CEC also explain that retention of existing lighting (as proposed along the central link) is undesired due to future maintenance requirements. Also, CEC would request that any retained lighting be downgraded to a specification more suitable to the future environment. Jacobs are to review the lighting proposals to assess the implications of removing lighting along the central link as this has previously been noted as a safety concern.

Jacobs

KM requested more information on the life expectancy of the existing road as CEC are concerned that they will inherit an asset with high maintenance requirements. Jacobs / Costain to source/review existing

Jacobs /  
Costain

	<p>pavement inspection/condition surveys etc and forward to CEC.</p> <p>CEC are to form a comments schedule following the meeting to provide more information on the above issues and any further concerns they may have. It was agreed that a number of issues raised related to detailed design and would not be addressed at this stage, but should be scheduled for consideration later. Jacobs to provide standard comments schedule for CEC to populate.</p>	<p>CEC / Jacobs</p>
<p><b>7A</b></p>	<p><b>Individual Departure Review (Local Roads)</b></p> <p>Note, all agreements were based on the information provided at that time and are therefore subject to the details provided within the ultimate departures submission forms.</p> <p><u>DfS/BHL/01 – Burleyhurst Lane Substandard Cross-Section</u>          CEC content with the proposal to match the existing cross-section (2.5m min) and agree with proposed mitigation measures. The departure was agreed in principal - Jacobs to complete formal submission.</p> <p><u>DfS/BHL/02 – Burleyhurst Lane Substandard Horizontal Alignment</u>          CEC accept in principle the proposed alignment of Burleyhurst Lane (non-provision of superelevation and transitions). The Departure was agreed in principal – Jacobs to originate formal submission</p> <p><u>A50 Diversion – No departure</u>          Due to high speeds along the existing link, it may be necessary to reduce the design speed of the A50 Diversion or introduce departures to lower the standard of road (see Section 6). CEC to review accident data and provide further information within post meeting feedback. Jacobs to provide CEC with accident data.</p> <p>JMcG agrees in principle with removal and not reinstating the existing lay-by on the A50.</p> <p><u>DfS/MCL/01 – Chapel Lane Diversion Substandard Cross-section</u>          CEC agree with substandard cross-section approach, provided the link is of sufficient standard to accommodate buses that would use the route. Departure agreed in principal – Jacobs to submit formal submission, incorporating plans of bus swept paths along the link.</p> <p><u>DfS/MCL/04 – Millington Junction Dumbbell Link Road</u>          CEC have no major concerns with the proposals. JMcG does note that over signing in attempt to mitigate the departure can often result in driver confusion. Jacobs to consider this further.</p> <p>JMcG believes an up-stand on the proposed overrun area (as required in DMRB) would not be required (reduces maintenance/drainage requirements). Use of rough cropped sets for overrun area may also be beneficial.</p> <p>RS recommends that the proposed 2.5% fall towards outer edge of the circulatory carriageway should vary as the vehicle navigates around the roundabout otherwise adverse camber may result in discomfort. To be considered further at detailed design. Jacobs are also to provide RS with more detailed information on Millington Junction before departure is approved in principal.</p> <p><del>It should also be noted that this departure has already been formally</del></p>	<p>Jacobs</p> <p>Jacobs</p> <p>Jacobs/CEC</p> <p>Jacobs</p> <p>Jacobs</p>

	<p>submitted to the Highways Agency due to its interaction with the trunk road. Jacobs to forward outcome/response from the HA on to CEC once received.</p> <p><u>DfS/CTL/01 – Cherry Tree Lane Link Substandard Cross-Section</u>          CEC agree with matching the existing cross-section (5m min) and agree with proposed mitigation measures. The departure was agreed in principle - Jacobs to originate formal submission.</p> <p><u>DfS/CTL/02 – Cherry Tree Lane Link Substandard Horizontal Alignment</u>          CEC have no major concerns with the proposed alignment (substandard horizontal curvature, non-application of transitions and substandard superelevation) along Cherry Tree Lane Link. PG noted that he would have applied superelevation as proposed.</p> <p>JMcG suggest provision of high PSV surface course, with a potentially coloured finish at Cherry Tree Lane tight horizontal bend. Jacobs to consider this further.</p> <p>PG also enquired about the retaining wall adjacent to Cherry Tree Lane, and whether there are any other structures CEC will have to maintain. SH confirms it is the only structure CEC will have to maintain and Jacobs will send through specification drawings of proposed retaining wall.</p> <p>This departure was agreed in principle – Jacobs to originate formal submission.</p>	<p>Jacobs</p> <p>Jacobs</p> <p>Jacobs</p> <p>Jacobs</p> <p>Jacobs</p>
<p><b>7B</b></p>	<p><b>Individual Departure Review (De-trunking Works)</b></p> <p><u>DfS/DTW/01-04 – De-trunked A556 (Southern Link) Substandard SSD/Vertical Curvature on Approach to a Junction</u></p> <p>CEC have no major issues with the proposed reductions in SSD and vertical curvature. However, as mentioned in Section 6, CEC are unlikely to approve these departures due to the straight horizontal alignment and poor vertical profile. JMcG reiterates that the proposed warning signs are not sufficient mitigation and that bends/chicanes would be required. Jacobs to review the alignment of the De-trunked A556 (Southern Link) to implement additional measures to reduce speeds along the link. CEC to also offer suggestions within post meeting feedback.</p> <p><u>DfS/DTW/05 – De-trunked A556 (Southern Link) Substandard Cross-section.</u></p> <p>CEC raise no major issues with provision of a substandard cross-section along the De-trunked A556 (Southern Link), citing the proposal as beneficial in reducing speed. This departure was agreed in principle, subject to provision of a horizontal alignment that will sufficiently reduce speed along the link.</p> <p><u>DfS/DTW/06 – De-trunked A556 (Central Link) Substandard Cross-Section</u></p> <p>CEC raised no major issues with provision of a substandard cross-section along the De-trunked A556 (Central Link), citing the proposal as beneficial in reducing speed. However, similar issues were raised as with the Southern Link due to the near straight alignment of the road. CEC would like to see additional bends/chicanes to reduce the standard of horizontal alignment.</p>	<p>Jacobs/CEC</p> <p>Jacobs</p>

	<p>The provision of lighting along the link was again raised as undesirable. RS requires plan showing lighting proposals across the scheme before giving response on safety implications of removing lighting within post meeting feedback, Jacobs to provide.</p> <p>Jacobs also to assess the implications of removing the existing lighting along the De-trunked A556 Central Link, as well as implementing a horizontal alignment that would reduce vehicular speeds. CEC to also offer suggestions within post meeting feedback.</p> <p>This departure was agreed in principal, subject to provision of a horizontal alignment that will sufficiently reduce speed along the link.</p> <p><u>DfS/DTW/07 – De-trunked A556 (Northern Link) Substandard Cross-Section</u>        CEC raise no major issues with provision of a substandard cross-section along the De-trunked A556 (Northern Link). This departure was agreed in principle – Jacobs to originate formal submission.</p> <p><u>DfS/DTW/08 – Substandard SSD on Approach to Mere Junction</u>        CEC suggest tightening horizontal radii to provide full SSD through the junction. Jacobs stress the importance of remaining within the existing Highway boundary, and that tightening the horizontal radii would likely result in additional land take (severe cost/programme implications) or removal of the proposed equestrian crossing. CEC to provide further thoughts on this matter within post meeting feedback.</p> <p><u>DfS/DTW/09 – Substandard Ghost Island Lengths at Mere Junction</u>        CEC agree with provision of signals at Mere Junction and that, due to the low proportion of right turn traffic, there would likely be no major issues with the substandard right turn lengths. This departure was agreed in principle – Jacobs to originate formal submission.</p>	<p>Jacobs</p> <p>Jacobs/CEC</p> <p>Jacobs</p> <p>CEC</p> <p>Jacobs</p>
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**7C Individual Departures Review (Summary)**

CEC stress that any agreement/consent to the above departures would be subject to additional comments provided within the post meeting feedback.

CEC also note that traffic flow information along all link roads is required in order to make informed decision on the above departures. Jacobs to provide.

Jacobs

SH/AS note that, at this preliminary design stage, it is likely a number of departures will be issued and approved on the basis that comments are to be actioned at the detailed design stage.

## 8 Comments/Actions/Way Forward

AS/SH explain the submission process for formal departures:

- Completed using standard HA departure submission form
- Submission form Issued to CEC
- CEC to reject, approve or approve with comments and return to Jacobs;
- Following comments, Jacobs to either amend and resubmit to CEC or, if approved, submit to the HA WebDAS system along with confirmation of approval from CEC (ideally in letter form).

AS/SH note that all departures are currently programmed for submission by the end of October 2011. CEC to provide Jacobs with timescale of when post meeting feedback will be received.

Jacobs

Following the meeting, Jacobs are to provide CEC with the following information:

- Forecast traffic flows
- Traffic management proposals for Tatton Park and the Table/Cheshire Show
- Pavement inspection/condition surveys (if available)
- Accident data
- DfS/MCL/04 submission
- Specification drawings for CTL retaining wall
- Plans showing current lighting proposals, route status and speed restrictions.

Following the meeting, CEC are to provide post meeting feedback (comments schedule) to Jacobs on the following issues, as well as any other concerns:

- Preferred location for turning heads at stopped up side roads.
- Further information relating to the A50 speed limit assessment.
- Recommendations/Suggestions to reduce the standard of horizontal alignment of the De-trunked A556.
- For each departure, confirmation of approval or rejection (in principal, following receipt of formal departure submission form).

Following the meeting, Jacobs are to consider the following design amendments when completing formal departure submissions:

- Provision of vehicular access between OHL and the De-trunked A556.
- Reducing the standard of horizontal alignment along the De-trunked A556, specifically the Southern Link.
- Consideration given to remove lighting along the De-trunked A556 (Central Link)
- Consideration given to amend the circulatory carriageway cross fall at Millington Junction
- Provision of high PSV and potentially coloured road pavement around Cherry Tree Lane tight horizontal bend.

**APPENDIX 6: NOTES OF MEETING BETWEEN CEC, HA AND JACOBS 24/09/2012**

Cheshire East Council Meeting 24/09/12

Attendees:

Simon Hayton (Jacobs)  
Peter Shaw (Jacobs)  
Arun Sahni (Highways Agency)  
Paul Griffiths (Cheshire East Council)  
Genni Butler (Cheshire East Council)  
Kevin Melling (Cheshire East Council)  
Pryce Evans (Cheshire East Council)  
Rachael Ellison (Costain)

- Introductions
- AS provided scheme update.
  - Little formal negative feedback from consultation. General support for scheme
  - Expected Planning Inspectorate submission February/March
- SH provided Mainline Design Update
  - Chester Road roundabout
  - A50 merge on-slip
  - Millington mainline alignment and Millington Lane Overbridge
- SH provided De-trunked Design Update
  - Old Hall Lane underpass
  - Segregated multiuser provision along length of route
  - Side Road stopping up strategy
- SH explained the proposal for some informal crossing along the de-trunked route in relation to the NMU facility. Conveying that the HA accessibility Officer had expressed concerns about the application of DMRB, particularly, visibility to crossing points. CEC agreed that applying DMRB, and therefore moving the crossing position remote from the desire line would discourage usage. CEC also agreed that providing signals would not be in keeping with the surroundings
- CEC generally in support of scheme as presented. CEC had 3 concerns;
  - Impacts of scheme on wider local road network
  - Details of NMU proposals on de-trunked section including surfacing proposal and deterrent for unwanted access
  - Legal standing and Council Liability for NMU route proposal
- SH enquired as to CEC requirements regarding retaining current lighting along the proposed de-trunked section of the works. CEC stated that generally they promote removing lighting away from junctions and heavily vehicular/pedestrian used routes.
- SH enquired if the side road stopping up strategy was acceptable. CEC re-confirmed that they support the stopping up of severed side roads at the earliest opportunity
  
- **ACTION** – Costain (RE) to provide participants with Heysham scheme example of Statement of Common Ground
- **ACTION** – CEC and Jacobs to seek advice regarding the order application for the NMU facility and any legal standing assigned to parties
- **ACTION** – CEC (GB) to provide detail relating to NMU proposal from SEMS scheme to Jacobs.
- **ACTION** – Jacobs to provide CEC (PG) with traffic modelling data / Road Safety Audit and NMU Audits when complete
- **ACTION** – CEC to review traffic data in advance of issue of consultation report to identify potential issues
- **ACTION** – CEC to arrange a meeting with the local portfolio holder and follow up progress meeting

**APPENDIX 7: NOTES OF LOCAL ROAD DEPARTURES MEETING 14/03/2013**

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**Meeting Notes**

<b>Meeting Location</b>	Delamere House, Crewe	<b>Client</b>	Highway Agency
<b>Meeting Date/Time</b>	14 March 2013	<b>Our Ref</b>	B1076602/3
<b>Subject</b>	Local Road and De-trunking Departures CEC queries	<b>Your Ref</b>	N/A
<b>Participants</b>	<ul style="list-style-type: none"> <li>Paul Griffiths (PG) (Cheshire East Council)</li> <li>Naresh Madhavan (NM) (Cheshire East Council)</li> <li>Peter Shaw (PS) (Jacobs)</li> <li>Arun Sahni (AS) (Highways Agency)</li> </ul>	<b>Notes Prepared By</b>	Peter Shaw
<b>Chair</b>	Paul Griffiths	<b>cc</b>	Graeme Willis Andy Thompson Simon Hayton Michael Birkett (Jacobs)  Warren Rocca (Capita Symonds)
<b>Date of Distribution</b>	18 March 2013		
	<b>Notes</b>		<b>Action</b>
1	<b>Introductions</b>		
2	<b><u>A50 Junction</u></b>  PG explained that they had undertaken an ARCADY capacity assessment on the proposed A50 roundabout from traffic data released by Jacobs in March 2013. PG expressed that their assessment showed significant operational difficulties in the Design Year for the A50 Roundabout. PG conveyed that the roundabout should provide adequate capacity; given the risk of strategic traffic using the junction if/when the M6 became congested.  PS explained that due to the way the junction had been modeled, there was potential for the wrong turning movements to be used in the assessment because of the relocation of the northbound on slip from the north of the roundabout to the south. PS also queried the traffic data used in the assessment and explained that with the latest refined traffic he had received, that through sensitivity testing, it had been shown that the roundabout had acceptable capacity. PS also explained that the preliminary design of the roundabout could be developed through detailed design and that there was opportunity of improvements due to available land to the north and south.		

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## Meeting Notes

Continued

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	<p>PG enquired if a major minor priority junction with nearside diverging taper had been considered to better accommodate flows at the A50 junction. PS responded by stating that the flows would put the recommended junction type firmly as a roundabout in accordance with Figure 2/2 in TD42/95.</p> <p><b>ACTION:</b> Jacobs to re-confirm ARCADY assessment of the A50 Junction and consider alternate junction layout.</p> <p><b>(POST MEETING NOTE):</b> The traffic data released to CEC in March 2013 was from Summer 2012. It should be noted that this traffic data is unrefined and would be different than the refined traffic model currently being developed that is considered to be more accurate.</p>	Jacobs
3	<p><u>DfS/DTW/05 De trunked A556 (Southern Link) sub standard horizontal curve fig 6 (Concern of restricted SSD to NS signal head)</u></p> <p>PS explained that full SSD for the Design Speed of the road would be achieved to the preliminary position of the signal head.</p> <p>NM and PG conveyed that they were content with this proposed departure.</p>	
4	<p><u>DfS/DTW/06 De trunked A556 Cross Section fig 7A-D</u></p> <p>A discussion was held as to whether the 6.0m (2x 3.0m carriageways) proposed for the de-trunked Chester Road was adequate.</p> <p>NM expressed that 7.0m (2x 3.5m carriageways) would be preferred as it was felt that 6.0m may be too restrictive.</p> <p>PS explained that the proposal for the de-trunked Chester Road was to return it to a rural style road and that widening the road may encourage higher speeds and would reduce separation to the adjacent NMU facility.</p> <p>It was agreed that both a 6.0m and 7.0m wide carriageway would be feasible due to use of the existing southbound carriageway. The width of road to be developed at detailed design.</p>	
5	<p><u>DfS/DTW/07 Sub standard horizontal curve on approach to Millington Lane fig 8</u></p> <p>PS explained the constraints involved in the providing a connection from the De-trunked Chester Road to Millington roundabout (proposed off line for buildability) and providing a connection from the proposed A556 southbound mainline. PS stated that the reduced horizontal curve was on the immediate approach to the roundabout and therefore speeds would be anticipated to be low. Also full SSD to the roundabout would be provided through verge widening. PS stated that traffic on approach to Millington Roundabout from the De-trunked Chester Road would be very low (22 vehicles AADT on the latest traffic forecast) and therefore the risk of an incident occurring also very low.</p> <p>NM and PG were generally happy with the proposal.</p>	
6	<p><u>DfS/DTW/09 Mere junction ghost islands layout fig 10</u></p> <p>PG stated that they could not comment on the substandard ghost island layout without traffic data presenting the number of turning vehicle movements at the junction.</p>	

## Meeting Notes

Continued

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	<p>PG asked if Jacobs could consider removing the A50 westbound access into Mere Golf Club, to maximize the right turn lane deceleration and turning length from A50 westbound to De-trunked Chester Road northbound. People wishing to gain access to the golf club would then have to travel to the A50 Roundabout, do a u-turn and enter from the A50 eastbound access only.</p> <p>PS stated that his concern would be drivers still entering the golf club from the A50 westbound due to the introduced diversion route and then them making a potentially unsafe inappropriate maneuver.</p> <p><b>ACTION:</b> Jacobs to consider alternate layout proposed by PG at mere junction.</p>	Jacobs
7	<p><u>DfS/OHLW/02 Old Hall Lane West Link cross section fig 12</u></p> <p>PG stated that due to the substandard horizontal curve of Old Hall Lane (West) link he would advise carriageway widening on the bend. This was to aid passing of heavy good vehicles at this point which may occur during Tatton Park events.</p> <p>PS noted the request and stated that widening can be provided within proposed land take. To be developed at detailed design.</p>	
8	<p><u>DfS/CTL/02 Cherry Tree Lane link horizontal alignment fig 17</u>  <u>DfS/CTL/03 Cherry Tree Lane link SSD reduction fig 18</u></p> <p>NM stated that CEC had some reservations relating to the proposed geometry of Cherry Tree Lane Link. PG stated that he understood the constraints of the area and agreed in principle to providing a link from the De-trunked Chester Road to Cherry Tree Lane to avoid severance and for NMU connectivity. PG also understood the constraint of Rostherne Mere SSSI.</p> <p>PG asked if a mini roundabout could be considered for the change in direction from the bearing of the existing A556 to Cherry Tree Lane. PS enquired if a mini roundabout was any safer than the proposed substandard bend with mitigation.</p> <p><b>ACTION:</b> Jacobs to consider mini roundabout on Cherry Tree Lane Link.</p>	Jacobs
9	<p><b>AOB</b></p> <p>PS asked how CEC's outstanding queries could be closed out. Agreement was made for Jacobs to respond formally to the queries, addressing the comments made at this meeting. This formal response would be appended to OD/094 A556 Knutsford to Bowdon Improvement – Departures from Standard Report – De-trunking Works &amp; Local Road Network for formal acceptance by CEC.</p> <p><b>ACTION:</b> Jacobs to re-issue OD/094 with response to CEC queries appended</p> <p><b>ACTION:</b> CEC to formally respond/accept the re-issue of OD/094</p>	Jacobs CEC

**APPENDIX 8: DEPARTURES REPORT AUGUST 2013**


**A556 Knutsford to Bowdon Improvement**  
**Departures from standards report**

This report considers the proposed changes to the local road network as a result of the A556 Knutsford to Bowdon improvement scheme. The report identifies departures from standard and whether these are acceptable to CEC officers.

The report has been completed with reference to the DfT publication the Design Manual for Roads and Bridges (various sections), and recommends that the Authority be granted to approve and authorise for departures from standards on the lengths of roads summarised in the table below (and as shown for illustrative purposes on Plan CEH/NM/A556/01 dated June 2013 attached):-

<b>Departure</b>	<b>✓</b>	<b>X</b>	<b>Comments</b>
<b>DfS/DTW/01</b> A556 Chester Rd (Tabley Link) Vertical Crest fig 2	✓		
<b>DfS/DTW/02</b> A556 Chester Rd (Southern Link) SSD fig 3	✓		Possible speed management issues – Rumble strips?
<b>DfS/DTW/03</b> A556 Chester Rd (Southern Link) SSD fig 4	✓		
<b>DfS/DTW/04</b> A556 Chester Rd (Southern Link) Vertical crest fig 5	✓		
<b>DfS/DTW/05</b> De trunked A556 (Southern Link) sub standard horizontal curve fig 6	✓		Concern of restricted SSD to NS signal head
<b>DfS/DTW/06</b> De trunked A556 Cross Section fig 7A-D	✓		Increase carriageway width to 7.0m
<b>DfS/DTW/07</b> Sub standard horizontal curve on approach to Millington Lane fig 8	✓		
<b>DfS/DTW/08</b> Sub standard SSD through Mere junction fig 9	✓		
<b>DfS/DTW/09</b> Mere junction ghost islands layout fig 10	✓		Revised junction design under development
<b>DfS/OHLW/01</b> Old Hall Lane West Link horizontal alignment fig 11	✓		
<b>DfS/OHLW/02</b> Old Hall Lane West Link cross section fig 12	✓		Generally accepted however widening on bend to DMRB req'd
<b>DfS/OHLE/01</b> Old Hall East cross section fig 13	✓		

<b>DfS/BHL/01</b> Bentleyhurst Lane cross section fig 14	✓	
<b>DfS/BHL/02</b> Bentleyhurst Lane horizontal alignment fig 15	✓	
<b>DfS/CTL/01</b> Cherry Tree Lane cross section fig 16	✓	Initial concerns have been addressed in revised design
<b>DfS/CTL/02</b> Cherry Tree Lane link horizontal alignment fig 17	✓	Initial concerns have been addressed in revised design
<b>DfS/CTL/03</b> Cherry Tree Lane link SSD reduction fig 18	✓	
<b>DfS/MLD/01</b> Millington Lane Diversion horizontal transitions fig 19	✓	
<b>DfS/MLD/02</b> Millington Lane Diversion vertical crest fig 20	✓	
<b>DfS/MLD/03</b> Millington Lane Diversion cross section fig 21	✓	
<b>DfS/MCL/01</b> Chapel Lane Diversion Cross Section fig 22	✓	

## REASONS FOR THE DECISION

**DfS/DTW/01 – A556 Chester Road (Tabley Link) - ACCEPTED** - This departure relates to the sub-standard vertical crest curve on the De-trunked A556 (Tabley Link) on the immediate approach to Chester Road Roundabout – This is an existing problem and Officers feel that in consideration of the reduction in flow and anticipated speeds, this should not be an issue.

**DfS/DTW/02 – A556 Chester Road (Southern Link) - ACCEPTED** - This departure relates to the sub-standard SSD (Stopping Sight Distance) on the De-trunked A556 (Southern Link) northbound carriageway on the immediate approach to Mere Junction. This is an existing problem and Officers feel that in consideration of the reduction in flow and anticipated speeds, this should not be an issue.

**DfS/DTW/03 – A556 Chester Road (Southern Link) - ACCEPTED** - This departure relates to the sub-standard SSD on the De-trunked A556 (Southern Link) northbound carriageway on approach to Mere Junction. This is an existing problem and Officers feel that in consideration of the reduction in flow and anticipated speeds, this should not be an issue.

**DfS/DTW/04 – A556 Chester Road (Southern Link) - ACCEPTED** - This departure relates to the sub-standard vertical alignment on the De-trunked A556 (Southern Link) on approach to Chester Road Roundabout. This is an existing problem and Officers feel that in consideration of the reduction in flow and anticipated speeds, this should not be an issue.

**DfS/DTW/05 – A556 Chester Road (Southern Link) - ACCEPTED** - This departure relates to the sub-standard horizontal radius on the De-trunked A556 (Southern Link) on approach to Mere Junction. This is an existing problem and Officers feel that in

consideration of the reduction in flow and anticipated speeds, this should not be an issue.

**DfS/DTW/06 – A556 Chester Road (Southern Link) - ACCEPTED** - This departure relates to the reductions in cross-section of the De-trunked A556. The links included within this departure are as follows:

- Tabley Link
- Southern Link
- Central Link
- Northern Link.

This was initially questioned by Officers as a 6.0 metre wide carriageway width was specified but thought to be inadequate in consideration of possible rear end shunts involving right turning vehicles into private driveways. Furthermore, a narrow carriageway is more likely to result in head on conflict should overtaking errors occur. With this in mind, at the request of Officers, the carriageway cross section has been widened to 7.0 metres which is still considered sub-standard, however thought to offer the best compromise between controlling speeds and providing safe refuge for right turning traffic. Whilst this has been agreed in principal by the HA and Designer, the cross sections will only be amended at the Detailed Design stage.

**DfS/DTW/07 – Millington Junction approach - ACCEPTED** - This departure relates to reductions in desired minimum horizontal radii on the approach to the proposed Millington junction from the De-trunked A556 Northern Link. Officers initially questioned this as it is a new-build section of carriageway and should be designed to standard. However, it has been deemed necessary to provide an offline roundabout for build-ability and to minimise environmental impacts. Given that vehicular approach speeds approaching and exiting the roundabout should be relatively low, this departure has been accepted.

**DfS/DTW/08 – Mere Junction - ACCEPTED** - This departure relates to the sub-standard SSD on the A50 (eastbound) approach to Mere Junction brought about by constraints due to existing boundaries. As this Departure is only a single step below when assessed against a design speed of 85kph, and reflects a stopping sight distance consistent with a 40mph approach speed, this is deemed to be acceptable.

**DfS/DTW/09 – Mere Junction ghost island – ACCEPTED** - This departure relates to the sub-standard deceleration and direct taper lengths associated with the originally proposed ghost island right turn lanes at Mere Junction for a design speed of 85kph, which has been necessitated by the requirement to access the Mere Golf Club. Officers were originally concerned that this substandard length may result in vehicle overshoots as drivers failed to slow down sufficiently within the ghost island. Officers requested further turning flow data from the designer before an assessment could be undertaken to determine whether this layout is the most appropriate given the anticipated traffic flows. The revised layout is the subject of a safety audit by the designers which will be agreed between the HA and CEC prior to the closure of the examination of the scheme so that it can be included in the inspectors report.

**DfS/OHLW/01 – Old Hall Lane West Link - ACCEPTED** - This departure relates to the sub-standard horizontal radius on Old Hall Lane West Link brought about by the tie-in

alignments at either side. Mitigation measures proposed include full SSD around the sub standard bends, suitable signage, appropriate lining in advance and implementing a sub-standard cross-section to match the existing road and encourage lower vehicular speeds.

**DfS/OHLW/02 – Old Hall Lane West Link - ACCEPTED** - This departure relates to the sub-standard cross-section for Old Hall Lane West. Whilst this is accepted in principal due to the anticipated low traffic flows (AADT of 210 vehicles during 2032) and speeds, Officers would comment that additional widening around the bend will be required which the HA and The Designer have agreed to in principal.

**DfS/OHLE/01 – Old Hall Lane East - ACCEPTED** - This departure relates to the sub-standard cross-section for Old Hall Lane East and reflects the cross section that is currently provided. Furthermore all the surrounding network in this area is of a similar standard so may be considered inappropriate in this instance to provide a full standard cross section.

**DfS/BHL/01 – Bentleyhurst Lane - ACCEPTED** - This departure relates to the sub-standard cross-section for Bentleyhurst Lane. It is proposed that a 4 metre wide carriageway is provided in this location. It is noted that the lane is not a through route and provides access to only 2 private dwellings. As such this is deemed to be acceptable in this instance.

**DfS/BHL/02 – Bentleyhurst Lane - ACCEPTED** - This departure relates to the sub-standard radius curve for Bentleyhurst Lane. In mitigation, full SSD for a 50kph design speed is proposed and a wider than needed 4 metre carriageway cross-section. It is noted that the lane is not a through route and provides access to only 2 private dwellings. As such Officers deem this to be acceptable in this instance.

**DfS/CTL/01 – Cherry Tree Lane Link - ACCEPTED** - This departure relates to the reduction in cross-section from the proposed Cherry Tree Lane Link which it is proposed to match the existing cross section. This is acceptable however, it may be noted that this departure relates to DfS/CTL/02 below with reference to the tie-ins and curve alignment.

**DfS/CTL/02 – Cherry Tree Lane Link – ACCEPTED** - This departure relates to the sub-standard horizontal radii, non provision of horizontal transitions and the non-application of super-elevation on certain sections of the proposed Cherry Tree Lane Link although Officers concerns relate specifically to the sharp deviation in horizontal alignment at the northern end of Cherry Lane which could lead to loss of control collisions as a result of the severity of the bend following on from a long straight section of carriageway. However, it is appreciated that the available land take is constrained due to the SSSI site to the east of the proposed alignment, and the A556 mainline to the west, and that all alternative options have been investigated. Officers will require the approval a comprehensive signing and lining strategy before the works are delivered and a Stage 2 Safety Audit on these proposals undertaken..

**DfS/CTL/03 – Cherry Tree Lane Link – ACCEPTED** - This departure relates to the sub-standard stopping sight distance around the sharp bend at the northern end of

Cherry Tree Lane. Officers express the same concerns and recommendation as DfS/CTL/02 above.

**DfS/MLD/01 – Millington Lane - ACCEPTED** - This departure relates to the sub-standard geometry of the proposed Millington Lane diversion, in particular the sub standard length transitions between different horizontal alignments. Whilst the departure is thought to represent a significant cost saving (approximately £1 million), the alignment proposed will match the existing alignment to encourage lower vehicular speeds. Furthermore, mitigation measures in the way of full SSD provision to the structure and junction, appropriate warning signs, widened verges for visibility and a similar sub-standard cross section as mentioned in DfS/MLD/02 below.

**DfS/MLD/02 – Millington Lane - ACCEPTED** - This departure relates to the sub-standard vertical geometry of the proposed Millington Lane diversion. The alignment proposed will match the existing alignment to encourage lower vehicular speeds. Furthermore, mitigation measures in the way of full SSD provision to the structure and junction, appropriate warning signs, together with widened verges for visibility.

**DfS/MLD/03 – Millington Lane - ACCEPTED** - This departure relates to the sub-standard carriageway cross-section of the proposed Millington Lane diversion. The alignment proposed will match the existing alignment to encourage lower vehicular speeds. Furthermore, mitigation measures in the way of full SSD provision to the structure and junction, appropriate warning signs, together with widened verges for visibility.

**DfS/MCL/01 – Chapel Lane - ACCEPTED** - This departure relates to the sub-standard carriageway cross-section of the proposed Chapel Lane diversion. The alignment proposed will match the existing alignment to encourage lower vehicular speeds.

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**Appendix 9: NOTES OF VALUE ENGINEERING WORKSHOPS 10/07/2013****CAPITA SYMONDS** **HIGHWAYS**  
AGENCY

Meeting: Value Engineering Meeting (De-trunking No.1)  
Venue: Delemere House, Crewe  
Date: Wednesday 10 July 2013  
Time: 09:30

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**Attendees:**

Name	Organisation
David Knight	Capita Symonds
Andrew Brown	Capita Symonds
Anthony Bennett	Capita Symonds
Paul Williams	Capita Symonds
Tabatha Boniface	Capita Symonds
Amy Grenaghan	Capita Symonds
Lucinda Weymouth	Capita Symonds
Ian Darlington	Capita Symonds
Rachel Ellison	Costain
Jayne Geary	Costain
Jonathan Turner	Highways Agency
Mohammed Swapan	Highways Agency
Stuart Robinson	Atkins
Paul Griffiths	Cheshire East Council
Hugh Graham	Cheshire East Council
Simon Davis	Cheshire East Council
Andrew Spittlehouse	Cheshire East Council/Jacobs
Gennie Butler	Cheshire East Council

Introduction to the current status of the scheme and general overview by Rachel Ellison and Jayne Geary followed by Value Engineering methodology given by David Knight.

***General Introduction***

- There are 16 Value Engineering sessions ongoing within the period.
- The Cheshire East Council (CEC) sessions are slightly different as they are multi-disciplinary and the agenda's split into elements rather than discipline such as cross-section and junctions.
- At the end of each workshop there will be actions to take away.
- There will nominally be a two or three weeks at the most to go through the actions however this will be agreed within the CEC sessions if specific information is required for the programme.

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Those opportunities (actions) which are agreed on at the close out session in two or three week's time will be incorporated into the design which Capita Symonds will produce along with Costain and the Supply Chain.

A formal VE report will be developed at the end of the VE process which will cover all 16 meetings.

#### Notes of Meeting

##### *Cross Sections and NMU facilities*

- Andrew Brown gave overview of de-trunking cross section to the group highlighting that the current design principle is that as much of the existing infrastructure as possible will be retained (kerbs, drainage etc...)
- Paul Griffiths believes that a 6m cross section between Tabley and Mere is too restrictive as this will most likely have a higher speed limit and would prefer a section closer to 7.3m wide. Capita to progress and update revised cross sections from Tabley Roundabout to Mere Junction.

##### *Bund*

CEC had issues generally with the proposed bund construction details proposed. The main concern was regarding the placement of soils directly onto the existing carriageway. Ideally they would prefer the carriageway beneath the bund to be fully fractured and if possible excavated.

After discussion regarding potential disruption, explanation of the cost and practicality implications this would generate other options were discussed.

Various alternatives were reviewed within the group and it was agreed that if the bund was sited in a trench milled from the existing surface, this may allow the passage of excess water to drain to the low points in the current profile and also provide a good key to interface the 2 surfaces.

To support the proposal further design consideration and option development covering the following aspects is to be progressed by Capita/Costain:

- The planting strategy for the bund must be tailored towards low maintenance;
- General planting options to differentiate between rural & urban sections;
- Bund must segregate NMUs from traffic however consideration of NMU route safety is required;
- Capita to review the benefits of using a geotextile layer beneath the bund to assist in providing a reservoir and pathway within the bund structure;
- Minimum 0.5m height for the bund to be combined with a maximum of 1.0 to 1.2m planted height;

##### *NMU track*

Following discussion of the cross-section the group discussed the current proposals for the NMU and Equestrian track details and interfaces. The following actions were agreed to be progressed and developed by Capita/Costain.

**CAPITA SYMONDS** **HIGHWAYS**  
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- Agreed that the Equestrian track is to be 1.5m wide in accordance with the cross-section tabled;
- Agreed by all that the Equestrian track to remain as a hard surface, this will discourage galloping by the horses;
- Capita to look into potential equestrian friendly surface treatments for the track to improve texture;
- Shared cycleway/footway to be 2.5m wide with the existing carriageway, surfacing and drainage principles to be maintained. Segregation from equestrian track to be considered however potential for combined surfacing. If segregation proposed opportunity to re-use the existing lane markings to be considered.
- Existing verge/footways to be retained for service access. Access strategy to be considered in conjunction with existing property/bellmouth treatments.

#### *Access to NMU facilities for maintenance*

- Capita to develop layout and access strategy highlighting how vehicles will be prevented from accessing the NMU area whilst allowing maintenance access.
- It was agreed by all parties that bollards were the most effective solution. Keys to be provided to CEC with phone numbers displayed on each bollard. CEC to provide Capita with preferred phone number and bollard and plaque details for review.

#### *Private Accesses*

- Agreement from Capita/Costain to provide at least similar arrangement as current/present infrastructure when providing access into field's properties.
- Capita/Costain to develop schedule of accesses and layouts/treatments for CEC and Stakeholder consultation

#### *A556 De-trunking Extents Speed Limit Strategy*

- Discussion between all parties as to the proposed strategy for all CEC roads including primary routing. Agreement reached by all parties on speed limits for proposed the New Chester Road and affected side roads as described below;
  - Tabley Roundabout to Chester Road Roundabout – 40mph
  - Chester Road Roundabout to stopped up A556 – 30mph
  - Chester Road Roundabout to Mere Junction – 40mph
  - Mere Junction to Bucklow Hill – 30mph
  - Bucklow Hill to Millington Junction – 40mph
  - Millington Junction to Cherry Tree Lane – 30mph
- Capita to produce layout detailing above for acceptance and approval by all parties.

#### *Signage Strategy*

Current design status discussed initially highlighting that de-trunked and local road signage strategy to be developed by Capita in conjunction with CEC and the Highways Agency. Aspects and actions discussed:

**CAPITA SYMONDS**

- Detailed strategy does not currently exist and is to be developed. Capita will be completing a survey of all existing signage on all routes that interface or may be affected by the works. Survey will be utilised to develop initial strategy for further discussion;
- Local attractions to be included as tourist attractions in accordance with current provision;
- CEC have no objections to de-cluttering of existing street furniture;
- CEC to apply for new route number designation with DfT, Capita to then incorporate into detailed design of signs;
- Proposals for use of passive posts for signs to be finalised in detailed design. It was noted that the A50 currently used passive posts although there was no clear directive going forward. Existing provision to be identified by Capita as part of survey. CEC's approach and potential maintenance implications to be confirmed with Costain and CEC;
- Potential for bespoke Gateway Signs for "village road" (Mere to Bucklow Hill) to be reviewed and developed by Capita/Costain for discussion with HA and CEC;

#### *Street Lighting*

- General strategy explained to group that the de-trucked A556 is to be unlit except for Mere & Bucklow Hill Junctions i.e. conflict zones only.  
This strategy was generally agreed although CEC reiterated that this was the first time they had seen drawings showing the extents of the proposals.
- Simon Davis & Ian Darlington to confirm specification although it was advised that CEC will require all new lighting units to be LED.
- Agreed that further meeting to be organised to review detailed aspects of the lighting strategy including potential re-use of existing columns, location of proposed new columns and infrastructure suitability and renewal. Capita/Costain to organise with CEC.

#### *Side Road Cross Sections*

- Paul Williams discussed each cross section in turn. In general all parties agreed that the current proposals were acceptable. Capita to progress design on this basis.
- A narrow cross section was tabled as an option over the less used structures (Bentleyhurst and Millington/Chapel Lane Overbridges) which would require a priority give way arrangement. This was accepted in principle but agreed that the only suitable location to progress the design principle for further review was Bentleyhurst Lane – Capita to progress in conjunction with Costain and HA Netserv.

#### *General Comments*

- Paul Griffiths explained that his team was currently preparing a Local Impact Report (LIR) to issue to the Council Members in August/September. Understood by the group that it was the intention to include all the proposals and agreements relating to the de-trunking in the report to act as a formal agreement from Cheshire East Council were possible.
- Costain/Capita to support and provide information in accordance with confirmed deadlines to support LIR completion as practical within the timeframe.

**CAPITA SYMONDS**

- Jayne Geary to coordinate Costain/Capita inputs to LIR.

**CAPITA SYMONDS** **HIGHWAYS**  
AGENCY

Meeting: Value Engineering Meeting (De-trunking No.2)

Venue: Delemere House, Crewe

Date: Wednesday 10 July 2013

Time: 13:00

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**Attendees:**

Name	Organisation
David Knight	Capita Symonds
Andrew Brown	Capita Symonds
Anthony Bennett	Capita Symonds
Paul Williams	Capita Symonds
Tabatha Boniface	Capita Symonds
Amy Grenaghan	Capita Symonds
Lucinda Weymouth	Capita Symonds
Ian Darlington	Capita Symonds
Rachel Ellison	Costain
Jayne Geary	Costain
Jonathan Turner	Highways Agency
Mohammed Swapan	Highways Agency
Stuart Robinson	Atkins
Paul Griffiths	Cheshire East Council
Andrew Spittlehouse	Cheshire East Council/Jacobs
Jenny Butler	Cheshire East Council

Introduction to the current status of the scheme and general overview was completed in the afternoon session (VE Session 2).

**Notes of Meeting***Environment / Ecology and Landscaping*

- Tabatha Boniface explained the current extent and detail of the Environmental proposals for the de-trunking section of the works.
- Discussed within the group that the reduced lighting principle should be a major benefit to the ecological and environmental issues.
- Discussed within group – follow on from concerns in morning session regarding the “plant pot” effect of the landscaping bund design.
- Following discussion it was accepted by all that a 100mm channel/trench may provide a suitable tie in detail to assist in preventing the issue of water logging of the bund and would also prevent seepage across the NMU tracks which could be problematic in winter. It was

**CAPITA SYMONDS**

accepted though that this would not alleviate the issue of drying out in warm conditions. Plant species will need careful selection to accommodate this – to be developed by Capita.

- It was pointed out that ‘lighter’ soils have a greater ability to retain moisture, Capita to provide Costain with specific requirements to ascertain if such materials are available on site.
- Capita to provide detailed layout of proposed bunds including water management proposals – including geotextile, baffles and gradients.
- Capita to provide details of bund planting proposals for the rural (40mph) and the urban (30mph) sections – to consider differing treatments with regard to road environment.
- Discussed an idea of replacing de-commissioned lamp columns with trees in some locations utilising the existing column foundations. Tabled that this kind of innovation may be seen as quite innovative and good PR for the project.
- Agreed that a more focused Landscaping working group should be organised and meet to discuss the finer details of the planting requirements. Capita to confirm with Costain (Jayne Geary) to arrange.
- CEC stated that all hedgerows removed are to be replaced on a like for like basis. Tabatha confirmed this had been covered in detail in the ES and would be adhered to.
- AB confirmed with the group their acceptance for 1 in 2 side slope on the bund. Where possible shallower slopes will be employed however understood that the available width is a guiding factor in order to develop the bund height. Capita to develop in conjunction with bund detailed sections.

#### *NMU Underpass*

- Andrew Brown introduced and described the current the proposals to the group. Proposals currently based on Jacobs’s preliminary design.
- Current proposals include provision of 2.8m headroom with mounting blocks to be provided to encourage riders to dismount prior to both portals.
- The structural clear width and adjoining footways are to be a minimum of 4.0m.
- Discussed that lighting is to be provided within the structure. Various aspects to be considered including security of NMU’s in conjunction with the environmental and ecological mitigation. Lighting proposals to be developed by Capita/Costain and discussed with CEC – initial considerations are could the lighting be on demand or permanent.
- Current proposals include 4% gradients on access ramps which was accepted by the group as a an acceptable principle. Current proposals do not include intermediate landings as gradient is sufficient for DDA access.
- Highlighted by CEC that further consideration should be made within the design for security and vandal measures such as access refuges.
- Measures should also be considered with respect to prohibiting/limiting motorised user access – similar principles to bund/access track proposals. Capita/Costain to develop as part of detailed design.
- Capita to review and look to flatten the access ramp side slopes where practicable to improve visibility and also in consideration of landscaping, planting and maintenance.

**CAPITA SYMONDS** **HIGHWAYS**  
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- Current proposals show a potential for a patterned finish to the portal walls however in discussion and agreement in the group it was accepted smooth faced/finish will be acceptable. Capita/Costain to develop as part of detailed design.
- Agreed between all parties that local NMU signage will be necessary to ensure users are aware of the underpass and directed from the surrounding network accordingly. Consideration of SWAINS route also required. Linkages and facilities provided at Chester Road Roundabout will be most prevalent and need to be coordinated. Capita to develop as part of detailed design.

DRAFT

**Appendix 10: NOTES OF VALUE ENGINEERING WORKSHOPS 11/07/2013**

DRAFT

**CAPITA SYMONDS** **HIGHWAYS**  
AGENCY

Meeting: Value Engineering Meeting (De-trunking No.3 and 4)

Venue: Municipal Buildings, Crewe

Date: Thursday 11 July 2013

Time: 09:30

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**Attendees:**

Name	Organisation
David Knight	Capita Symonds
Andrew Brown	Capita Symonds
Anthony Bennett	Capita Symonds
Paul Williams	Capita Symonds
Ian Darlington	Capita Symonds
Rachel Ellison	Costain
Jayne Geary	Costain
Jonathan Turley	Highways Agency
Mohammed Swapan	Highways Agency
Stuart Robinson	Atkins
Paul Griffiths	Cheshire East Council
Andrew Spittlehouse	Cheshire East Council/Jacobs
Graham Walters	Cheshire East Council
Pryce Evans	Cheshire East Council
Wayne Ashdown	Cheshire East Council

Introduction to the current status of the scheme and general overview was completed the previous day's session (VE Session 1 & 2).

**Notes of Meeting***Junctions*

- Andrew Brown (AMB) presented and reiterated the premise and agreement from yesterday's meeting regarding the proposed speed limits for the various sections of the network that are to be de-trunked.

*Mere Junction/A50 Junction*

- Paul Griffiths (PG) expressed concern at the current Preliminary Design proposals for Mere. CEC have completed some initial modelling of the preliminary design with the traffic flow information provided which shows the junction to be at 90+% saturation at opening year and will therefore have practically no reserve capacity.
- PG tabled an alternative proposal which CEC had developed which kept the A556 east/west movements as more of a balanced the priority as appose to the prelim design. CEC stated that they would like to develop their proposal further and then issue for review by Capita/Costain/HA and potential inclusion into the detailed design.

**CAPITA SYMONDS** **HIGHWAYS**  
AGENCY

- Considerations with regards to the junction layout including equestrian facilities, crossing locations, potential use of “existing cut through link” and extent of turning pocket capacity were discussed and are to be addressed in the development of the finalised junction layout.
- Land boundaries were also discussed and potential impact on the new layout – appreciation required by all parties.
- CEC (PG) to consult with local members for preferred options at Mere when reviewed and available.
- PG hoped to issue CAD version of layout for comments on the WC 15<sup>th</sup> July.

#### *Bucklow Hill Junction*

- AMB explained the current proposals to the group, and went on to explain that, based on previous discussions that it may be preferable to make the priority movement from Chester Road to Mereside Road as this will most likely be the desirable route into Tatton.
- Question asked if it was possible to remove the crossing on the southern side of junction and move to the island (island would require enlarging). Capita to review and develop.
- Discussion within group as to consideration of single extended crossing of Mereside Road to allow one movement due to the low footfall numbers anticipated. Capita to review.
- Capita to develop priority junction layout for consideration encompassing a revised crossing and island arrangement to simplify movements if possible.
- Capita to develop twin roundabout option for Bucklow Hill for consideration.
- Consideration required in signals sequencing/layout for access/egress to Chapel Lane. Chapel Lane movements include bus and cycle links. Potential safety and operational concerns with respect to blocking back within junction for right turn manoeuvres. To be addressed in option development and detailed design by all parties.
- Capita/Costain to review junction layouts with HA and then seek further agreement from CEC.

#### *Chester Road Roundabout*

- Based on currently preliminary design proposals CEC’s initial thoughts were that the proposed ICD looked large. Capita advised that they are to review with respect to DMRB standards and the relevant traffic/capacity analysis.
- Concerns were discussed with respect to the premise of offsetting the NMU facilities too far away from the desire line and in conjunction with the widened verge and earthworks footprint. Agreed by all that consideration and development of the design is required to ensure the connectivity provided is practical for users and within the constraints. Capita to review proposals and consider secondary option of intermediate crossings to the southern verge.
- It was accepted the non provision of dropped kerbs or facilities would be sufficient deterrent from NMU crossing at undesirable points at junction.
- Capita to review possibility of re-siting NMU provisions to eastern side of junction.

**CAPITA SYMONDS** **HIGHWAYS**  
AGENCY*A50 Roundabout*

- Paul Griffiths stated that in principle, CEC have no objection to the principle features of the preliminary design layout.
- CEC have completed a review of the capacity of the layout based on the traffic information supplied (similar to the A50/Mere junction) and modelling suggests that northbound and southbound entry flaring would need to be increased to avoid significant queues. Capita to develop entry lengths to optimum where possible however to consider with the structural features such as deck, parapet alignment and transitions.
- PG to issue their preliminary VISSIM model for Capita review - ideally 90m flare required on southern arm.

*Millington Roundabout*

- CEC has no concerns in principle to the preliminary design layout.
- David Knight asked as to the relevance of the widened verge on the mainline offslip and if this could be reduced and any potential departure. Capita to develop and submit proposals to Jonathan Turley for initial review and consideration.

*Cherry Tree Lane - Bend*

- Discussion as to current proposals and potential options in terms of speed management.
- Consideration of roundabout junction form. Agreed within group option wasn't appropriate.
- Consideration of straightening the southern alignment/arm however potential safety implications.
- Consideration of cross-section restrictions to assist safety. Capita to review.
- Review of departures that are currently identified and would be developed with proposals – to be completed by Capita.
- Capita to produce a detailed layout options (limited to two) highlighting all safety measures for current proposals and issue to CEC for approval. HGV tracking for both options.

*General Comments*

- Andrew Brown requested pavement, traffic signal & lighting specs from CEC which will be provided through Jayne Geary.
- CEC expressed that they may want to keep the existing CCTV units at Mere & Bucklow and have them routed to CEC management centre. CEC to review and advise for Capita/Costain to develop if required.
- Noted and agreed that the existing 2 No speed cameras are to be decommissioned.

*Traffic Management*

- Discussed and agreed that there is a fundamental need to ensure that the signing strategy is wide enough to fully encompass the whole scheme, side roads and operational routes.
- TROs will most likely be required on southern link to discourage on street parking.
- Wayne Ashdown has no concerns at present with current proposals however would like to be involved as the scheme detail develops.

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**Appendix 11: CEC'S RELEVANT REPRESENTATIONS DATED 19TH JUNE TO 2ND JULY 2013****A556 Knutsford to Bowdon Scheme**Representation No. **13**Received **19 June 2013**From **Cheshire East Council (Public Protection and Health)****Representation****//**

Representations will be made on the following aspects of the development;

Air Quality

Noise and Vibration (Construction and operational)

**//**

Contaminated Land

**A556 Knutsford to Bowdon Scheme**Representation No. **16**Received **19 June 2013**From **Andrew Spittlehouse** on behalf of **Paul Griffiths, Principal Transportation Officer, Cheshire East Council****Representation****//**

A556 Knutsford to Bowdon improvement – Cheshire East Council representation to the national infrastructure planning body - June 2013.

CEC will submit representations to the NIPB on a departmental basis. The following comments relate to Highways and Transportation issues.

CEC are generally supportive of the scheme as it removes traffic from sensitive locations and relieves significant congestion issues along the A556. However CEC have some concerns over the impact on the local road network that the new road may have, that as yet have not been resolved.

Revised and new junction designs

1) A50 / new A556 – CEC have concerns over the design of this new junction that have not yet been resolved. Initial assessments by CEC using flows supplied by the HA indicate that significant queues would be generated in the morning peak on the southbound A50 approach to the roundabout in the 2032 design year – this is without additional traffic stress caused by Motorway incidents

2) The A50 / de-trunked A556 at Mere – the proposed junction arrangement may not be adequate. CEC are looking for network resilience to cater for additional traffic that might be generated by events at Tatton Park and during incidents on the M6 that force traffic to divert onto the A50 / de-trunked A556. The proposed revised junction layout is not expected to operate effectively in these instances. CEC are working with the HA to devise alternative signal timings to be instigated when incidents occur on the M6, that may be able to address these concerns.

3) Agreement on some aspects of the treatment of road safety issues on the local road network has not yet been reached – discussions are ongoing on the outstanding points

Committed sums from the Highways Agency to CEC.

1) There are issues re committed sums to pay for the future maintenance of the de-trunked A556 road. The condition of existing assets and proposals for lighting and so on need to be agreed.

2) Potential unforeseen issues on the wider local road network that may arise when the new A556 has opened. Committed sums need to be agreed to pay for any of these issues. Traffic volumes on the minor / local roads may be higher than forecast, as the model is strategic in

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nature and may not accurately model traffic on more minor roads in the network.

## A556 Knutsford to Bowdon Scheme

Representation No. **27**

Received **26 June 2013**

From **Cheshire East Council**

### **Representation**

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Cheshire East Council will submit representations and Spatial Planning will contribute to that submission. Regard should be taken of the current planning policies and full details will

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be given in the CEC statement.

## A556 Knutsford to Bowdon Scheme

Representation No. **28**

Received **26 June 2013**

From **Cheshire East Council - Highways**

### **Representation**

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It is evident from the scoping documents associated with this scheme that the importance of assessing potential flood risk impacts has been captured. The scheme is highly likely to impact on a number of locally important non main river (ordinary)

watercourses and other water features. It is evident that there are local surface water flood

Planning Inspectorate Scheme Ref: TR010002 (A556 Knutsford To Bowdon Improvement Scheme)

Document Name: SoCG HA CEC

risk areas potentially affected by the proposed route of this improvement scheme. It will be essential that detailed drainage design and any associated local flood risk impacts are fully assessed and approved by Cheshire East as Lead Local Flood Authority (LLFA) and in the interests of managing flood risk to ensure no adverse impacts off site.

Formal consents may be required under Land Drainage Act 1991 for certain works affecting non main river or ordinary watercourses .Similarly, consents may be required from Environment Agency for works affecting Main River under Water Resources Act 1991.

Proposals for the detailed drainage design should be discussed with Cheshire East Flood Risk

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Management at the appropriate stage

## **A556 Knutsford to Bowdon Scheme**

Representation No. **41**

Received **2 July 2013**

From **Cheshire East Council (Development Management)**

### ***Representation***

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CEC is in principle supportive of the scheme, but there are potential issues concerning built heritage, landscape and visual impact, nature conservation and impact on trees that we may wish to raise during the examination process. In summary:

The new road affects two grade II listed properties and a historic parkland of local significance.

There is a moderate adverse impact on ecology at opening and a slight/neutral adverse impact at design year, locally significant adverse impacts are anticipated on otter, bats, barn owls and running water. Residual adverse impacts could potentially be off sett and secured by legal agreement.

There are potentially significant landscape and visual impacts within this area of green belt, designated area of county value and local visual amenity impacts.

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Impact on trees has not been assessed at this time.



## APPENDIX C

**A556 Knutsford to Bowdon Improvement**  
**Departures from standards report**

This report considers the proposed changes to the local road network as a result of the A556 Knutsford to Bowdon improvement scheme. The report identifies departures from standard and whether these are acceptable to CEC officers.

The report has been completed with reference to the DfT publication the Design Manual for Roads and Bridges (various sections), and recommends that the Authority be granted to approve and authorise for departures from standards on the lengths of roads summarised in the table below (and as shown for illustrative purposes on Plan CEH/NM/A556/01 dated June 2013 attached):-

<b>Departure</b>	<b>✓</b>	<b>X</b>	<b>Comments</b>
<b>DfS/DTW/01</b> A556 Chester Rd (Tabley Link) Vertical Crest fig 2	✓		
<b>DfS/DTW/02</b> A556 Chester Rd (Southern Link) SSD fig 3	✓		Possible speed management issues – Rumble strips?
<b>DfS/DTW/03</b> A556 Chester Rd (Southern Link) SSD fig 4	✓		
<b>DfS/DTW/04</b> A556 Chester Rd (Southern Link) Vertical crest fig 5	✓		
<b>DfS/DTW/05</b> De trunked A556 (Southern Link) sub standard horizontal curve fig 6	✓		Concern of restricted SSD to NS signal head
<b>DfS/DTW/06</b> De trunked A556 Cross Section fig 7A-D	✓		Increase carriageway width to 7.0m
<b>DfS/DTW/07</b> Sub standard horizontal curve on approach to Millington Lane fig 8	✓		
<b>DfS/DTW/08</b> Sub standard SSD through Mere junction fig 9	✓		
<b>DfS/DTW/09</b> Mere junction ghost islands layout fig 10	✓		Revised junction design under development
<b>DfS/OHLW/01</b> Old Hall Lane West Link horizontal alignment fig 11	✓		
<b>DfS/OHLW/02</b> Old Hall Lane West Link cross section fig 12	✓		Generally accepted however widening on bend to DMRB req'd
<b>DfS/OHLE/01</b> Old Hall East cross section fig 13	✓		
<b>DfS/BHL/01</b> Bentleyhurst Lane cross section fig 14	✓		
<b>DfS/BHL/02</b> Bentleyhurst Lane horizontal alignment fig 15	✓		
<b>DfS/CTL/01</b> Cherry Tree Lane cross section fig 16	✓		Initial concerns have been addressed in revised design

<b>DfS/CTL/02</b> Cherry Tree Lane link horizontal alignment fig 17	✓	Initial concerns have been addressed in revised design
<b>DfS/CTL/03</b> Cherry Tree Lane link SSD reduction fig 18	✓	
<b>DfS/MLD/01</b> Millington Lane Diversion horizontal transitions fig 19	✓	
<b>DfS/MLD/02</b> Millington Lane Diversion vertical crest fig 20	✓	
<b>DfS/MLD/03</b> Millington Lane Diversion cross section fig 21	✓	
<b>DfS/MCL/01</b> Chapel Lane Diversion Cross Section fig 22	✓	

## REASONS FOR THE DECISION

**DfS/DTW/01 – A556 Chester Road (Tabley Link) - ACCEPTED** - This departure relates to the sub-standard vertical crest curve on the De-trunked A556 (Tabley Link) on the immediate approach to Chester Road Roundabout – This is an existing problem and Officers feel that in consideration of the reduction in flow and anticipated speeds, this should not be an issue.

**DfS/DTW/02 – A556 Chester Road (Southern Link) - ACCEPTED** - This departure relates to the sub-standard SSD (Stopping Sight Distance) on the De-trunked A556 (Southern Link) northbound carriageway on the immediate approach to Mere Junction. This is an existing problem and Officers feel that in consideration of the reduction in flow and anticipated speeds, this should not be an issue.

**DfS/DTW/03 – A556 Chester Road (Southern Link) - ACCEPTED** - This departure relates to the sub-standard SSD on the De-trunked A556 (Southern Link) northbound carriageway on approach to Mere Junction. This is an existing problem and Officers feel that in consideration of the reduction in flow and anticipated speeds, this should not be an issue.

**DfS/DTW/04 – A556 Chester Road (Southern Link) - ACCEPTED** - This departure relates to the sub-standard vertical alignment on the De-trunked A556 (Southern Link) on approach to Chester Road Roundabout. This is an existing problem and Officers feel that in consideration of the reduction in flow and anticipated speeds, this should not be an issue.

**DfS/DTW/05 – A556 Chester Road (Southern Link) - ACCEPTED** - This departure relates to the sub-standard horizontal radius on the De-trunked A556 (Southern Link) on approach to Mere Junction. This is an existing problem and Officers feel that in consideration of the reduction in flow and anticipated speeds, this should not be an issue.

**DfS/DTW/06 – A556 Chester Road (Southern Link) - ACCEPTED** - This departure relates to the reductions in cross-section of the De-trunked A556. The links included within this departure are as follows:

- Tabley Link
- Southern Link
- Central Link
- Northern Link.

This was initially questioned by Officers as a 6.0 metre wide carriageway width was specified but thought to be inadequate in consideration of possible rear end shunts involving right turning vehicles into private driveways. Furthermore, a narrow carriageway is more likely to result in head on conflict should overtaking errors occur. With this in mind, at the request of Officers, the carriageway cross section has been widened to 7.0 metres which is still considered sub-standard, however thought to offer the best compromise between controlling speeds and providing safe refuge for right turning traffic. Whilst this has been agreed in principal by the HA and Designer, the cross sections will only be amended at the Detailed Design stage.

**DfS/DTW/07 – Millington Junction approach - ACCEPTED** - This departure relates to reductions in desired minimum horizontal radii on the approach to the proposed Millington junction from the De-trunked A556 Northern Link. Officers initially questioned this as it is a new-build section of carriageway and should be designed to standard. However, it has been deemed necessary to provide an offline roundabout for build-ability and to minimise environmental impacts. Given that vehicular approach speeds approaching and exiting the roundabout should be relatively low, this departure has been accepted.

**DfS/DTW/08 – Mere Junction - ACCEPTED** - This departure relates to the sub-standard SSD on the A50 (eastbound) approach to Mere Junction brought about by constraints due to existing boundaries. As this Departure is only a single step below when assessed against a design speed of 85kph, and reflects a stopping sight distance consistent with a 40mph approach speed, this is deemed to be acceptable.

**DfS/DTW/09 – Mere Junction ghost island – ACCEPTED** - This departure relates to the sub-standard deceleration and direct taper lengths associated with the originally proposed ghost island right turn lanes at Mere Junction for a design speed of 85kph, which has been necessitated by the requirement to access the Mere Golf Club. Officers were originally concerned that this substandard length may result in vehicle overshoots as drivers failed to slow down sufficiently within the ghost island. Officers requested further turning flow data from the designer before an assessment could be undertaken to determine whether this layout is the most appropriate given the anticipated traffic flows. The revised layout is the subject of a safety audit by the designers which will be agreed between the HA and CEC prior to the closure of the examination of the scheme so that it can be included in the inspectors report.

**DfS/OHLW/01 – Old Hall Lane West Link - ACCEPTED** - This departure relates to the sub-standard horizontal radius on Old Hall Lane West Link brought about by the tie-in alignments at either side. Mitigation measures proposed include full SSD around the sub standard bends, suitable signage, appropriate lining in advance and implementing a sub-standard cross-section to match the existing road and encourage lower vehicular speeds.

**DfS/OHLW/02 – Old Hall Lane West Link - ACCEPTED** - This departure relates to the sub-standard cross-section for Old Hall Lane West. Whilst this is accepted in principal due to the anticipated low traffic flows (AADT of 210 vehicles during 2032) and speeds, Officers would comment that additional widening around the bend will be required which the HA and The Designer have agreed to in principal.

**DfS/OHLE/01 – Old Hall Lane East - ACCEPTED** - This departure relates to the sub-standard cross-section for Old Hall Lane East and reflects the cross section that

is currently provided. Furthermore all the surrounding network in this area is of a similar standard so may be considered inappropriate in this instance to provide a full standard cross section.

**DfS/BHL/01 – Bentleyhurst Lane - ACCEPTED** - This departure relates to the sub-standard cross-section for Bentleyhurst Lane. It is proposed that a 4 metre wide carriageway is provided in this location. It is noted that the lane is not a through route and provides access to only 2 private dwellings. As such this is deemed to be acceptable in this instance.

**DfS/BHL/02 – Bentleyhurst Lane - ACCEPTED** - This departure relates to the sub-standard radius curve for Bentleyhurst Lane. In mitigation, full SSD for a 50kph design speed is proposed and a wider than needed 4 metre carriageway cross-section. It is noted that the lane is not a through route and provides access to only 2 private dwellings. As such Officers deem this to be acceptable in this instance.

**DfS/CTL/01 – Cherry Tree Lane Link - ACCEPTED** - This departure relates to the reduction in cross-section from the proposed Cherry Tree Lane Link which it is proposed to match the existing cross section. This is acceptable however, it may be noted that this departure relates to DfS/CTL/02 below with reference to the tie-ins and curve alignment.

**DfS/CTL/02 – Cherry Tree Lane Link – ACCEPTED** - This departure relates to the sub-standard horizontal radii, non provision of horizontal transitions and the non-application of super-elevation on certain sections of the proposed Cherry Tree Lane Link although Officers concerns relate specifically to the sharp deviation in horizontal alignment at the northern end of Cherry Lane which could lead to loss of control collisions as a result of the severity of the bend following on from a long straight section of carriageway. However, it is appreciated that the available land take is constrained due to the SSSI site to the east of the proposed alignment, and the A556 mainline to the west, and that all alternative options have been investigated. Officers will require the approval a comprehensive signing and lining strategy before the works are delivered and a Stage 2 Safety Audit on these proposals undertaken..

**DfS/CTL/03 – Cherry Tree Lane Link – ACCEPTED** - This departure relates to the sub-standard stopping sight distance around the sharp bend at the northern end of Cherry Tree Lane. Officers express the same concerns and recommendation as DfS/CTL/02 above.

**DfS/MLD/01 – Millington Lane - ACCEPTED** - This departure relates to the sub-standard geometry of the proposed Millington Lane diversion, in particular the sub standard length transitions between different horizontal alignments. Whilst the departure is thought to represent a significant cost saving (approximately £1 million), the alignment proposed will match the existing alignment to encourage lower vehicular speeds. Furthermore, mitigation measures in the way of full SSD provision to the structure and junction, appropriate warning signs, widened verges for visibility and a similar sub-standard cross section as mentioned in DfS/MLD/02 below.

**DfS/MLD/02 – Millington Lane - ACCEPTED** - This departure relates to the sub-standard vertical geometry of the proposed Millington Lane diversion. The alignment proposed will match the existing alignment to encourage lower vehicular speeds. Furthermore, mitigation measures in the way of full SSD provision to the structure

and junction, appropriate warning signs, together with widened verges for visibility.

**DfS/MLD/03 – Millington Lane - ACCEPTED** - This departure relates to the sub-standard carriageway cross-section of the proposed Millington Lane diversion. The alignment proposed will match the existing alignment to encourage lower vehicular speeds. Furthermore, mitigation measures in the way of full SSD provision to the structure and junction, appropriate warning signs, together with widened verges for visibility.

**DfS/MCL/01 – Chapel Lane - ACCEPTED** - This departure relates to the sub-standard carriageway cross-section of the proposed Chapel Lane diversion. The alignment proposed will match the existing alignment to encourage lower vehicular speeds.

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