

A500, M6 to A5020

**DfT Large Local Major Transport Schemes
Funding Bid**

**B1832076/OD/013
Revision 0**

July 2016

A500, M6 to A5020

Project No: B1832076
 Document Title: DfT Large Local Major Transport Schemes Funding Bid
 Document No.: B1832076-OD-13
 Revision: R0
 Date: July 2016
 Client name: Cheshire East Council
 Project manager: Dan Teasdale
 Author: Rob Minton
 File name: Large Local Transport Schemes_A500 Dualling_Draft Final – with cover

Jacobs U.K. Limited

© Copyright 2016 Jacobs U.K. Limited. The concepts and information contained in this document are the property of Jacobs. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright.

Limitation: This report has been prepared on behalf of, and for the exclusive use of Jacobs' Client, and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the Client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

Document history and status

Rev	Date	Description	By	Review	Approved
R0	27/07/16	For submission	R Minton	A Curley	D Teasdale

Large Local Major Transport Schemes

Application for Scheme Development Costs – Main Round

Scheme Name	A500 Dualling
Lead LEP	Cheshire and Warrington Local Enterprise Partnership
Other supporting LEPs <i>(if applicable - see 2.4 below)</i>	Stoke and Staffordshire Local Enterprise Partnership
Promoting Authority	Cheshire East Council
Is this an update of a bid that was unsuccessful in the fast track round	No

1. Introduction

1.1 Description

Please describe the scheme (and attach a map if available)

The A500 dualling scheme will upgrade a 3.2km section of the A500 from single carriageway to dual carriageway standard along with associated works to increase the capacity of the A500 / A531 / B5742 junction to the west. The extents of the scheme extend from Junction 16 of the M6 to the east to the junction of the A500 / A531 / B5742 to the west. A plan of the extents of the scheme can be seen in Figure 1.1.

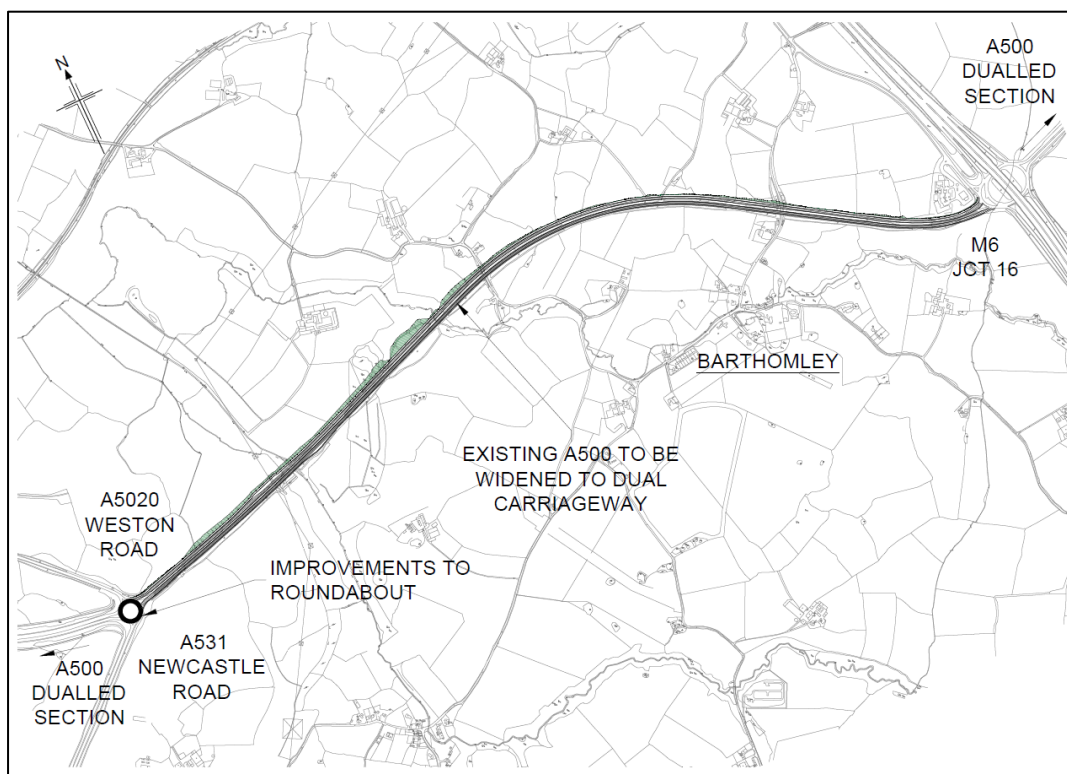


Figure 1.1: Proposed Scheme Alignment

The A500 is a key strategic route in Cheshire which provides the main route from the south of Crewe, the future High Speed 2 (HS2) hub station and Nantwich to the M6 (junction 16) and the wider Cheshire East, Stoke and Staffordshire region. The area currently suffers from congestion issues and the implementation of the scheme is vital to ensure that future growth aspirations can be met.

To prepare for future growth plans in Crewe a number of highway capacity upgrades have recently been implemented along the A500 corridor between Crewe and the M6. These upgrades include:

- A Highways England pinch point scheme to improve capacity at Junction 16 of the M6;
- The recent completion of the A5020 link road which provides access from the A500 to the southeast of Crewe; and
- The recent completion of the B5071 Basford West Spine Road which provides access from the A500 to the southwest of Crewe.

A plan of the schemes along the route can be seen in Figure 1.2. The remaining sections of the A500 corridor between Crewe and the M6 are of dual carriageway standard and the proposed scheme would therefore remove the final pinch point along the corridor and complete the highway capacity upgrades in the area, providing the capacity needed to accommodate future growth. As well as growth within Crewe, the A500 will also serve as the main route from the proposed HS2 hub station at Crewe (which would also be accessed from the A500) to the M6 and the wider region.

Other committed highway schemes in Crewe include capacity upgrades of the Crewe Green Roundabout and Sydney Road bridge to improve links in the north of the town and can be seen in Figure 1.2.

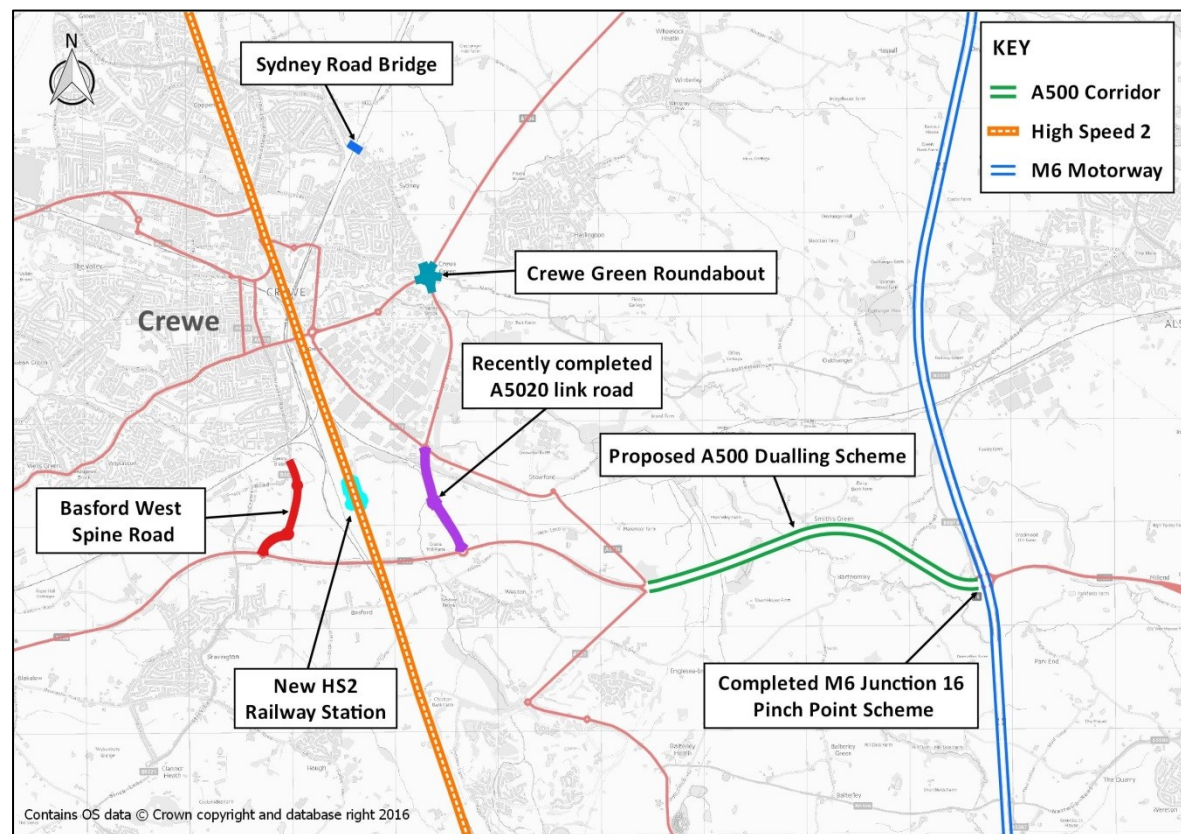


Figure 1.2: Highway Capacity Upgrades

As set out in the strategic case of this pro-forma, the delivery of the scheme is critical for a number of key strategic benefits including:

- Accommodating future growth in Crewe proposed in the Cheshire East Local Plan Strategy including the Northern Development Gateway Zone. This growth will include 100,000 new homes and 120,000 new jobs;
- Accommodating additional traffic associated with the construction and operation of the HS2 hub station and railway line to improve connectivity with other areas in the region, allowing them to benefit from HS2; and
- Removing existing congestion issues on the A500 route.

The A500 dualling scheme will be designed to standards set out in the Design Manual for Roads and Bridges (DMRB) and will comprise a 3.2 km section of dual carriageway designed to a 70mph standard.

2. Strategic Case

2.1 Problem Identification

Please describe the problem that the scheme is designed to solve. Please illustrate with evidence and provide hyperlinks to any online material

The strategic need for the scheme is set out in the following sections.

Barriers to Economic Growth and Housing Delivery

The proposed scheme would increase the capacity of the A500 which links the south of Crewe and Nantwich with the M6, and the Stoke and Staffordshire region, facilitating access to housing and employment opportunities. Ambitious plans are in place to develop the region as part of the Northern Gateway Development Zone (NGDZ), as set out below, with Crewe a crucial part of this initiative. The A500 presently suffers from peak hour congestion issues (as demonstrated later in this section) which will hinder this growth and as set out previously (and shown in Figure 1.2) the scheme is the final pinch point of highway upgrades along this corridor.

The benefits of the scheme on realising the growth ambitions of the NGDZ and Cheshire East Local Plan Strategy are set out in the following sections.

Northern Development Gateway Zone

The Northern Gateway Partnership is a collaboration including the Cheshire and Warrington and Stoke-on-Trent and Staffordshire Local Enterprise Partnerships and seven local authorities - Cheshire East Council, Cheshire West and Chester Council, Newcastle-Under-Lyme Borough Council, Stafford Borough Council, Staffordshire County Council, Staffordshire Moorlands District Council and Stoke-on-Trent Council. The Northern Gateway spans Cheshire and North Staffordshire including the city of Stoke on Trent, Crewe and the A500 corridor. The approximate boundaries of the NGDZ are shown in Figure 2.1.

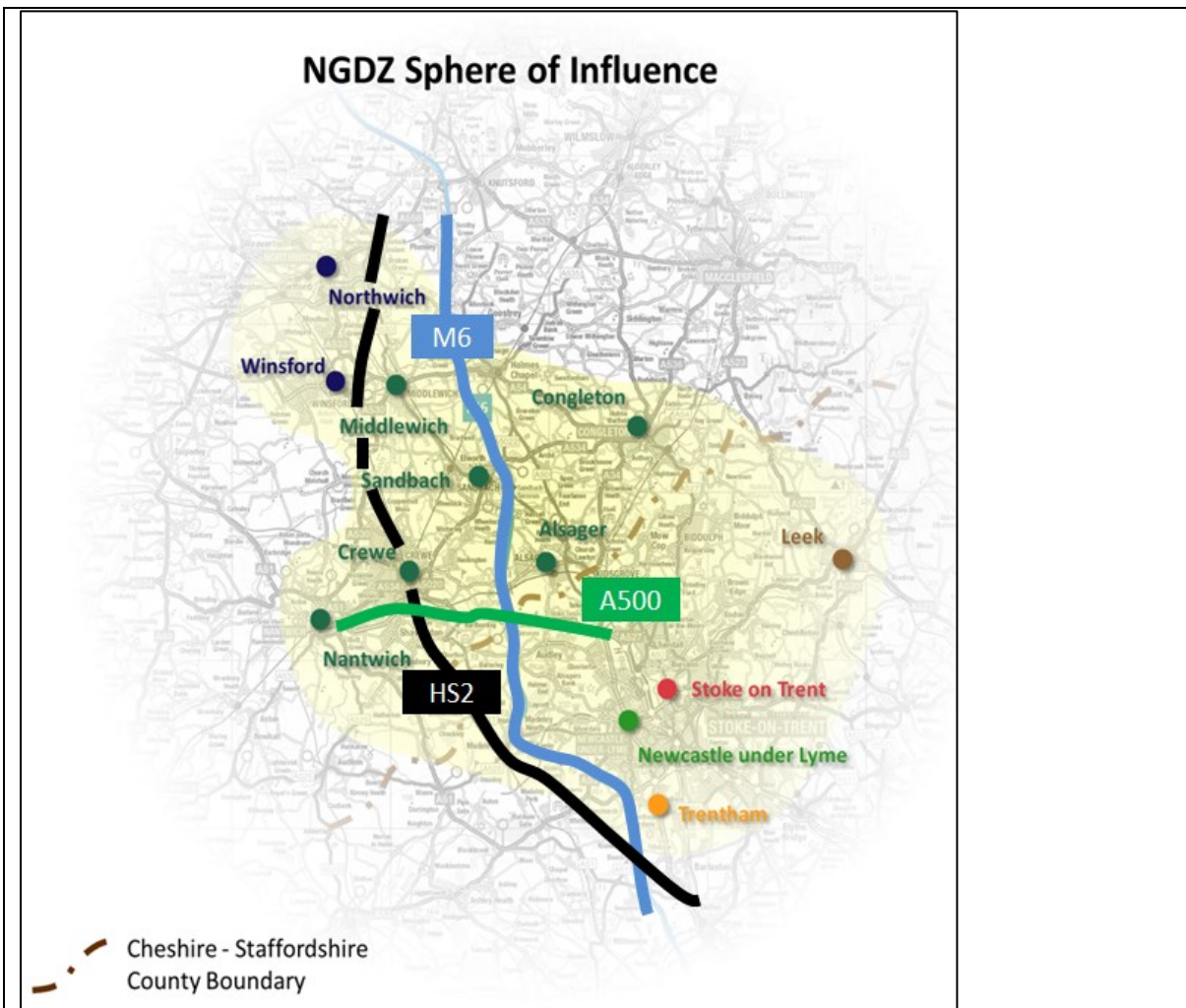


Figure 2.1: Approximate Boundaries of the NGDZ

The aim of the partnership is to unlock major new growth and investment opportunities which could deliver more than 100,000 new homes and 120,000 new jobs by 2040 by creating a new growth zone at the gateway to the Northern Powerhouse and Midlands economic engine.

To drive the project forward, the two LEPs have signed a concordat committing them, supported by the wider network of local authority partners, to work together to ensure plan-led sustainable targeted growth and optimise the benefits of HS2 investment.

One of the key drivers of the NGDZ is the future HS2 hub station which will be situated in the south of Crewe and accessed via the A500. As shown in Figure 2.1, the A500 is the main link from the south of Crewe to the M6 and into the NGDZ region and will thus be vital in ensuring the area can tap into the future benefits of HS2, supporting future growth. Some of the future development sites coming forward in the region are shown in Figure 2.2.

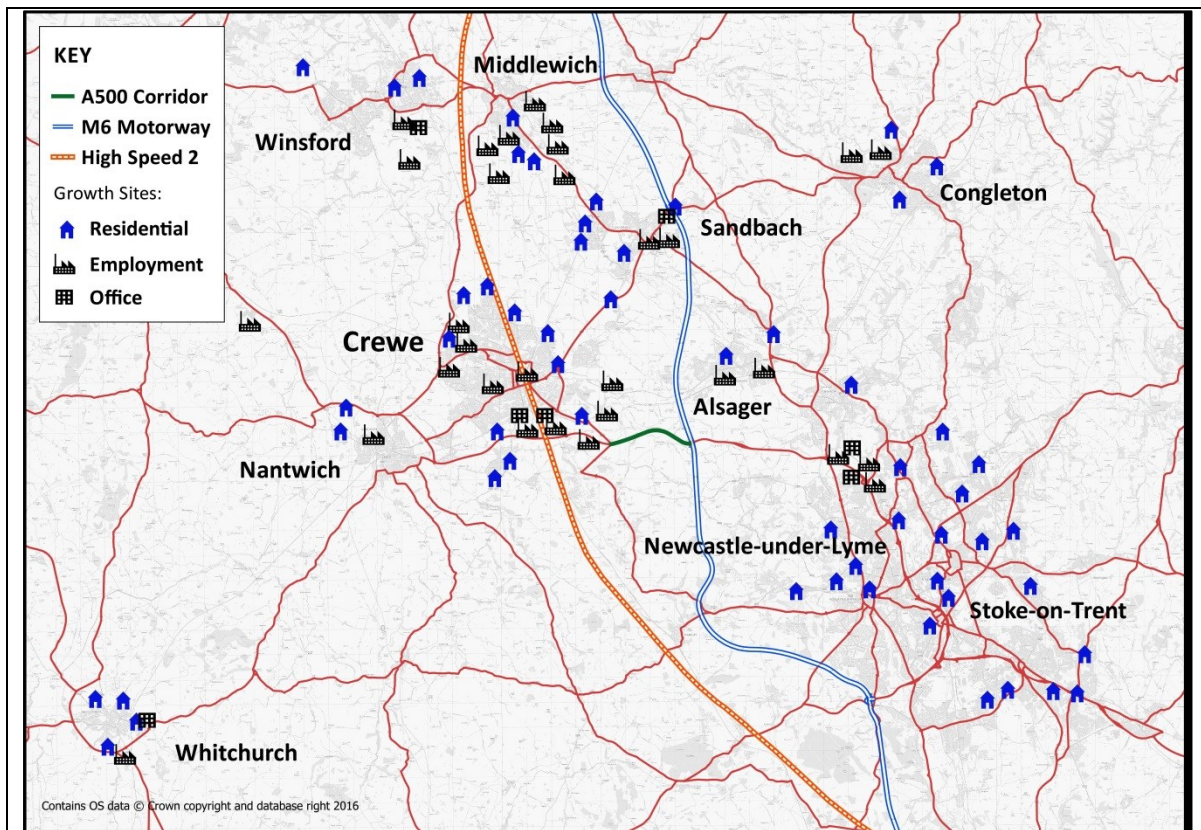


Figure 2.2: Connectivity with the Wider Region

As outlined previously, the A500 currently suffers from congestion issues and the scheme will deliver further highway capacity along this arterial corridor, to support future development coming forward as part of the NGDZ proposals in the region. To emphasise the importance of the scheme a letter of support has been received from the Stoke and Staffordshire LEP and is included in Appendix A.

Cheshire East Local Plan Strategy

Cheshire East Council recently published the Local Plan Strategy – Proposed Changes Consultation Draft (March 2016). The Local Plan Strategy includes major growth coming forward in Crewe which benefits from not only being located in one of the most prosperous parts of the UK but also one of the best connected areas. This thus creates the perfect location for job creation, growth and development. The jobs-led vision encapsulated by the Local Plan Strategy provides the opportunity for decentralisation of the economy outside of London and the South East, creating a ‘hub’ of investment in science, automotive and rail engineering.

To realise this vision, the Local Plan Strategy includes a series of ambitious targets for growth in housing and employment around Crewe and Nantwich. The wider growth plans in Crewe can be seen in Figure 2.3 which shows committed and Local Plan development sites in the area.

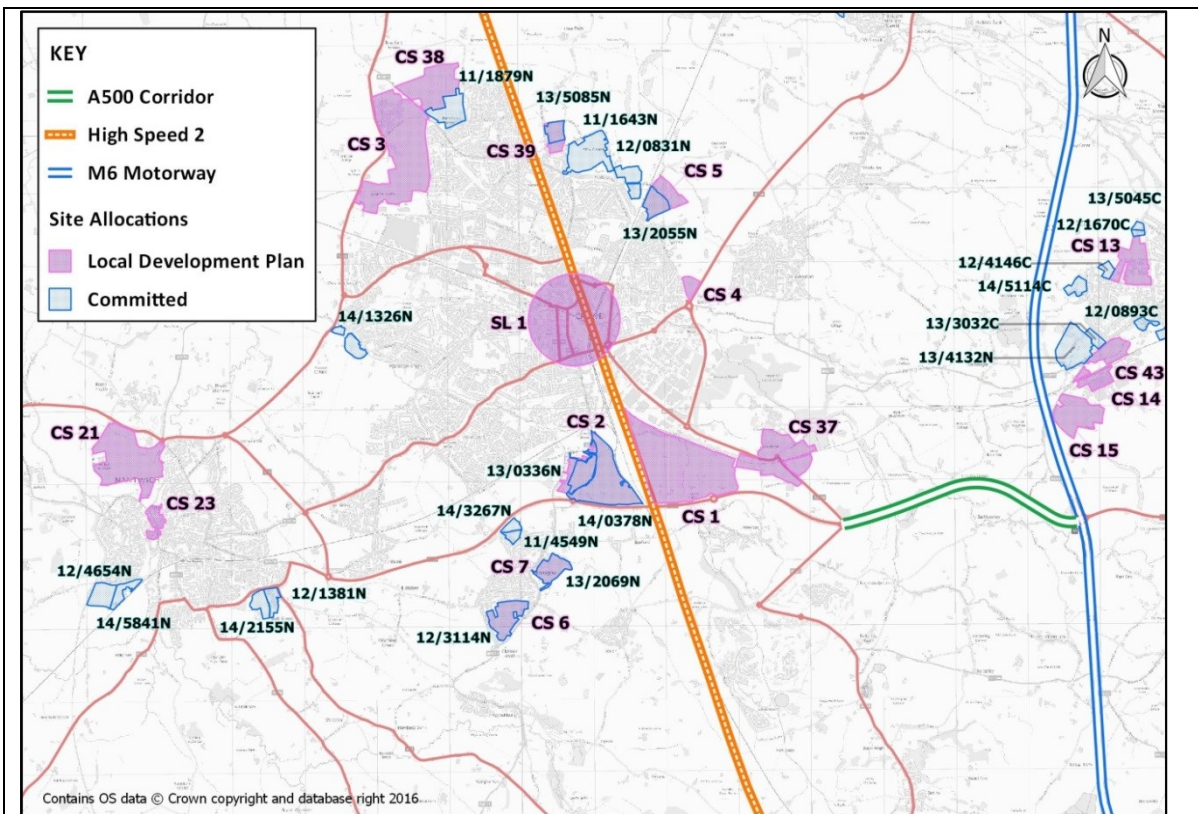


Figure 2.3: Site allocations in the scheme area of interest

The scheme would particularly support development sites in Crewe which are listed in Appendix B with the associated number of jobs and homes that would be delivered.

As can be seen from the figures in Appendix B, the scheme would support over 12,000 homes and 12,000 jobs coming forward as well as supporting the NGDZ. It should be noted that the development sites include the Basford East and West sites which will be situated adjacent to the proposed HS2 station hub. These sites are described in the Cheshire and Warrington Strategic Economic Plan as “one of the UK’s prime development opportunities over the next 20 years being located at the heart of the UK’s economic geography” and represent a huge opportunity for a landmark development in Crewe.

Should the scheme not be completed, the A500 will continue to be a congestion constraint for traffic travelling between the south of Crewe and the M6 / the wider Cheshire East, Stoke and Staffordshire region. This would thus hinder the future development plans in the area including the NGDZ and the Cheshire East Local Plan growth targets.

Local & Strategic Connectivity

As previously set out, scheme would assist the delivery of 100,000 new homes and 120,000 new jobs by 2040 as part of the NGDZ. The scheme will also however boost existing residents and businesses in the wider area, both locally, through reduced congestion along the key strategic link to the M6, and across the wider Stoke and Staffordshire region for traffic travelling to and from Crewe and the future HS2 hub.

The future HS2 station is located at the centre of a strategic road and rail network with 4.9 million people within one hour’s travel of the site. The areas likely to be served by the HS2 hub are shown in Figure 2.4 and traffic from the areas to the east of the M6 is likely to use the A500 from

Junction 16 of the M6 to travel to the HS2 hub station.

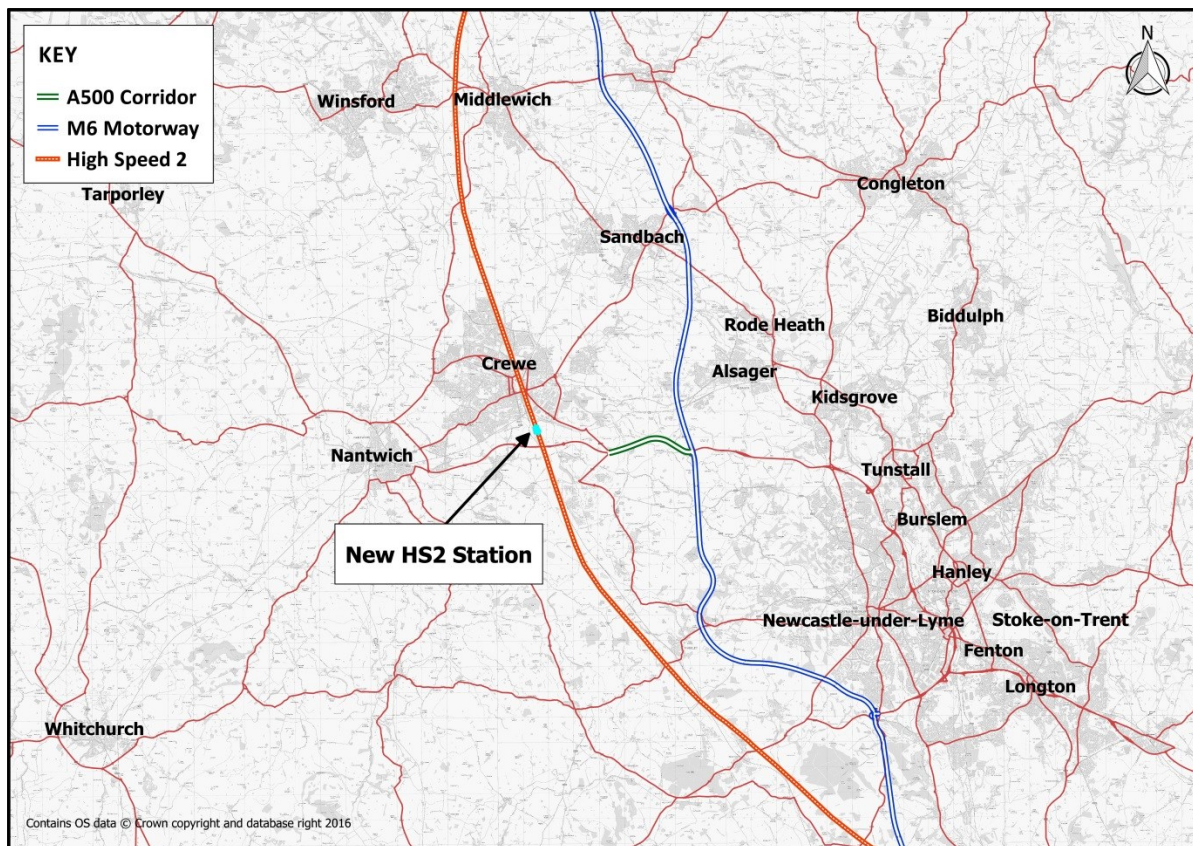


Figure 2.4: Areas served by HS2 Hub Station in Crewe

As noted later in this section, this section of the A500 currently suffers from peak hour congestion issues even before additional traffic from the Local Plan or further strategic traffic from HS2, both of which would be expected to exacerbate existing issues. The delivery of the scheme is thus vital in ensuring that the benefits of HS2 are realised in Crewe and the wider Cheshire East, Stoke and Staffordshire region.

High Speed 2 Construction Route

The future HS2 line will include a hub station in Crewe which is expected to open in 2027. During the construction of the HS2 line and the hub station it is expected that a significant number of HGV movements will use the A500 to travel between the M6 and the HS2 construction access point. This additional traffic is expected to exacerbate the existing congestion issues experienced along the link, increasing delay.

The section of the A500 which would be upgraded as part of this scheme is currently single carriageway and subject to the National Speed Limit. The alignment of this section limits forward visibility in places and the high volume of traffic already using the route makes conditions difficult for overtaking. There are concerns that during the construction period of HS2, the significant increase in slower moving HGV traffic could result in an increase in the number of collisions along this section of the A500 as other vehicles overtake construction traffic. This would obviously be alleviated through the scheme which would provide dual carriageway along this section of the A500, allowing cars and other vehicles to safely overtake construction traffic.

It should be noted that from the timetable above that the scheme would open in Spring 2021, the approximate time when construction of the HS2 line and hub are likely to commence. If the

scheme is not selected for funding from this funding round, it is unlikely that the scheme could be built before construction of the HS2 line needs to commence.

Existing Congestion Issues

The scheme proposes to dual the remaining single carriageway section of the A500 between the south of Crewe and Junction 16 of the M6 and as shown previously in Figure 1.2, the scheme will remove the final pinch point along the corridor between the south of Crewe and the M6

The A500 currently suffers from existing congestion issues, particularly during the AM and PM peak periods. The current Average Annual Daily Traffic Flow along the corridor is approximately 28,000 vehicles a day. TA 46/97 (Design Manual for Roads and Bridges (DMRB) section 5.1.3) sets out Congestion Reference Flows which define the flow at which the carriageway is likely to be 'congested' in the peak periods on an average day. According to the DMRB standards, the current standard of the existing A500 carriageway would have a Congestion Reference Flow of around 23,000 vehicles a day. As mentioned above, it is estimated that approximately 28,000 vehicles a day currently using this link, thus resulting in the peak hour congestion currently experienced.

The existing congestion is further evidenced from the SATURN modelling undertaken to demonstrate the Value for Money Economic case in Section 3.1 of this submission. The Volume over Capacity (V/C) results for the A500 for the 2034 Future Year assessment are summarised in Table 2.1 for the Do Nothing (without A500 dualling) and Do Something (with A500 dualling) scenarios. In SATURN modelling results, any link forecast to operate with a V/C value above 85 would expect to result in congestion with a value of 100 representing the absolute capacity for the link.

Table 2.1: V/C Results from SATURN Modelling for Proposed Scheme

Ref	Do Nothing (existing single carriageway) V/C Ratio	Do Something (with dualling) V/C Ratio
A500 Eastbound – AM Peak	82	40
A500 Westbound – AM Peak	97	57-86*
A500 Eastbound – PM Peak	86	42
A500 Westbound – PM Peak	100-106	67-98*
*The V/C ratio for westbound traffic increases as the A500 / A531 / B5742 roundabout junction at the western extent of the scheme is modelled to have insufficient capacity.		

As can be seen from Table 2.2, the current single carriageway alignment is forecast to be operating at or above capacity in the modelled scenario. The higher V/C ratios set out in Table 2.2 are as a result of there being insufficient capacity at the A500 / A531 / B5742 roundabout junction. As part of the on-roads development of the scheme the capacity of this junction will be improved, with the V/C expected to reduce to the lower value shown.

With improvements to the capacity of the A500 / A531 / B5742 roundabout, the benefits of the scheme are expected to increase beyond those modelled for this submission.

Public Transport

As highlighted previously, the A500 is expected to form one of the main routes to the proposed HS2 hub station. When HS2 is operational, the A500 is also expected to be an important public

transport corridor for bus services linking HS2 with Stoke and Staffordshire. If the proposed scheme does not go ahead, the existing congestion on the A500 would affect the reliability of bus services reducing the accessibility and benefits of HS2 and encouraging more people to travel by car using less suitable alternative routes.

Policy Alignment

The following section demonstrates that the strategic need for the scheme is established at a local, sub regional and national level and aligns with associated policies.

Local Policy Alignment

The need for the scheme is clearly established in the Cheshire East Local Plan Strategy, identifying from the outset the need to improve transport connections to deliver the Plan, including the proposed scheme on the A500.

By providing additional highway capacity to cater for additional traffic from development, the scheme would support the establishment of the Local Plan Strategy and the NGDZ. The scheme is thus considered to be in line with local policy and essential for the delivery of the future economic growth plans of Cheshire East.

Sub National Policy Alignment

The scheme will play an important role in delivering the NGDZ which aims to deliver 100,000 new homes and 120,000 new jobs. Both Cheshire and Warrington and Stoke and Staffordshire LEPs are committed partners of the NGDZ with the A500 a critical corridor between the areas. The scheme will also play a key role in delivering the Cheshire and Warrington Strategic Economic Plan¹ (SEP). Intervention Priority 3 in the SEP supports the creation of Crewe: High Growth City which now forms part of the NGDZ.

The improvement of the A500 is also included in the Draft Action Plan within the SEP. Outcome 2 looks to improve connectivity between Crewe, M6 and mid-Cheshire towns to unlock development in Crewe with the improvement of the A500 to the south of Crewe listed as being one of the key activities to achieving this outcome.

This transformational economic change will play a key role in delivering the Governments' vision of a Northern Powerhouse to revitalise the north and rebalance the UK economy. The Crewe High Growth City programme will also play a key role in linking the Northern Powerhouse with the Midlands Engine, bridging the gap between the two areas.

National Policy Alignment

The delivery of HS2 and a new hub station in Crewe is central to the future growth aspirations in Crewe and the wider region. The A500 is expected to provide one of the access routes from the M6 for the construction of the HS2 line and once complete, it is expected that the redeveloped Crewe railway station will be accessed directly from the A500. The scheme will thus improve access from the new HS2 station to the M6 motorway network and the Midlands, allowing the

¹ Cheshire and Warrington Strategic Economic Plan (2014).

<http://www.871candwep.co.uk/content/uploads/2015/05/Strategic-and-Economic-Plan-and-Growth-Plan-for-Cheshire-and-Warrington.pdf>

benefits of HS2 to spread across the region.

Conclusion

The A500 forms a key strategic link between Crewe and the M6 and wider the wider Cheshire East, Stoke and Staffordshire region. The current network is constrained by peak hour congestion and acts as a barrier to delivering the ambitious development proposals in the NGDZ and the Cheshire East Local Plan Strategy. A summary of the key issues resolved by the scheme is set out below.

Theme	Problem	Solution
Enabling Economic Growth	Existing congestion on A500 will hinder delivery of regionally significant planned growth in new housing and jobs detailed in Local Plans.	The scheme will provide increased highway capacity to unlock new development sites in Crewe and Nantwich, support the NGDZ initiative in addition to mitigating traffic generated by new development.
Connectivity	Existing highway infrastructure will be unable to cater for future demands associated with the HS2 line, limiting the opportunities for HS2 to benefit the wider Cheshire East, Stoke and Staffordshire region.	The scheme will provide additional capacity to cater for additional traffic demand to the HS2 hub station.
Congestion	Existing capacity issues on A500	Scheme will provide further capacity on the A500 and remove existing capacity issues.
HS2 Construction Traffic	Increase in construction traffic along A500 during the construction of HS2	Scheme will also other traffic to safely overtake construction traffic and will provide additional capacity for additional vehicles during construction works
Public Transport	Congestion on A500 affecting reliability of public transport services serving future HS2 hub station at Crewe	Scheme will provide additional vehicle capacity, thereby removing reliability issues.

2.2 Option development

Please describe what option development work has been done to date or is planned during 2016/17, and reference with hyperlinks or attachments. In particular, illustrate why alternative/lower cost/phased options have been ruled out.

Have any of the following documents been produced? (If Y please attach to this bid)

<i>Option Appraisal Report (OAR)</i>	<i>Y</i>
<i>Appraisal Specification Report (ASR)</i>	<i>N</i>
<i>Strategic Outline Business Case (SOBC)</i>	<i>N</i>

A Scheme Assessment Report for the A500 link road has been produced and is enclosed in Appendix B. The report assesses 3 potential route alignments against engineering and environmental constraints. This has been supported by cost estimation work, preliminary environmental walk-over surveys, desk based geotechnical studies, and consultation with a local rights of way group. The report makes a recommendation to widen the existing A500 to the north

to create a new dual carriageway.

The assessed options all travel along the existing A500 corridor and create a dual carriageway, with an option to widen to the north; an option to widen to the south, and; an option that alternates between widening to the north and south, avoiding significant constraints. It is considered that these are the three realistically available options that meet the scheme objectives. The assessment has shown that all of the options are feasible, and that the options to widen to the north and widen to the south should be taken forward for consultation. The option that alternates between widening to the north and south has been rejected because it has the greatest environmental impact, the highest scheme costs, and the greatest engineering/construction challenges.

During 2016, the report will be supplemented by traffic modelling and scheme economics work to outline the scheme benefits, and consultation with selected stakeholders including landowners and Highways England. The scheme has an interface with the motorway network at M6 J16, where there is a potential improvement scheme. Ecological surveys will commence in October, and continue through to November 2017. Once this work has been done, the findings of the Scheme Assessment Report will be verified, and following this a Preferred Route Announcement will be made.

An Appraisal Specification Report and Strategic Outline Business Case will be produced in Autumn 2016.

2.3 Alignment with LEP Strategic Economic Plan

Please illustrate how the proposal links with the aims of the SEP and the degree to which it would enhance the SEP. Please make any necessary cross reference to your bid for Growth Deal funding.

The Cheshire and Warrington Sub Region

The Cheshire and Warrington sub-region is located favourably between Liverpool and Manchester, two large economic areas within the Northern Powerhouse. The Cheshire and Warrington economy is currently worth £20bn per annum, led by hi-tech manufacturing, research and development and international Headquarters, and is more significant in terms of output and population than Leeds, Sheffield and Newcastle. With close to one million people, the Cheshire and Warrington economy has a workplace GVA per head above the national average, and 30% higher than any other economy in the North of England.

The Cheshire and Warrington sub-region is identified spatially in the Figure 2.5.

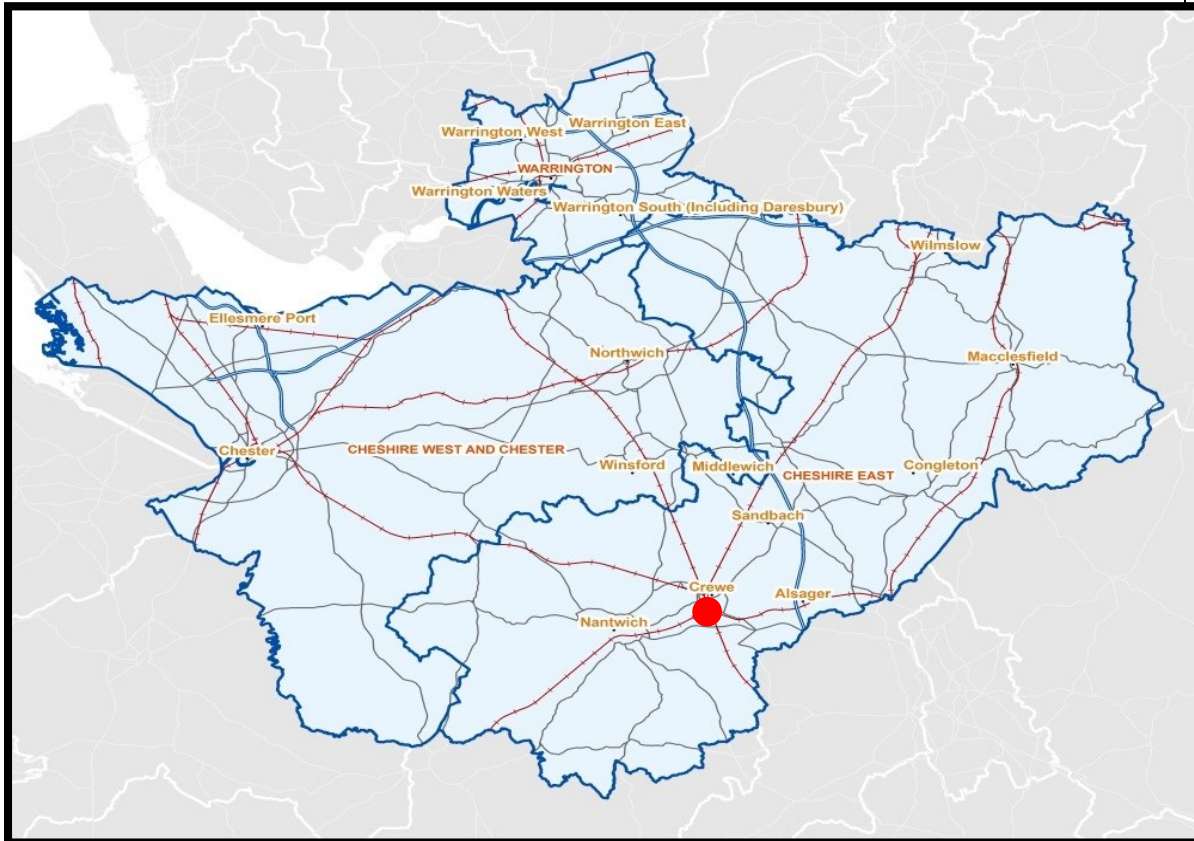


Figure 2.5: Cheshire and Warrington Sub-Region

Cheshire and Warrington Strategic Economic Plan

Vision

The Strategic Economic Plan (SEP) sets out the agenda for transformational growth over the next 10 years in the region. The SEP is guided by an overall vision for the region which is summarised in the table below alongside the benefits the proposed scheme would provide to assist in realising this vision.

Vision	Scheme Benefit
Delivering economic growth consistently above the UK level, achieving GVA per head of 110% of the UK average and an economy of £26.6 billion by 2021 making progress towards re-establishing fully our productivity premium advantage, with GVA per head of at least 115% of the UK average and an economy of around £35 billion by 2030	Scheme will assist in facilitating economic growth in region, providing highway capacity in order to enable future development and employment to come forward in Crewe.
By 2030 to grow our population by 100,000, create 75,000 new jobs and 70,000 new homes	Scheme will directly support the objectives of the NGDZ which looks to create 100,000 new homes and 120,000 new jobs. The scheme will particularly facilitate over 12,000 homes and 12,000 jobs in Crewe and Nantwich

Recognised as a modern, strong, sophisticated and attractive business and residential location, both urban and rural and known increasingly for our innovation, enterprise and skills.

Scheme will improve the attractiveness of the area for business and residential development, removing existing congestion. Scheme will also provide additional highway capacity to improve connectivity between the proposed HS2 hub station and other parts of the Cheshire and Warrington and the Stoke and Staffordshire LEP regions.

The A500 dualling scheme is a constituent part of a more significant solution to deliver improved connectivity across the Cheshire and Warrington area. This is critical to the delivery of the SEP, both in terms of strategic economic benefits associated with journey time savings, but also locally in terms of unlocking and improving the attractiveness of significant development aspirations around Crewe and Nantwich.

SEP Intervention Priorities

The SEP sets out three Intervention Priorities which, by virtue of their spatial scale, economic relevance, profile, and long-term potential offer the prospects for substantial and accelerated growth. The scheme will assist in delivering the following intervention priority of the SEP:

SEP Intervention	Scheme Benefit
Crewe High Growth City : placing Crewe at the heart of HS2 as a superhub central to the countries' major infrastructure network	Scheme will provide additional highway capacity to facilitate growth in Crewe and connect the proposed HS2 station hub to the Strategic Road Network and the wider East Cheshire, Stoke and Staffordshire area.

Crewe: High Growth City now forms part of the Northern Development Gateway Zone (NGDZ) which will play a critical role in delivering the SEP.

As seen previously in Figure 1.2, the scheme will provide a vital increase in highway capacity in the linkages between the HS2 hub and the M6 and is thus key to the Crewe High Growth City / NGDZ intervention. The outputs of the Crewe High Growth City are set out in the SEP as:

"GVA will increase by £379m pa GVA by 2031, 25,000 homes, 10,000 jobs created and 320 ha of additional employment land will be delivered."

SEP Key Challenges

The key challenges facing the realisation of Cheshire and Warrington's Growth Deal aspirations through the SEP are identified below, and have been aligned to the anticipated benefits of the A500 scheme:

Key Growth Deal Challenges	Scheme benefits
Unlocking key growth sites through removal of pinch points or site-specific remediation issues	The proposed scheme will provide additional highway capacity along the A500 corridor which will unlock development sites in Crewe and Nantwich. These sites include the Basford East and West sites which will be situated to adjacent to the proposed HS2 station hub, which the SEP describes as “one of the UK’s prime development opportunities over the next 20 years being located at the heart of the UK’s economic geography.”
Improving connectivity between our LEP area, Liverpool and Manchester City Regions and North Wales in order to increase access to employment opportunities	The delivery of the scheme will provide additional highway capacity between the HS2 hub station at Crewe and the M6 and wider the wider Cheshire East, Stoke and Staffordshire region, providing significant connectivity benefits to surrounding LEP regions.
The ongoing repercussions of the financial crisis on access to finance and scheme viability for some development projects	The scheme will act as a facilitator for 120,000 jobs as part of the NGDZ as well as the growth aspirations of Cheshire East, the Cheshire and Warrington sub-region and the Northern Powerhouse.
Ensuring effective and consistent support locally and sub-regionally to our businesses	The scheme will result in a net discounted GVA of £63,110,216

Key Success Factors

The SEP recognises the quality and growth potential of the Cheshire and Warrington economy, and its spatial positioning as an attractor for inward investment. It identifies its key success factors as follows with the contribution of the proposed scheme also shown:

SEP Success Factors	Scheme Benefit
One of the strongest and best performing economies in England	Unlocks key economic sites, provides additional capacity to spread the future benefits of HS2.
A major economy with a large cohort of world-leading firms	The scheme would support economic growth in Crewe and the NGDZ. The scheme would also directly facilitate the Basford East and West sites adjacent to the HS2 hub station site which are described in the SEP as “one of the UK’s prime development opportunities over the next 20 years being located at the heart of the UK’s economic geography.”
A diversified and internationally-oriented economy	Opens up access to Crewe and the future HS2 station hub
A private sector-led and knowledge-rich economy	Significant levels of employment growth projected in Crewe which will all be supported

	by the scheme.
A connected economy, with long established linkages to Manchester and Liverpool and their city centres	Scheme will enhance connectivity with the M6 J16 and the Highways England Smart Motorway scheme as well as connections to the south of the region.
<p>The SEP recognises the need to support and facilitate growth with the necessary transport infrastructure and unlock development opportunities without compromise to the existing critical functions (strategic and local) of the transport network.</p> <p>Conclusion</p> <p>As outlined above it is clear that there is an extremely strong alignment between the Cheshire and Warrington SEP and the delivery of the A500 dualling scheme. The scheme will help realise a substantial number of jobs and houses which will significantly contribute to the overall aim of the SEP to grow the Cheshire and Warrington economy.</p>	
<p>2.4 Cross LEP support</p> <p>If this bid has been endorsed by more than one LEP as an agreed priority over a multi-LEP area please confirm which LEPs (and any other bodies) support this bid and provide any further information on the strategic rationale.</p> <p>The A500 dualling scheme is fully supported by the Stoke and Staffordshire LEP. A letter of support for the scheme is included in Appendix A.</p> <p>The Stoke and Staffordshire Strategic Economic Plan sets out the importance of transport links and in particular in capitalising on connections to the HS2 hub station at Crewe. This is set out in the vision and objectives of the LEP which states:</p> <p><i>“The LEP will need to maximise the opportunities presented by strategic infrastructure investments, including High Speed 2 phase 2. Currently, the proposed HS2 route may actually suppress potential growth in the economy of parts of the LEP area if it is bypassed.”</i></p> <p>As set out previously, the proposed scheme provides the main route from the proposed HS2 hub station at Crewe to the M6 and the wider Stoke and Staffordshire region. The scheme will thus provide additional highway capacity along this key corridor to eliminate existing congestion on the A500 and connect the Stoke and Staffordshire region to the HS2 network.</p>	

3. Economic Case
<p>3.1 Value for money</p> <p>Please summarise your current understanding of the likely costs and benefits of the scheme and reference any reports on this to date (please provide hyperlinks or attachments). If more than one option please detail the relative costs and benefits of each, if available. In doing so, please make clear the age and source of the underlying data and any assumptions.</p> <p>Outputs from the Crewe SATURN Model have been used to derive monetised benefits of the scheme using TUBA. These models have previously been built to test interventions in the mid-</p>

Cheshire area and has been revalidated to a Base Year of 2013. The modelling assumptions assume the HS2 Hub Station is in place at Crewe with associated passenger numbers.

The model has since been updated to forecast traffic conditions with Local Plan and committed developments in place for a 2021 Opening Year and a 2036 Future Year; both with and without the scheme.

The monetised scheme benefits from the SATURN models and TUBA assessment have been offset against costs supplied from the initial scheme cost estimate which has been undertaken by a professional Quantity Surveying assessment.

In line with WebTAG guidance for an economic assessment, an initial 44% optimism bias has been applied, and includes provisions for construction, environmental management, preliminaries, traffic management and fees (planning, design, site supervision, etc.)

A cost breakdown is provided below using current prices for 2016:

Cost Item	Cost (£) 2016 Prices
Construction	£20,108,755
Preliminaries	£3,841,752
Traffic Management	£3,192,023
Statutory Undertaker diversions and protections	£6,720,000
Fees	£5,964,291
Optimism Bias (44%)	£16,703,528
Land Costs and Part 1 Claims	£832,000
Total Scheme Costs	£57,362,350

To allow for direct comparison with the monetised benefits, the appraisal costs were discounted and converted to the DfT's standard present value year for appraisal meaning all further costs and benefits in this Economic Case are stated in 2010 prices, discounted to 2010 (unless explicitly stated).

The discounted cost of the scheme has been estimated as £45,115,000.

In terms of monetised benefits, the journey time savings brought about by the scheme have been calculated over a 60 year period from the opening year (2081).

The monetised benefits associated with the scheme are summarised over the page:

Benefits Item		Benefits (£) 2010 Prices
Commuter Travel Benefits	Time Savings	£17,694,000
	Vehicle Operating Cost Savings	-£1,585,000
Business Travel Benefits	Time Savings	£45,022,000
	Vehicle Operating Cost Savings	-£1,331,000
Other Travel Benefits	Time Savings	£21,622,000
	Vehicle Operating Cost Savings	-£2,080,000
Greenhouse Gas Benefits		-£763,000
Indirect Taxation Revenues		£1,754,000
Total Scheme Benefits		£80,333,000

The greenhouse gas benefits stated above have only been derived from the TUBA appraisal, not from an Air Quality assessment.

Using these assumptions, the initial economic benefits of the scheme are summarised in the following table.

Benefits Summary	Benefits (£) 2010 Prices
Total Scheme Benefits	£80,333,000
Total Scheme Costs	£45,115,000
Net Present Value	£35,218,000
Benefit to Cost Ratio	1.781

The outputs from the TUBA assessment indicate that the scheme will provide medium Value for money at this stage of the appraisal process. As noted previously, the SATURN modelling undertaken has shown that the benefits of the scheme are constrained by the capacity of the A500 / A531 / B5742 roundabout at the western extent. The capacity of this junction would be reviewed as part of the development of the scheme and **it is likely that the scheme benefits will increase above the 1.781 calculated at this stage.**

An initial assessment of the likely wider benefits has also been conducted by estimating the Gross Value Added (GVA) benefits of unlocking jobs in the area and the associated economic benefits that this would bring. The net benefit of these jobs is summarized below, but given that they represent outline estimates, these have not been included within the wider BCR calculations.

Benefits Summary	Undiscounted	Discounted
Benefits in 2021	£141,541	£96,948
Benefits in 2031	£1,725,375	£837,792
Benefits over 60 years	£153,985,558	£63,110,216

It should be noted that the above economic assessment does not include any accident analysis using COBALT or maintenance using QUADRO. It also excludes any detailed analysis of the wider economic benefits associated with the delivery of the scheme.

4. Financial Case

4.1 Cost of producing OBC

Please provide a breakdown of the estimated costs from 2017/18 of producing an Outline Business Case. As a minimum we would expect costs to be broken down into categories such as (but not necessarily restricted to) the following: transport surveys; geotechnical surveys; other surveys; transport modelling; transport appraisal; consultation; preparing business case material; although we would be happy to receive a more detailed breakdown as an Annex. We would also like you to provide us with a short, but clear, description of the work that is planned under each category, cross-referring, if necessary, to the work already detailed at 2.2 and 3.2 above.

Please exclude costs incurred, or planned, up to and including 2016/17 but state these in the table at 4.2 below.

The cost estimate for developing the OBC has been developed and informed by the Council's recent successful progression of schemes of a similar scale and complexity through the business case framework and statutory processes. Therefore it is considered that the costs outlined below can be considered to be robust.

Activity	£m	Commentary
Project Management and framework management costs	0.263	
Environmental surveys	0.291	Summer and winter ecology, agricultural land assessment, NMU, landscape, heritage and noise surveys
Topographical survey	0.020	
Ground investigation	0.150	
Consultations	0.050	Key stakeholder engagement to inform the preferred route, further stakeholder consultation during scheme design, and pre-planning public consultation
Preferred Route validation and PRA	0.014	To validate the findings of the SAR, as described under Section 2.2
Environmental Statement	0.236	
Traffic modelling	0.289	Includes a contribution to a new Crewe wide traffic model to appraise the scheme
Business Case	0.103	

Design	0.374	Design of highways, structures, and environmental mitigation. Includes an allowance for liaising with HE in regard to any proposals to upgrade M6 J16
CEC costs	0.678	
TOTAL	2.468	

4.2 Funding requirement

Please break the total of producing the OBC into financial years and indicate how much is being sought from DfT. (Please express in £m to three decimal points)

	2016/17 and before	2017/18	2018/19	2019/20	TOTAL
Funding sought from DfT large local majors fund		£ 1.815	£ 0.153	£ -	£ 1.968
Local funding	£ 0.260	£ 0.500	£ -	£ -	£ 0.760
TOTAL	£ 0.260	£ 2.315	£ 0.153	£ -	£ 2.728

The total cost from 2017/18 onwards should match the cost quoted in 4.1 above

Please confirm whether or not the funding sought from DfT can be capitalised (you may provide additional comments or qualifications as necessary)?

Yes, project development costs could be capitalised on commencement of on-site works

4.3 Capital cost of scheme

Please provide your best estimate of the capital cost of the scheme (excluding the costs of producing an OBC above).

We recognise that the scope and cost of the scheme may be approximate at this stage, but if possible, please

- provide the cost of each option if more than one. And please express as a range if necessary.
- use outturn prices, but ensure that the current prices and inflation uplift can be separately identified.
- include and separately identify the preparation costs (between OBC and start of construction)
- include a reasonable estimate of risk/contingency but do not add an additional optimism bias uplift (reference webtag guidance if unclear)

The following format would be helpful but is not mandatory.

Currently, the preferred route is to widen to the north, but further work is required to validate the decision (see Scheme Assessment Report in Appendix B). Therefore, the capital cost of widening to the south is also provided below.

Option 1 – Widening to the North

	Preparation costs (between OBC and construction)	Land purchase and Part 1 Claims	Construction costs	Statutory Undertaker diversions and protections	TOTAL
Base cost	£ 2.033	£ 0.815	£ 28.046	£ 6.720	£ 37.614
Risk	£ 0.894	£ 0.122	£ 12.340	£ 2.957	£ 16.314
Inflation	£ 0.410	£ 0.087	£ 5.654	£ 1.355	£ 7.506
TOTAL	£ 3.338	£ 1.024	£ 46.040	£ 11.032	£ 61.433

Option 2 – Widening to the South

	Preparation costs (between OBC and construction)	Land purchase and Part 1 Claims	Construction costs	Statutory Undertaker diversions and protections	TOTAL
Base cost	£ 2.082	£ 0.832	£ 28.877	£ 6.720	£ 38.511
Risk	£ 0.916	£ 0.125	£ 12.706	£ 2.957	£ 16.704
Inflation	£ 0.420	£ 0.089	£ 5.822	£ 1.355	£ 7.685
TOTAL	£ 3.417	£ 1.046	£ 47.405	£ 11.032	£ 62.899

Construction base costs estimated at Q1 2016, and includes

- construction of the mainline
- construction of the overbridges and side roads (Barthomely Road Option A, and Radway Green Road Option A have been assumed)
- one temporary bridge during construction
- site supervision and design support, taken at 5% of (the above construction costs + statutory undertaker works + land costs)

Preparation base costs taken at 6% of (construction costs, excluding fees + statutory undertaker works + land costs)

Risk taken at 44% for preparation, construction and statutory undertaker costs

Risk taken at 15% for land costs

Inflation taken at 14% to Q3 2020 for construction and preparation costs

Inflation taken at 3% per annum for land costs

4.4 Affordability

Is the likely total capital cost of the scheme (as detailed in 4.3 above) below the guideline threshold for your LEP at Annex A	N
Is the scheme in an area that has Devolution Deal/Gainshare funding?	N
Is the scheme on the strategic road or rail network?	N
Is the scheme composed of elements that could be delivered independently of each other over a longer timescale?	N

If you have answered YES to any of the above questions please provide additional explanation of why you feel the scheme is unaffordable other than via a bid to the large majors fund.

Not applicable

5. Management Case

5.1 Outline Business Case delivery

Please provide a timeline for the production of an OBC (a full GANNT chart is not necessary, just the basic milestones and dates) cross-referring if possible to the key tasks mentioned in 4.1 above

September 2016: Completion of Strategic Element of Outline Business Case

October 2016 to November 2017: Ecology surveys

January to December 2017: Traffic modelling

June to November 2017: Scheme Design

December 2017: Environmental Statement complete

December 2017: All elements of Outline Business Case complete

5.2 Outline Business Case Governance

Please set out the basic governance arrangements for production of the OBC, roles, responsibilities, resources etc.

Previous Delivery Expertise

Cheshire East Council has an established project governance structure which is compliant with PRINCE2 guidance and has successfully delivered a number of major schemes including some of those detailed below.

In 2013 the Council was awarded DfT Pinch Point funding for two schemes; Basford West Spine Road and widening of the A500 at Junction 16 of the M6. Both of these schemes were delivered in July 2015.

The Basford West Spine Road was delivered in partnership with the developer of the adjacent employment site and has facilitated the delivery of 370 new homes, which are now being constructed, and over 22ha of employment land. The M6 Junction 16/A500 scheme was delivered along with Highways England as part of a wider improvement to the motorway junction. This scheme has delivered significant benefits to traffic using the A500 by addressing a key bottleneck on the local strategic road network.

In December 2015 Crewe Green Link Road South was opened. This scheme received funding from the DfT as a Local Authority Major scheme in 2011 and completed the strategic link from the A500 to A534. The scheme provides access to existing employment areas to the east of Crewe, including Crewe Business Park, together with opening up the Basford East strategic housing and employment site in the Cheshire East Local Plan Strategy.

Crewe Rail Exchange was opened in May 2014 and was a £7m improvement to Crewe Railway Station. CEC successfully bid for funding from the DfT's Station Commercial Project Facility (SCPF) at the end of 2011; further funding was provided from the DfT's Access for All Fund and the National Stations Infrastructure Programme, with CEC also contributing £500k to the project. The scheme included the demolition of former Royal Mail buildings, the construction of a high quality new entrance building, a 254 space car park and the refurbishment of an existing subway to enable it to be opened up to the public. The project was delivered to programme and within budget.

In November 2010 the Council delivered A34 Alderley Edge and Nether Alderley Bypass. The five kilometre (3 miles) route runs to the west of Alderley Edge, starting at Harden Park roundabout and rejoins the existing A34 to the south of Nether Alderley village. The construction of the Bypass included three road bridges, a rail bridge over the West Coast Mainline, a footbridge, 1km of bentonite slurry wall and a bored pile retaining wall. The works also included construction of a new roundabout and modifications to an existing roundabout.

The scheme was first mooted before the Second World War and received funding from the Department of Transport. Cheshire East Council received £48.224 million from the Government and contributed £3.424 million itself.

Project Governance

The Executive Monitoring Board (EMB) will provide the necessary authority to allow the scheme to progress at a number of key stages in the project lifecycle, with the relevant Executive Members sitting on the Cabinet approval.

The Project Board meets monthly will be chaired by the SRO, **Chris Hindle** (Transport Policy and Strategy Manager), and is responsible for setting the strategic direction of the project in line with the end-user requirements and authority provided by the EMB. The specific remit of the Project Board members is to assist the Senior Responsible Owner (SRO) in decision making and on-going progress of the project. Project Board members include the delivery team, partners from Cheshire West and Chester, representatives of the LEP and key stakeholders.

The SRO will report to the Cheshire East Strategic Highways Programme Board (SHPB), which meets monthly and is responsible for the delivery of CEC's wider infrastructure programme. **Andrew Ross** (Director of Infrastructure and Transportation) leads the SHPB and reports to the Council's Senior Management Team and Management Group.

The Core Management Team will be responsible to the Project Board and specifically the Project Director for the consideration and resolution of detailed project issues. The Core Management Team will consist of members capable of making decisions of a technical and, where appropriate, strategic nature. The Core Management Team will be led by **Paul Goodwin**, CEC Project Manager.

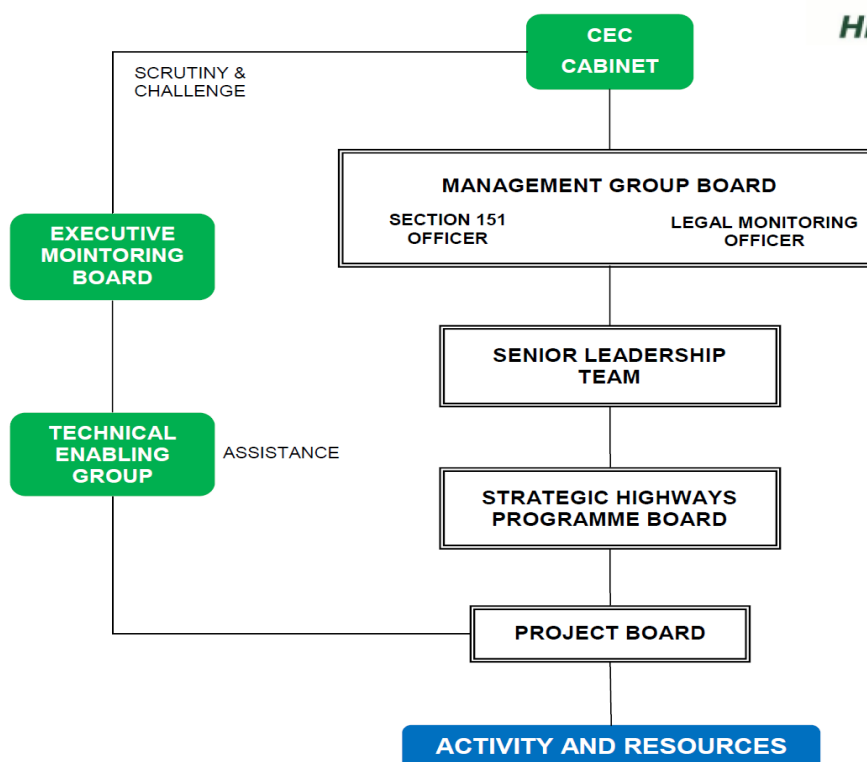
The Project Delivery Team will be responsible to the Core Management Team and specifically the Project Director for the delivery of the scheme in all respects. The Project Delivery Team will be led by the Project Manager.

A summary of the key roles and responsibilities is provided in the table below:

Programme Board Director: Andrew Ross – Director of Infrastructure and Transportation	Andrew is responsible for ensuring that the project / programme meetings its objectives, delivers the projected benefits, maintains its business focus and is well managed with clear authority, context and control of risk.
Senior Responsible Owner: Chris Hindle –Transport Policy and Strategy Manager	Richard is responsible for the specification of the needs of all those who will use the final product, for user liaison with the project team and for monitoring to ensure the solution will meet those needs within the constraints of the business case in terms of quality, functionality and ease of use.
Senior Supplier: Brian Thompson – Director of	Brian represents the interests of the team designing, developing, procuring and implementing the scheme. He is

Operations (Jacobs)	accountable for the quality of products delivered by the supply chain and has the authority to commit or acquire the necessary supplier resources.
Project Sponsor: Paul Griffiths – CEC Infrastructure Project Manager	Paul will provide the interface between the project ownership and delivery on the client side. He is the single point of contact with the project team for the day to day management of the scheme.

Middlewich Eastern Bypass Project Governance Arrangements



NOTES:

1. THE SENIOR RESPONSIBLE OFFICER IS DIRECTLY RESPONSIBLE TO THE CABINET FOR THE PROJECT. HE OR SHE CHAIRS THE PROJECT BOARD AND SITS ON THE PROGRAMME BOARD.
2. THE CHAIRMAN OF THE PROGRAMME BOARD OS A MEMBER OF THE SENIOR LEADERSHIP TEAM FOR THE DIRECTORATE
3. THE DIRECTOR IS A MEMBER OF THE MANAGEMENT GROUP BOARD ALONGSIDE THE SECTION 151 OFFICER AND THE LEGAL MONITORING OFFICER. THEY ARE BOTH REPRESENTED AT THE EXECUTIVE MONITORING BOARD AND TECHNICAL ENABLING GROUP.

5.3 Scheme delivery

Please provide an outline timeline for the delivery of the scheme itself (a full GANNT chart is not necessary, just the basic milestones and dates).

The timetable for delivering the proposed scheme is set out below:

September 2016: Stakeholder engagement

October 2016 to November 2017: Ecology surveys

Mar 2017: Preferred Route Announcement

October 2017: Pre-planning consultation

January 2018: Planning submission

April 2018: Publish Orders
December 2018: SoS decision
January 2019: Contractor appointment
April 2019: Construction commences
Spring 2021: Road opens

It should be noted that from the timetable above that the scheme would open in Spring 2021, the approximate time when construction of the HS2 line and hub are likely to commence. If the scheme is not selected for funding from this funding round, it is unlikely that the scheme could be built before construction of the HS2 line needs to commence.

5.4 Stakeholder support

Please provide evidence of support for this scheme prior to the development of this bid, referencing activity from businesses, campaign groups, MPs etc.

It would be helpful to include any relevant links to news stories, campaign websites etc.

The scheme has strong support from a number of key stakeholders. Letters of support are included in Appendix A from the following key stakeholders:

- **Stoke and Staffordshire Local Enterprise Partnership** – neighbouring LEP likely to benefit significantly from the scheme through additional highway capacity to link their region with the future HS2 hub station at Crewe. Stoke and Staffordshire LEP, along with Cheshire and Warrington LEP, are also one of the partners of the NGDZ initiative to deliver 100,000 new homes and 120,000 new jobs by 2040 which the scheme will play an important role in facilitating.
- **High Speed 2 Ltd** – the scheme would provide additional capacity ahead of the construction of the HS2 line and hub station at Crewe and facilitate access to the hub station once complete;
- **Network Rail** — the scheme will improve access to the future HS2 hub station at Crewe once complete;
- **Housing and Communities Agency** –scheme would facilitate access to future development sites;
- **Highways England** – Junction 16 of the M6 is situated directly to the east of the scheme; and
- **Duchy of Lancaster** – landowner for large areas of the land around the scheme.

6. Optional

6.1 RIS2 funding

Would you like to flag this scheme for potential RIS2 funding if it is close to, and could possibly help the Strategic Road network? Y/N

If Y, please briefly describe, with any evidence, the scheme's potential to help the Strategic Road Network.

Yes, future capacity improvements are likely to be required at Junction 16 of the M6 and should thus be flagged for potential RIS2 funding. It should be noted that the proposed scheme would not prejudice future junction improvements at Junction 16 of the M6 and a letter of support for the scheme has been received by Highways England and is enclosed in Appendix A.

7. Declarations

7.1 Lead LEP officer

I confirm that this bid has the full support of [*name of LEP*] and hereby submit it to DfT on the LEPs behalf for consideration.

Name:

Position:

Phone:

Email:

Signed:

7.2 Section 151 Officer declaration

As Section 151 Officer for [*name of promoting authority*] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [*name of authority*]

- has allocated sufficient budget to produce the Outline Business Case on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs of producing an Outline Business Case over and above the DfT contribution requested, including potential cost overruns
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested

Name:

Signed:

Please email this completed form to:

LT.plans@dft.gsi.gov.uk

by **midday 28th July 2016**

Please note that the size limit for attachments to a single incoming email to DfT is 20MB. If your bid is larger than this please submit separate emails, use a zip folder, or convert large files to an alternative format.

Appendix A Letters of Support for Scheme



Andrew Ross
Director of Highways and Transportation
Cheshire East Council
Delamere House,
Delamere Street,
Crewe
CW1 2J

Andrew Went
Development Director Crewe Hub
Network Rail
Square One,
4 Travis Street
Manchester
M1 2NY

26 July 2016

Dear Andrew Ross,

Re: Letter of support for A500 funding

I write to support Cheshire East Council's bid for funding to improve the A500 link to the M6 and access from Crewe Station to the strategic road network.

Network Rail are currently remitted by the DfT to develop options for a Crewe Hub Station to accommodate future market growth and proposed HS2 services. This scheme is as yet uncommitted but has political backing from the local authority and the DfT. Work to date has shown significant potential for growth in passenger numbers at Crewe Station, and initial modelling indicates that a large number of passengers may access the station using the road network (bike, bus or car) which is shown to be congested today. During construction it is likely that there would also be a temporary increase in traffic directly related to the scheme. Consequently, Network Rail is supportive of Cheshire East Council's ambition to improve the A500 link to the M6 and access from Crewe Station to the strategic road network.

Yours sincerely,

A handwritten signature in dark ink that reads "Andrew Went".

Andrew Went
Development Director Crewe Hub

Subject: FW: A500 DfT Local Major Scheme Funding Bid

From: Peter Molyneux [<mailto:Peter.Molyneux@transportforthenorth.com>]

Sent: 27 July 2016 10:28

To: SELLORS, Andrew

Cc: ROSS, Andrew; Robin Miller-Stott; Gaynor Kindon; Nigel Foster

Subject: A500 DfT Local Major Scheme Funding Bid

Andrew

Thank you for your email.

Transport for the North would be supportive of your funding bid to develop a strategic outline business case for the A500 dualling scheme between the M6 and the proposed HS2 Hub Station at Crewe. TfN are aware of Cheshire East Council's aspirations and ambitions for growth linked to the delivery of the HS2 Hub Station at Crewe, as well as growth linked to the Local Plan Strategy, which includes the allocation of several development sites in Crewe, including on land adjacent/close to the A500 corridor.

We are aware of the necessity of delivering improvements to the road network including this strategic link, both as a requirement of existing development delivery plans and in the context of Crewe's future expansion. The A500 scheme will also improve connectivity to neighbouring areas within the Northern Gateway Development Zone promoting further growth, including Stoke-on-Trent and Newcastle-under-Lyme.

We would suggest that the scope includes identifying the impacts of your proposed scheme on strategic and key route networks adjacent to the new road. Our understanding is that Highways England's Regional Transport Model and the Department for Transport's Land Use/Transport Interaction Model will be available in the autumn. It would be prudent to run your scheme through these models to identify its impacts.

TfN therefore supports Cheshire East Council's bid for development funding to further develop these proposals. We will continue to be a supportive partner as these plans take shape, and work with the Council and its partners to integrate them with the wider plans for strategic road and rail investment that TFN is developing.

Regards

Peter

Peter Molyneux

Strategic Road Network Director

Transport for the North

2nd Floor, 4 Piccadilly Place, Manchester, M1 3BN

www.transportforthenorth.com

Email: peter.molyneux@transportforthenorth.com

Mobile: 07841781175



Mr P Griffiths
Cheshire East Council
Infrastructure Delivery Manager
Strategic Highways and Transportation
6th Floor Delamere House
Delamere Street
Crewe
Cheshire
CW1 2LL

Shaun Reynolds
Asset Manager
810
Piccadilly Gate
Store Street
Manchester M1 2WD

Direct Line: 0300 470 5299

20 July 2016

Dear Paul,

Highways England is responsible for the Strategic Road network. This includes Junction 16 of the M6 and the A500 to the East of the Motorway towards Stoke. The A500 towards Crewe was formerly part of the strategic road network before being de-trunked; with responsibility transferring to the Local Authority in 2005.

Highways England and Cheshire East Council have recently jointly delivered a 'Pinch-point' scheme at Junction 16 of the M6 which opened in early 2015. However, whilst this scheme has been successful in meeting its objectives, there are longer term growth aspirations that need to be addressed on the road network.

Part of Highway England's remit is to plan for the future. We do this through our Route Strategies and, with the Department for Transport, look to secure improvement funding through the Roads Investment Strategy process. As part of this process we have actively been looking at what the future requirements are at Junction 16, mindful of the role Crewe plays as a national rail hub; one that can only increase the attractiveness of this corridor should the HS2 links to Crewe be confirmed.

We see the upgrade of the A500 from Junction 16 westbound towards Crewe as an essential component of this strategy and we wish to put on record our support for Cheshire East Council's bid for development funding for this project.

Yours sincerely



Shaun Reynolds
NDD North West Asset Development Team
Email: shaun.reynolds@highways.gsi.gov.uk



Homes &
Communities
Agency

Rt Hon Chris Grayling MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

27th July 2016

Dear Sir,

Re: A500 Department for Transport Local Major Scheme Funding Bid

HCA is actively engaged in supporting Cheshire East and its partners in the production of a masterplan to maximise the potential which a HS2 Hub Station at Crewe offers and deliver the Local Plan growth ambitions associated with this. These proposals will include the allocation of a number of development sites within Crewe and on land adjacent or close to the A500 corridor. HCA recognises the importance of delivering improvements to the road network including this strategic link, both as a requirement of existing development delivery plans and in the context of Crewe's future expansion. The A500 scheme being proposed by Cheshire East will improve connectivity to neighbouring areas including Stoke on Trent and Newcastle under Lyme which are important contributors to the Northern Gateway Development Zone growth proposals. HCA therefore is fully supportive of the council's bid for funding to develop these proposals and will continue to be an active and supportive partner as the plans progress.

Yours faithfully,

Duncan Inglis MRICS
Head of Area Cheshire and Warrington



DUCHY *of* LANCASTER

1 Lancaster Place, Strand, London WC2E 7ED

Ref: CBS/af

26TH July 2016.

TO WHOM IT MAY CONCERN

Dear Sirs,

The Duchy of Lancaster is one of the largest land owners in South Cheshire and we control the majority of the land required to widen and improve the A500.

We have been actively engaged in the formation of the Council's submitted Local Plan which has led to the allocation of several development sites in Crewe, including our proposed 'South Cheshire Growth Village' delivering around 650 new homes on land adjacent/ close to the A500 corridor.

We are aware of the necessity of delivering improvements to this important link, both as a requirement of our own development plans and in the context of Crewe's future expansion.

The Duchy therefore fully supports Cheshire East Council's bid for development funding to further develop these proposals and seeks to be an active and supportive partner as these plans take shape.

Yours faithfully,

PP 

Christopher B Sparrow BSc (Hons) MRICS
Head of Rural

Telephone 020 7269 1700 Fax 020 7269 1710

Email csparrow@duchyoflancaster.co.uk

Website www.duchyoflancaster.co.uk

Paul Griffiths
Infrastructure Delivery Manager
Strategic Highways and Transportation
Cheshire East Council

28th July 2016

Dear Paul,

A500 Dualling

I am pleased to confirm the support of the Stoke-on-Trent and Staffordshire Local Enterprise Partnership for the dualling of the A500 to the west of Junction 16 of the M6 and your application for development funding.

We are working with yourselves, Cheshire and Warrington LEP and others to develop the Northern Gateway Development Zone as a means of maximising the benefits of HS2. The A500 forms a key part of this areas infrastructure linking employment sites to the M6 and A50. This section of single carriageway is a major constraint on the route and connection between the Crewe and the north of Staffordshire and Stoke-on-Trent. Developing an improvement will no doubt contribute to our efforts to maximise the benefit of the NGDZ.

Yours sincerely



Peter Davenport
Partnership Manager - Stoke-on-Trent & Staffordshire Local Enterprise Partnership

Appendix B – Development Support by Scheme

Ref	Settlement	Site	Homes	Jobs	Local Plan Strategic Site	Committed Development
CS 1	Crewe	Basford East	850	2,071	✓	
CS 2	Crewe	Basford West	370	2,581	✓	
CS 4	Crewe	Crewe Green	150	-	✓	
CS37	Crewe	South Cheshire Growth Village	650	-	✓	
SL1	Crewe	Central Crewe	53	68	✓	
CS3	Crewe	Leighton West, Crewe	850	-	✓	
CS38	Crewe	Leighton, Crewe	500	-	✓	
CS5	Crewe	Sydney Road, Crewe	525	-	✓	
CS39	Crewe	Broughton Road	825	-	✓	
11/1 643N	Crewe	Coppenhall East	650	-		■
11/1 879N	Crewe	Land North of Parkers Road	400	-		■
12/0 831N	Crewe	Maw Green Farm	165	-		■
13/2 055N	Crewe	138, Sydney Road & Land to the North East of Sydney Road	240	-		✓
13/4 132N	Crewe	Land at and adjacent to White Moss Quarry	350	-		✓
13/5 085N	Crewe	Waldrow View, Broughton Road	124	-		✓
E02	Crewe	Land adjoining the Crewe Green Link Road	265	-		
E11	Crewe	East of Quakers Coppice	217	-		
E17	Crewe	Plot 1 Electra Way	223	-		
E30	Crewe	Plot 1a Electra Way	173	-		
E33	Crewe	Crewe Business Park	774	-		
E40	Crewe	Gallaher Group PLC (Crewe 3 Warehouse) Weston Road	67	-		
E46	Crewe	Orion Park, East of Quakers Coppice	88	-		
E50	Crewe	Land on the Corner of Gateway and Quakers Coppice, Gateway	79	-		
E54	Crewe	Meadow Bridge, Crewe Gateway, Land Near Beswick Drive	51	-		
H10	Crewe	Dunwoody Way/Richard Moon Street	-	79		
H20	Crewe	South Cheshire College, Dane Bank Avenue	-	91		
H21	Crewe	Off Rose Terrace	-	74		

H33	Crewe	South Crewe/Rope	-	180		
H38	Crewe	Crewe Green	-	150		
H43	Crewe	South Cheshire Growth Village	-	650		
H45	Crewe	Sydney Road and Land to the North East of Sydney Road	-	525		
H46	Crewe	Bombardier Site	-	119		
CS6	Shavington	The Shavington / Wybunbury Triangle	400	-	✓	
CS7	Shavington	East Shavington	275	-	✓	
CS21	Nantwich	Kingsley Fields	1,100	-	✓	
CS23	Nantwich	Snow Hill	24	-	✓	
11/4 549N	Shavington	Rope Lane	80	-		✓
14/3 267N	Shavington	Land East of Rope Lane	53	-		✓
CS13	Alsager	Former Manchester Metropolitan University (MMU) Campus	400	-	✓	
CS14	Alsager	Radway Green Brownfield, Alsager	169	1,395	✓	
CS15	Alsager	Radway Green Extension, Alsager	-	3,488	✓	
CS 43	Alsager	Radway Green North, Alsager	-	-	✓	
12/0 893C	Alsager	Land south of Crewe Road	65	-		✓
12/1 670C	Alsager	Land North of MMU Campus	30	-		✓
12/4 146C	Alsager	Land at Sunnyside Farm	95	-		✓
13/3 032C	Alsager	Land at Rhodes Field	110	-		✓
13/5 045C	Alsager	Land adjacent to Heath End Farm	30	-		✓
14/5 114C	Alsager	Land at Close Lane	74	-		✓
site 7	Alsager	Land south of Crewe Road	-	65		
site 8	Alsager	Land off Hall Drive	-	109		
Site 10	Alsager	Cardway Site	-	550		
12/4 654N	Nantwich	Malbank Waters	270	-		✓
14/5 841N	Nantwich	Queen's Drive, Phase 2	118	-		✓
14/2 155N	Nantwich	Stapeley Water Gardens: Phase 2	250	-		✓
12/1	Nantwich	Stapeley Water Gardens	146	-		✓

381N						
Ref 2974	Nantwich	Land at COG Training and Conference Centre, Crewe Road	-	59		
14/1 326N	Wistaston	Land to the north of Wistaston Green Road	150	-		✓
Total			12,478	12,254		

Appendix C - Scheme Assessment Report