

Key Decision: Yes

Date First
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Environment and Regeneration Overview and Scrutiny Committee

Date of Meeting: 19 October 2020 (Cabinet: 10 November 2020)

Report Title: Crewe Regeneration and Investment Programme

Portfolio Holder: Cllr Nick Mannion, Portfolio Holder for Environment & Regeneration
Cllr Craig Browne, Deputy Leader

Senior Officer: Frank Jordan, Executive Director - Place

1. Report Summary

- 1.1. Cheshire East Council is committed to the regeneration of Crewe to improve its economic performance but more crucially to enable local residents to lead successful, healthy and happy lives.
- 1.2. The programme of interventions outlined in this report support this aim and will capitalise on key opportunities for the town including HS2, Towns Fund and Future High Streets Fund to support town centre regeneration, new commercial and employment opportunities, new homes helping to tackle housing supply issues and an enhanced a first-class leisure offer for the town.
- 1.3. This report is seeking approvals enable the delivery of these intervention which includes:
 - 1.3.1. An opportunity to secure up to £25m from the Government's Towns Fund.
 - 1.3.2. Proposed schemes to deliver further town centre regeneration which have been included in a £20.5m bid to the Government's Future High Streets Fund
 - 1.3.3. Delivery of the Crewe HS2 hub station programme in consideration of the impacts of the COVID-19 pandemic. It outlines the additional challenges and risks to the project arising from the pandemic and the revisions to the proposals to minimise these.
 - 1.3.4. The delivery of this programme is being supported through engagement with the Crewe Town Board which was established

earlier this year and includes representation from Cheshire East Council.

- 1.3.5. It is to be noted that the projects outlined in this report are in addition to other proposed investments in the Crewe including the Royal Arcade, Crewe Market, History Centre and the dualling of the A500.

2. Recommendations

That Cabinet:

- 2.1. Notes that the Council is the Accountable Body for the Crewe Town Board with the Portfolio Holder for Environment and Regeneration being the Council's representative on it.
- 2.2. Delegates authority to Portfolio Holder for Environment and Regeneration, in consultation with the Executive Director Place and with the approval of the Crewe Town Board, to
 - 2.2.1. Submit a Town Investment Plan to Government
 - 2.2.2. Submit a bid for the Towns Fund to Government
- 2.3. Delegates authority to the Executive Director – Place, in consultation with the Director of Governance & Compliance, the Director of Finance & Customer Service, the Portfolio Holder for Environment & Regeneration and the Portfolio Holder for Finance, IT & Communications to:
 - 2.3.1. Accept a government grant (Towns Fund – Accelerated project funding) and the associated conditions, to support the proposed Ly² project
 - 2.3.2. Accept a government grant (Future High Streets Fund), and the associated conditions, to support a range of measures to support the regeneration of Crewe town centre
 - 2.3.3. Approve Supplementary Capital Estimates up to the value of the grants accepted under 2.3.1 & 2.3.2 above, to facilitate expenditure within the associated conditions.
 - 2.3.4. Approve capital and revenue budgets associated with co-funding delivery of the measures proposed
 - 2.3.5. Take all necessary actions to implement the proposals.

- 2.4. Notes the review has been undertaken for the Crewe hub station scheme taking account of the impact of Covid-19;
- 2.5. Approves the proposed revisions to the Crewe hub station scheme.
- 2.6. Authorises the Executive Director - Place to:
 - 2.6.1. Commission the detailed design for Crewe Hub Station
 - 2.6.2. Agree terms with Network Rail and Avanti West Coast for the release of land necessary to deliver the scheme;
 - 2.6.3. Negotiate and agree a funding deal with Government and Avanti West Coast to secure the necessary funding to deliver the Revised Initial Scheme;
- 2.7. Notes that further approvals will be sought from Cabinet to approve a preferred Crewe Hub Station Scheme and seek any powers of compulsory purchase required to deliver the preferred scheme.

3. Reasons for Recommendations

- 3.1. The recommendations sought in this report are to enable the development and delivery of a coordinated programme of interventions to support the regeneration of Crewe and unlock economic, environmental and social benefits to the town's communities as well elsewhere in the Borough.
- 3.2. Delivery of this programme is critical in kick starting the local economy following the economic impacts of the Covid-19 pandemic and in addressing the levelling up agenda for Crewe. It is important that this programme is progressed now to ensure that the town can capitalise on key opportunities including HS2, Future High Streets Fund and Towns Fund.

4. Other Options Considered

Crewe Town Board, Towns Fund and Town Investment Plan

- 4.1. The Council could determine not to support the Crewe Town Board and its role in developing a Town Investment Plan, however, this would be almost certain to result in a failure to receive a grant due to non-compliance with the guidance issued by Government.
- 4.2. The Council could also consider not 'passporting' authorities through the Portfolio Holder to act on the decisions of the Board. In this case, it would be likely to create a significant delay to decision-making processes which will have a consequential impact on project delivery.

Future High Streets Fund

- 4.3. The Council could, instead of delegating authority to progress with projects proposed as part of the bid, determine to consider the grant offer and the associated conditions at a future meeting of Cabinet. This would be likely to be February 2021. This would, however, impact on project deliverability, as all grant funding must be defrayed by March 2024.

Crewe HS2 Hub Station

- 4.4. The Council could choose to continue to progress the original pre-Covid scheme. However, the economic impacts of the Covid-19 pandemic and uncertainties about the future commercial development market mean that this scheme would not be viable as business rate revenues would likely be realised much later. In addition, the original scheme would require significant upfront borrowing by the Council and therefore it would need to service the debt out of existing budgets until the business rate revenues were sufficient to cover it.
- 4.5. The Council could not progress a scheme at all meaning that Government would revert to a baseline solution which will have minimal investment in the station and environs. The baseline solution would not deliver the same growth and regeneration benefits to Crewe and the surrounding area. As a result, this growth is likely to be accommodated elsewhere and Crewe could easily fall further behind its competitors.
- 4.6. The Council could choose to pause the work for a period of time however, the HS2 delivery timetable for Crewe remains fixed with much of the infrastructure being delivered in 2025. This provides a small window of opportunity to do much of the work in a cost effective way through aligning with this 'core' HS2 programme. A slippage in programme would mean that these programmes would no longer be aligned and the opportunities for costs and programme efficiencies would be lost.

5. Background

Crewe Town Board, Towns Fund and Town Investment Plan

- 5.1. The Government has selected Crewe as one of 101 towns, each to be awarded around £25m of funding from its Towns Fund to support their long-term aspirations to support economic regeneration.
- 5.2. Crewe Town Board (CTB) has been established to oversee the development of a town investment plan (TIP) and subsequent submission to the Towns Fund.

- 5.3. The board is an advisory board with a strategic focus and Government requires Cheshire East Council to act as the Accountable Body for it. This includes ensuring the appropriate processes around procurement, contract management and audit are undertaken.
- 5.4. The TIP needs to be submitted in January 2021, following which Government will engage with the Town Board and the Council is agreeing a 'deal' which includes the funding. Once agreed, this will then trigger further work in developing detailed business cases for the agreed interventions. Funding is expected to be made available from 2022 up to 2026.
- 5.5. To facilitate the delivery of the TIP to the Portfolio Holder for Environment and Regeneration are sought to enable the programme to be delivered effectively
- 5.6. As part of the Towns Fund initiative, earlier this year the Government invited proposals for up to £750k to support projects that could be accelerated for delivery within the 2020/21 financial year. In consultation with Crewe Town Board, the Council submitted the proposal for a project called **Ly²** which was developed to create a vibrant community hub at Lyceum Square in Crewe town centre. In September the council and partners received confirmation that it had been successful in being awarded funding for this project. The Council will need to accept any associated grant conditions and approve a supplementary capital estimate.

Future High Streets Fund

- 5.7. In June this year the Council submitted the 'Revitalising Crewe' business case to Government seeking £20.568m capital funding to support projects which will stimulate the regeneration of Crewe town centre.
- 5.8. Ten projects are included in the programme as summarised in Table 1 below.

Table1: Revitalising Crewe FHSF proposed workstreams and projects	
Workstream	Projects
Accessibility & Permeability	<p>Four new projects to improve accessibility and permeability into and around Crewe town centre:</p> <ol style="list-style-type: none"> 1) Earle St bridge: a new pedestrian/cycle bridge/link from the Grand Junction Retail Park (east of the town centre) over the railway line. 2) Southern Gateway: A new pedestrian/cycle link from Mill Street (south of the town centre) to the Civic & Cultural Quarter (Lifestyle Centre/Christ Church / Memorial Square). 3) Flag Lane link: A new highway link from Dunwoody Way (west of the town centre) to Flag Lane. 4) Smart parking & movement: New investment in digital infrastructure to support incorporation of adaptive signals and smart parking measures to improve traffic flow.
In-Town Living	<p>The potential future use of existing Council car park sites to deliver new residential developments that meet the needs of local people.</p> <p>N.B. Car park capacity will be replaced with planned new MSCP and interim measures as required to ensure sufficient car parking provision is available</p>
History Centre	<p>Building upon existing proposals for the History Centre by extending its physical footprint to create a more appropriate town centre setting by demolishing the existing Civic Centre (incl. undercroft car park and decking) and providing higher quality public realm and ancillary car parking and improved connectivity to other town centre destinations.</p>
Technology and Digital Innovation Campus	<p>Technology and Digital Innovation Campus. The creation of two new workspaces to help new/early-stage technology businesses to establish and grow, responding to locally evidenced demand for appropriate accommodation and support. This could include the vacant Christ Church in order to bring it back into economic use (currently owned by the Diocese of Chester).</p>
Sustainable Energy Network	<p>The creation of a new energy network, initially linking public buildings to improve energy performance and drive down its cost, to the point that it becomes attractive for commercial operators to join.</p>

5.9. Due to Covid-19 the timescales for the announcement of successful bids has been delayed until late autumn. Given that most of the component projects were scheduled to commence the detailed planning and delivery phase in autumn, any further delay in securing Cabinet approval after Government announcements will impact on project deliverability, as all grant funding must be defrayed by March 2024. Delegated authority is therefore sought to accept this funding so that the projects can be progressed.

5.10. If successful in securing all the £20.568m grant funding sought, £22.599m of co-funding will need to be committed through Council and other external funding sources. Some of these budgetary allocations are already in place (e.g. History Centre, Sustainable Energy Network, Local Transport Plan)

with most others relating to existing Council revenue budgets or external sources (e.g. Heritage Lottery, Homes England). In addition, the Council will be required to dispose or lease some sites and premises in its ownership at less than best consideration. This match funding is already identified within the council's capital budget and revenue budgets.

Crewe HS2 Hub Station

- 5.11. The arrival of HS2 to Crewe is an important component of delivering our future ambitions for Crewe and the surrounding area. However, the arrival of the trains alone will not unlock the potential for the town or the region. Getting the right station solution for Crewe is critical to unlocking the economic, social and environmental potential of the Town.
- 5.12. This will require the following:
 - 5.12.1. The right rail infrastructure solution to be delivered at Crewe station to enable up to 7 HS2 trains per hour, in each direction, to call at Crewe;
 - 5.12.2. A new rail junction known as the Crewe North Connection that would link the HS2 Phase 2b line and the existing West Coast Main Line. This would enable HS2 to call at Crewe Station to and from the north;
 - 5.12.3. The delivery of critical enhancements to Crewe railway station to bring it closer in line with the other HS2 stations being delivered elsewhere.. This includes a new centrally located transfer deck to improve the passenger environment and experience, enhanced car parking facilities, enhancements to nantwich road entrance, and improved connectivity by walking, cycling and public transport- particularly to Crewe Town Centre.;
- 5.13. In consideration of the impacts of the COVID-19 pandemic the Council has undertaken a comprehensive impact assessment on the proposed Crewe hub station scheme as presented to Cabinet in March 2020.
- 5.14. It is important that any future Council investment such as that proposed in and around Crewe station reflects the latest risks and challenges that could impact on its affordability, viability and/or deliverability. The revised scheme for the Crewe hub will see the full vision delivered over several phases of development rather than delivered in its entirety upfront ahead of the arrival of HS2. Therefore, the Council will firstly focus on an Initial Scheme to be delivered alongside the construction of Phase 2a.
- 5.15. This Revised Initial Scheme will focus on the area immediately surrounding the Crewe hub station and include:

- 5.15.1. Enhancements to Nantwich Road Bridge including the delivery of new pedestrian and cycle bridge decks to improve links between the station and town centre and promotion of active travel;
 - 5.15.2. Delivery of a new interchange on Weston Road to provide enhanced facilities for taxis, pick-up and drop off and with the potential to incorporate buses;
 - 5.15.3. Delivery of a new multi-storey car park on Weston Road to replace the existing surface level car park and cater for HS2 passenger growth at Crewe;
 - 5.15.4. Delivery of highway access improvements comprising of a series of junction improvements around the hub.
- 5.16. Future phases are to include:
- 5.16.1. New transfer deck and Weston Road entrance (DfT/NR funded) Crewe Southern Link Road Bridge; and
 - 5.16.2. Potential future multi-storey car park phases.
- 5.17. Whilst a phased approach is likely to add additional cost to the overall scheme, it enables the Council to limit its maximum financial exposure and prudential borrowing over time. However, in the development of the scheme going forward, opportunities for passive provision of future interventions to minimise further rail possession requirements, will be explored subject to affordability.
- 5.18. The Revised Initial Scheme seeks to minimise third party land requirements where possible. The Council intends to acquire this through negotiation but a CPO will be progressed as a means of last resort. A report will be presented to Cabinet to seek authority to undertake a CPO if this is required.
- 5.19. As outlined to Cabinet in March 2020, the Council are seeking a funding and financing agreement with Government to fund the initial phase of the Crewe hub scheme. This will include a combination of local and central government funding including government grants and prudential borrowing.
- 5.20. The Council alongside Cheshire & Warrington Local Enterprise Partnership (CWLEP) continue to explore with Government the opportunity for a new business rates retention scheme, known as Tax Increment Financing (TIF).
- 5.21. A TIF model would operate in a similar manner to an Enterprise Zone. Here upfront Council borrowing would be used to directly unlock development sites by funding key enabling infrastructure and funding development viability gaps. In return, 100% of the growth in business rates across the TIF would be retained locally over a 25-year period.

- 5.22. In the proposed 'Growth Corridor' TIF model, retained business rate revenues would service the upfront debt as well as unlocking further sites. Surplus revenues could also be used to fund any local contribution to the Crewe hub station to bring forward the critical station enhancements.
- 5.23. A revised outline TIF proposition has been included within the Council's and CWLEP's Comprehensive Spending Review response to seek policy support for the proposition. Cabinet approval will be sought ahead of any full business case submission to Government for a new TIF model.
- 5.24. In line with the design work, the Crewe Area Action Plan is currently being reviewed in consideration of Covid-19 and the revised phased scheme to ensure that the most appropriate planning policy framework for the initial phase is progressed whilst ensuring that the future phases aren't impeded by alternative development.

6. Implications of the Recommendations

6.1. Legal Implications

Crewe Town Board, Towns Fund and Town Investment Plan

- 6.1.1. A Town Deal is an agreement in principle between Government, the lead authority and the Town Deal Board, confirmed in a Heads of Terms document. It will set out a vision and strategy for the town and what each party agrees to do to achieve this vision. It will cover a period of up to 5 years
- 6.1.2. In accordance with the government's Guidance on the Towns Fund there are two phases with a decision gateway at the end of each. Following the development of the Town Investment Plan, the Chair of the Towns Board and either the Council's Chief Executive or Leader will need to sign the Memorandum of Understanding containing the Heads of Terms for the funding deal with Government prior to business cases and fully costed delivery plans being developed. The business cases need to go through an assurance process by the accountable body prior to being submitted to Government before the funding is released. Legal advice will need to be sought on the conditions relating to any funding deal and on the terms of the Memorandum of Understanding with Government.
- 6.1.3. There is a need for appropriate and robust governance arrangements to be put in place in relation to the Towns Board and in light of the Council's role as accountable body.

6.1.4. The Guidance sets out the following as being the responsibility of the lead authority :-

- Upholding the Seven Principles of Public Life (the Nolan Principles)
- Developing a delivery team, delivery arrangements and agreements
- Ensuring that decisions are made by the board in accordance with good governance principles
- Ensuring transparency requirements are met – through publication of information on their website or a Town Deal specific website
- Developing agreed projects in detail and undertaking any necessary feasibility studies
- Undertaking any required Environmental Impact Assessments or Public Sector Equalities Duties
- Helping develop detailed business cases
- Liaising with potential private investors in identified local projects and schemes
- Signing the Head of Terms Agreement with government
- Monitoring and evaluating the delivery of individual Towns Fund projects
- Submitting regular monitoring reports to Towns Hub
- Receiving and accounting for the Town's funding allocation

6.1.5. The Council will also need to have regard to its duties in relation to consultation and engagement with stakeholders and residents and develop an Engagement and Communications Strategy as interventions supported through the Towns Fund should be developed with input from the community.

6.1.6. It is anticipated that ongoing legal advice will be needed as the programme proceeds to the delivery stage to ensure that projects are properly anchored in planning policy; advice is sought on land assembly and any use of the Council's CPO powers together with considerations relating to procurement and state aid implications of any project.

Future High Streets Fund

- 6.1.7. Any grant funding agreement that the Council is required to enter into before funding is made available will require review to ensure that the Council acts in compliance with its terms.

Crewe HS2 Hub Station

- 6.1.8. Implementing a project of the scale and complexity of the Crewe HS2 Hub Station programme will have a number of legal implications for the Council.
- 6.1.9. It is anticipated that the Council may need to enter into a series of contractual arrangements with key stakeholders including Network Rail and the Avanti West Coast Partnership in line with the Council's Constitution taking into account any financial constraints.
- 6.1.10. Should the Council proceed to procure a design and build contract for any element of the Revised Initial Scheme this will need to be done in accordance with the Constitution, the Council's Contract Procedure Rules and the Public Contracts Regulations 2015.
- 6.1.11. It is anticipated that ongoing legal advice will be needed as this scheme is further developed and delivered in relation to project risks since TIF arrangements hinge on anticipated cash flow in the form of business rates that will have been ringfenced for the development project, certainty that the project will be completed and then occupied will be critical. Issues around allocation of risk as between the Council and any developers will need to be considered carefully. Further advice will also be required on the designation of the TIF Zone and governance arrangements with the CWLEP similar to those in place for current Enterprise Zones.

6.2. Financial Implications

- 6.2.1. Many of the schemes that are referred to within the various initiatives are largely contingent on the outcome of multiple funding applications only some of which may be successful. Thus, it has to be accepted that as with any capital programme there is a risk that any spend will be abortive if the scheme does not proceed.
- 6.2.2. Successful funding bids will require supplementary capital estimates to be approved.

Crewe Town Board, Towns Fund and Town Investment Plan

- 6.2.3. It should be noted that the recommendations are designed to facilitate prompt decision making and not be a substitute for the necessary decision making and appraisal of each and every

component of any resulting Town Investment Plan should the application be successful.

- 6.2.4. Any offer of funding will be subject to tight defrayal deadlines otherwise it could be lost. Additionally, any funding agreement will come with conditions which will need to be adhered to.
- 6.2.5. It is anticipated that ongoing Finance support will be required in order to align a successful Town Investment Plan with the wider Medium-Term Financial Strategy and the mechanisms for doing this are currently being put in place. The broad aspirations for the projects that the Towns Fund bid is seeking to support would appear to align with the aims of the Council's Capital Strategy in seeking to deliver sustainable and inclusive economic growth.

Future High Streets Fund

- 6.2.6. As with the Towns Fund the main implications of the decisions being taken are to enhance the efficiency and speed with which the Authority can act and respond to any resulting offer of financial support from the Future High Streets Fund. It does not in itself make the financial decision or commit the Council to particular schemes in the absence of further detailed financial due diligence and approvals.
- 6.2.7. Whilst much of the content of the submitted Future High Streets Fund bid is already in the Council's 2020-2024 Capital Programme or Addendum there will need to be ongoing reviews to ensure that schemes will still deliver value for money as circumstances and assumptions may have altered since inclusion in the Capital Programme.
- 6.2.8. Finance will be required to provide ongoing support and comfort is provided by the comprehensive Programme Management structure that has been put in place to support each of these workstreams which Finance will feed into.

Crewe HS2 Hub Station

- 6.2.9. In order to arrive at a fully costed and credible investment decision for the initial phase of the Crewe HS2 Hub Station programme, which will be presented to Full Council at a later date, it is necessary to progress detailed development work to deliver a design solution and an outline finance and funding proposition to form the basis of a Strategic Outline Business Case.
- 6.2.10. A future Full Council investment decision to approve any local contribution towards the Crewe Hub Station and supporting investment could see the Council committing to forward fund a

substantial investment as identified in the outline proposition. However, any local contribution would be predicated on securing the necessary commitments from Government, as outlined in the outline proposition, in advance of any investment decision.

6.3. Policy Implications

- 6.3.1. The proposals relating to Future High Streets Fund align with the Council's existing Crewe Town Centre Regeneration Delivery Framework, as well as the Economic Development Strategy, Housing Strategy and Local Transport Plan.
- 6.3.2. The Local Plan Strategy identifies the need for improvements to Crewe Railway Station to make it a national hub.
- 6.3.3. The Local Plan Strategy does not include any HS2 related development and therefore does not provide a policy for the full ambitions for the wider station area. The Local Plan does however reference that HS2 will have implications on the Local Plan and that there may be a need for an Area Action Plan for the area around the Crewe HS2 hub station
- 6.3.4. The planning policy framework, including the draft Area Action Plan, are being reviewed with consideration of the phased scheme and wider impacts of Covid-19 to determine the most appropriate planning policy to bring forward the initial phase.

6.4. Equality Implications

- 6.4.1. An Equality Impact Assessment has not been undertaken at this stage but will form part of the detailed business planning for each of the projects to be taken forward whether relating to the Future High Streets Fund, Towns Fund or Crewe hub station scheme.

6.5. Human Resources Implications

- 6.5.1. None identified at this stage.

6.6. Risk Management Implications

- 6.6.1. Initial risk registers have been produced for each of the projects proposed in the Future High Streets Fund business case. These will be updated and considered as part of the decision-making by those with authority delegated in this report.

Crewe HS2 Hub Station

- 6.6.2. Government's existing proposals for Crewe remain only for 2 HS2 trains per hour. Whilst the Council has gained significant announcements and decisions from Government that would support an

enhanced HS2 service solution at Crewe over recent years; the key rail infrastructure requirements, including a revised track layout and Crewe North Connection, remain unfunded and uncommitted. Government may still not commit to any further services than the 2 HS2 trains per hour already planned. In this case, there would not be the step-change in connectivity at Crewe to support the level of regeneration and growth within the Council's ambitious plans. Consequently, the future business rate revenues may be lower than forecast. In this scenario the Council would unlikely be able to afford a local contribution towards the station resulting in Government delivering a sub-optimal solution for Crewe. If this is the case, the Council may need to fund a level of abortive costs of project development work to date.

6.6.3. There is a risk that there is no agreed funding and financing package for the station and as a result a sub-optimal station is delivered. This could result in the need for the Council to expense the project development work to date. In this instance, in recognition the government imposed restrictions on Council capital financing and having to balance annual budgets.

6.6.4. The Council would consider a number of options, including any or all of the following strategies, and relative to spending on particular aspects of the scheme to date:

6.6.4.1. Develop a revised and self-funded business case to deliver a reduced regeneration and transport access scheme for the area on which to capitalise the costs and deliver a much smaller proportion of economic benefits;

6.6.4.2. Develop no alternative scheme and write-off costs to date but pursue a special dispensation from Government to enable these to be written off within the capital budget and not transferred to revenue and subsequently re-prioritise the Place Capital Programme; or

6.6.4.3. Develop no alternative scheme and write-off costs directly to the revenue account. These costs to be met by significant reprioritising the Place Budget to identify necessary savings and investment opportunities to minimise exposure of Reserves at a future point in time

6.6.5. The Council, in partnership with C&W LEP, is seeking to develop the case for a Tax Increment Financing mechanism for Crewe, regardless of HS2. If this were successful, it would enable capital investment in and around Crewe Railway Station area and allow the project development costs incurred to date to be supported by new assets.

Equally, some of the schemes identified through the work to date have merit and alternative funding mechanisms would be sought to deliver them as part of an investment programme for Crewe which again would enable project development costs to date to be capitalised against an asset.

6.6.6. There is a risk that the West Coast Partnership do not agree to take the car parking at Crewe station out of the franchise. In this case, the Council would need to forego future car parking revenue streams that could help to support any local contribution. In this scenario, the Council would need to either fund these costs from other Council budgets or reduce the potential contribution which may result in the Council's plans being unaffordable

6.7. Rural Communities Implications

6.7.1. There are no direct implications for rural communities.

6.8. Implications for Children & Young People/Cared for Children

6.8.1. There are no direct implications for children and young people.

6.9. Public Health Implications

6.9.1. There are no direct implications for public health.

6.10. Climate Change Implications

6.10.1. The Town Investment Plan is expected to identify how climate considerations are addressed.

6.10.2. The Future High Streets Fund proposals include projects that will address carbon reduction (Sustainable Energy Network) and enhance connectivity for pedestrians and cyclists around the town centre.

6.10.3. The hub station design and masterplan solution includes a series of proposals to encourage more sustainable travel across the area. This includes enhanced cycle and pedestrian links between the station and town centre and a new multimodal interchange alongside the new primary entrance on Weston Road.

7. Ward Members Affected

7.1.1. All Crewe wards, particularly Crewe Central (Cllr Anthony Critchley), Crewe South (Cllrs Steven Hogben and Laura Smith) and Crewe East (Cllrs Joy Bratherton, Suzanne Brookfield and Hazel Faddes).

7.1.2. All Crewe members will receive a separate briefing prior to publication of the Cabinet report.

8. Consultation & Engagement

- 8.1. The proposals to be submitted for the Towns Fund will form part of a Town Investment Plan which will require extensive engagement with key stakeholders and public. This will be undertaken by consultants working to the Town Board and with Cheshire East officer inputs. Local Members will be engaged regularly as part of this.
- 8.2. The projects proposed as part of the Future High Streets Fund were developed with the engagement of local members and Crewe stakeholders. As projects move into delivery phase, each project will have its own consultation and engagement programme.
- 8.3. In relation to the Crewe Hub, engagement with local ward members and communities and key stakeholders will be undertaken as the programme progresses to detailed design and as key projects move forward. A full consultation plan will be presented to Full Council as part of an investment decision.

9. Access to Information

- 9.1. For access to any further information, contact the report authors as listed below

10. Contact Information

- 10.1. Any questions relating to this report should be directed to the following officers:

In relation to HS2:

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In relation to Crewe Town Board and funding proposals

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