

National Productivity Investment Fund for the Local Road Network Application Form



Department
for Transport

The level of information provided should be proportionate to the size and complexity of the project proposed. As a guide, for a small project we would suggest around 10 -15 pages including annexes would be appropriate.

One application form should be completed per project and will constitute a bid.

Applicant Information

Local authority name(s)*: Lincolnshire County Council

**If the bid is for a joint project, please enter the names of all participating local authorities and specify the lead authority.*

Bid Manager Name and position: Sam Edwards, Senior Project Leader

Name and position of officer with day to day responsibility for delivering the proposed project.

Contact telephone number: 01522550328

Email address: sam.edwards@lincolnshire.gov.uk

Postal address: Infrastructure Commissioning
Crown House,
Grantham Street
Lincoln
LN21BD

Combined Authorities

If the bid is from an authority within a Combined Authority, please specify the contact, ensure that the Combined Authority has provided a note ranking multiple applications, and append a copy to this bid.

Name and position of Combined Authority Bid Co-ordinator:

Contact telephone number:

Email address:

Postal address:

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to,

Please specify the weblink where this bid will be published:

<https://www.lincolnshire.gov.uk/transport-and-roads/major-projects/>

SECTION A - Project description and funding profile

A1. Project name: A46 Lincoln Road, Welton, Lincoln

A2 : Please enter a brief description of the proposed project (no more than 50 words)

The proposed improvement scheme will convert a priority 'T junction' to a roundabout. This is due to a history of accidents and the insufficient capacity to cater for the extra traffic generated by a number of locally proposed housing developments. It will also facilitate development, in particular housing and employment.

A3 : Please provide a short description of area covered by the bid (no more than 50 words)

A46 Welton Road runs south of the village of Welton in an east west direction and Lincoln Road runs in a north/south direction. On the north east corner of the T junction is a multiple use site which includes various businesses. The surrounding area is predominantly agricultural.

OS Grid Reference: 53.294526, -0.476888

Postcode: LN2 3QY

Please append a map showing the location (and route) of the project, existing transport infrastructure and other points of particular relevance to the bid, e.g. housing and other development sites, employment areas, air quality management areas, constraints etc.

See Appendix A

A4. How much funding are you bidding for? (please tick the relevant box):

Small project bids (requiring DfT funding of between £2m and £5m) Y

Large project bids (requiring DfT funding of between £5m and £10m) N

A5. Has any Equality Analysis been undertaken in line with the Equality Duty?

Yes see Appendix B

A6. If you are planning to work with partnership bodies on this project (such as Development Corporations, National Parks Authorities, private sector bodies and transport operators) please include a short description below of how they will be involved.

The Project Board provides the strategic platform for key decision making and providing guidance on exceptional issues to the Delivery Teams. The Board meets on a monthly basis. Board members include Senior User, Senior Suppliers and Senior Responsible Owner with input from the Project Manager. The Project Manager who is responsible for delivering the programme is the primary contact for partnership bodies which includes West Lindsey District Council and Greater Lincolnshire Enterprise Partnership (both of whom have provided a letter of support, see Appendix C & D). It is through this process partnership bodies provide a steer for the project.

A7. Combined Authority (CA) Involvement

Have you appended a letter from the Combined Authority supporting this bid?

The highway area is governed by Lincolnshire County Council and is not within a Combined Authority area.

A8. Local Enterprise Partnership (LEP) Involvement and support for housing delivery

Have you appended a letter from the LEP supporting this bid?

Yes – See Appendix D

For proposed projects which encourage the delivery of housing, have you appended supporting evidence from the housebuilder/developer?

The proposal will support the delivery of five key housing projects delivering 800 dwellings over 45 hectares of land. The respective S106 Agreements are available upon request and payment details of the S106 agreements outlined within Question B4(a). A letter of support has also been provided and signed by the land owner of one of the key housing projects which this proposal will help support (Appendix J).

SECTION B – The Business Case

B1: Project Summary

Please select what the project is trying to achieve (select all categories that apply)

Essential

- Y Ease urban congestion
- Y Unlock economic growth and job creation opportunities
- Y Enable the delivery of housing development

Desirable

- N Improve Air Quality and /or Reduce CO2 emissions
- N Incentivising skills and apprentices

Y Other(s), Please specify – Reduce the number of reported road accidents.

B2 : Please provide evidence on the following questions (max 100 words for each question):

a) What is the problem that is being addressed?

Accidents: Between 2011 and 2016 there has been a total of 15 recorded Road Traffic Collisions (RTCs) involving 36 vehicles and causing 29 casualties. All accidents were categorised as 'slight'.

Congestion: The tables below present modelling outputs.

Table 1: 2033 Do Minimum (TEMPRO + Committed Development)

Approach Arm	AM Peak				PM Peak			
	Max Ratio Flow to Capacity (RFC)	Queue (PCU)	Delay (S)	Level of Service (LOS)	Max Ratio Flow to Capacity (RFC)	Queue (PCU)	Delay (S)	Level of Service (LOS)
Lincoln Rd	1.881	193	1804.48	F	1.36	5	791.16	F
A46 East Right Turn	0.17	1	3.87	A	0.07	0	4.98	A
A46 West Left Turn	0.43	1	7.76	A	0.74	3	17.12	C

Table 2: 2033 Do Something (TEMPRO + Committed Development)

Approach Arm	AM Peak				PM Peak			
	Max Ratio Flow to Capacity (RFC)	Queue (PCU)	Delay (S)	Level of Service (LOS)	Max Ratio Flow to Capacity (RFC)	Queue (PCU)	Delay (S)	Level of Service (LOS)
Lincoln Rd	0.656	1	8.68	A	0.524	1	6.42	A
A46 East	0.729	2	6.86	A	0.382	0	2.20	A
A46 West	0.431	1	3.28	A	0.795	5	12.37	B

The 2033 Do Minimum scenario (with existing T Junctions) shows Lincoln Road has a RFC of 1.36 which indicates it is operating above absolute capacity. This reduces to 0.6 in the Do Something

scenario and is reflected by the LOS rising from 'F' (breakdown flow) to 'A' which is classified as free flow.

b) What options have been considered and why have alternatives been rejected?

Option one: Roundabout south of A46 half online. This impacts on two land owners, one of whom may object on ecological impact grounds.

Option two: Offline roundabout 250m west of Lincoln Road junction including realignment of Lincoln Road. The land owner has expressed concerns regarding the severing of their land. It is likely land acquisition west of Lincoln Road through a compulsory purchase order (CPO) would be required and the land owner compensated for crop loss.

c) What are the expected benefits/outcomes? For example, could include easing urban congestion, job creation, enabling a number of new dwellings, facilitating increased GVA.

Road accident: Benefit of £8,961,400* (60 year appraisal period).

Congestion: Lincoln Road LOS to improve from 'F' (forced or breakdown flow) to 'A' (free flow) in a 2033 scenario. User benefits is forecasted as £22,086,593* (60 year appraisal period).

Housing: Delivery of 800 dwellings. Strategic Economic Plan (SEP) highlights '*commitment to infrastructure investment is critical to our efforts to accelerate economic and housing growth*'. Given the proposal will enable housing development and the inextricable link between housing and the economy, it is anticipated the additional housing will have a positive impact on labour supply.

2010, Prices and Values

d) Are there any related activities that the success of this project relies upon? For example, land acquisition, other transport interventions requiring separate funding or consents?

Land acquisition: Landowners have been engaged with positively and have shown an active willingness to discuss land acquisition for the construction of this scheme as per the letter of support in Appendix J.

Drainage strategy: The drainage strategy for the scheme is currently under development for submission with the planning application in July 2017. The proposed surface water drainage system will outfall into the existing local highway drainage system which will be enhanced to cater for the slight increase in the impermeable area.

Planning application approval

Legal orders: Approval from Secretary of State, Side Road Order and Compulsory Purchase Order if necessary.

e) What will happen if funding for this project is not secured - would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed project)?

Would result in difficulties in delivering 800 dwellings in the area and continuing high accidents rate and congestion issues. The LEP SEP highlighted five priorities which will directly meet what businesses need to grow. One of which was 'to recognise the need for new housing for the existing local population and those moving to the area'. Failure to deliver housing would therefore extend beyond housing needs and have an impact on business growth. No cheaper solution has been identified given existing constraints (e.g. land ownership, high accidents record and congestion).

f) What is the impact of the project – and any associated mitigation works – on any statutory environmental constraints? For example, Local Air Quality Management Zones.

Historic Environmental Impact: Not all impacts are quantifiable at this stage, so using the precautionary principal, the impact is set at Slight Adverse.

Landscape: Neutral.

Greenhouse gases: Unlikely to have an impact.

Noise: The scheme does not fall within a DEFRA noise important area (NIA) and overall the scheme is deemed negligible.

Local Air Quality: PM₁₀ and NO₂ levels are unlikely to change.

Biodiversity: Slight adverse impact.

Water Environment: Slight adverse impact.

B3 : Please complete the following table. Figures should be entered in £000s
(i.e. £10,000 = 10).

Table A: Funding profile (Nominal terms)

£000s	2018-19 (costs inflated to account for 2020 opening year)	2019-20	2020-2021
DfT funding sought		2,000	
Local Authority contribution	*636*	*100*	*600*
Third Party contribution			*1,113*
TOTAL	636	2100	1713

Local Authority contribution will initially be used through funds made available via the Integrated Transport Block. However developer contribution will be recovered as part of the S106 agreements when triggers are met.

Notes:

- 1) Department for Transport funding must not go beyond 2019-20 financial year.
- 2) Bidders are asked to consider making a local contribution to the total cost. It is indicated that this might be around 30%, although this is not mandatory.

B4 : Local Contribution & Third Party Funding : Please provide information on the following questions (max 100 words on items a and b):

- a) Provide an outline of all non-DfT funding contributions to the project costs, the level of commitment, and when the contributions will become available.

Five Section 106 agreements will result in a contribution of over £1.1 million. The money is based on stage payments for every block of dwellings that are occupied or constructed. Particulars for the S106 agreement include:

Table 3 S106 triggers

Application	Amount	Triggers	Total number of dwellings (units)
131681	£500,000	Occupation of 50 th dwelling = £300,000 Occupation of 100 th dwelling = £200,000	350
130150	£100,000	Occupation of 20 th dwelling = £100,000	63
131492	£100,000	10% contribution prior to occupation of 1 st dwelling 45% contribution prior to occupation of 30 th dwelling 45% contribution prior to occupation of 35 th dwelling	63
131882	£393,000	Occupation of 50 th dwelling = £235,000 Occupation of 100 th dwelling = £158,000	275
131087	£20,000	Commencement of development = £20,000	49
Total	£1,113,000		800

Lincolnshire County Council will forward fund £1,336,428 and recover £1,113,000 from S106 agreements when triggers are met. This will be funded through the Integrated Transport Block which does not require additional approval and has been set aside for the scheme. A breakdown of costs is included in section B3.

- b) List any other funding applications you have made for this project or variants thereof and the outcome of these applications, including any reasons for rejection.

No other funding applications have been made for this project.

B5 Economic Case

This section should set out the range of impacts – both beneficial and adverse – of the project. The scope of information requested (and in the supporting annexes) will vary, including according to whether the application is for a small or large project.

A) Requirements for small project bids (i.e. DfT contribution of less than £5m)

a) Please provide a description of your assessment of the impact of the project to include:

- Significant positive and negative impacts (quantified where possible) including in relation to air quality and CO₂ emissions.
- A description of the key risks and uncertainties;
- If any modelling has been used to forecast the impact of the project please set out the methods used to determine that it is fit for purpose

Modelling output: Junction assessments have been undertaken using industry standard software. Transport Research Laboratory (TRL) package 'Junctions 8' has been used, specifically the PICADY module for the existing 'T junction' and the ARCADY module for the proposed roundabout. The proposal is forecasted to have a significant positive impact on reducing delays. On Lincoln Road in a '2033 Do Minimum' scenario with growth and committed development factored in there is a forecasted delay of 1800 seconds. In a 'Do Something' scenario the queue length reduces to 9 seconds. This is reflected by the Level of Service improving from an 'F' (forced or breakdown flow) to an 'A' (free flow) (see Table 1 & 2, Question B2A for output).

Travel time user benefits: The junction improvement has been assessed based on time savings resultant from improvement measures. Traffic growth is based on survey and a projection of TEMPRO growth factors. Delay results from operational analysis using PICADY and ARCADY. Flows and delays are supplied as averaged values across all junction movements. There are no route choice impacts and travel demands are assumed to be fixed between scenarios. Benefits have been derived over a 60 year horizon for AM and PM peak hours expanded to peak periods and across annual working days. The scheme is expected to open in 2020. Flows and delays are capped at the 2033 horizon year level. Average proportions of LGV and HGV's are assumed based on evidence from rural 'A' roads and trip purpose split is based on NTS regional averages by time period.

Present Value Benefits for transport users is based on appropriate values of time and discounted rates and equates to £22,086,593.

Caveats include the impact of route choice and vehicle operating costs. It may be appropriate to limit time savings to not exceed the weighted impact of the most likely alternative route choice. There may also be additional benefits from un-modelled / unexpanded time periods.

Accidents: COBALT is developed by the DfT and is industry standard when undertaking analysis of the impact on accidents as part of the economic appraisal for a road scheme. The appraisal is in accordance with DfT's Transport Analysis. Using the last complete 5 year accidents data (2012 to 2016) the proposal was deemed to have a significant positive impact with a benefit of £8,961,400 (Costs and Benefits discounted to 2010 prices)

BCR: The scheme has a BCR of 8.4 which represents very high value for money. The table below provides key outputs of the economic assessment.

Table 4 Economic assessment (2010 Prices and Values)

User benefits	£22,086,593
Accidents benefits	£8,961,400
Present Value of Benefits (PVB)	£31,047,993
Present Value costs (PVC)	£3,685,161
Net Present Value (NPV)	£27,362,832
Benefit Cost Ratio (BCR)	8.4

Quantified Risk Assessment and Risk Management Strategy: Risks have been identified via an internal workshop involving key decision makers. A Quantified Risk Assessment exercise was then undertaken and these risk will be managed via the approach highlighted within the Risk Management Strategy document. Both of these have been included with this bid (Appendix E). The process for outlining mitigation measures follows the approach proposed within the HM Orange Book.

Using a quantified risk assessment the risk has been assessed as £381,000. This has been included within the overall scheme cost.

Environmental assessments: In accordance to WebTAG A3 a number of environmental impact assessments have been undertaken and the results have been summarised in the Appraisal Summary Table (Appendix H). A summary of the various assessments include:

- Historic Environment: Scheme impact is assessed to be slight adverse.
- Landscape: Scheme impact is assessed to be neutral.
- Greenhouse gas: The scheme is unlikely to increase greenhouse gas emissions.
- Noise: Scheme impact is assessed to be negligible.
- Air Quality: The scheme is assessed to have neither a benefit nor dis-benefit on air quality (NO₂ and PM₁₀).
- Biodiversity: Slight adverse impact.
- Water Environment: Slight adverse impact

** Small projects bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if available.*

b) Small project bidders should provide the following in annexes as supporting material:

Has a **Project Impacts Pro Forma** been appended? Yes (Appendix F)

Has a description of data sources / forecasts been appended?

Yes (Appendix G). Data sources and forecasts have also been provided within the body of text where appropriate.

Has an **Appraisal Summary Table** been appended? Yes (Appendix H)

Other material supporting your assessment of the project described in this section should be appended to the bid.

** This list is not necessarily exhaustive and it is the responsibility of bidders to provide sufficient information to demonstrate the analysis supporting the economic case is fit-for-purpose.*

B) Additional requirements for large project bids (i.e. DfT contribution of more than £5m)

c) Please provide a short description (max 500 words) of your assessment of the value for money of the project including your estimate of the Benefit Cost Ratio (BCR) to include:

- Significant monetised and non-monetised costs and benefits
- Description of the key risks and uncertainties and the impact these have on the BCR;
- Key assumptions including: appraisal period, forecast years, optimism bias applied; and
- Description of the modelling approach used to forecast the impact of the project and the checks that have been undertaken to determine that it is fit-for-purpose.

d) Additionally detailed evidence supporting your assessment, including the completed [Appraisal Summary Table](#), should be attached as annexes to this bid. **A checklist of material to be submitted in support of large project bids has been provided.**

Has an Appraisal Summary Table been appended? Yes No N/A

- Please append any additional supporting information (as set out in the Checklist).

**It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*

B6 Economic Case: For all bids the following questions relating to **desirable criteria** should be answered.

Please describe the air quality situation in the area where the project will be implemented by answering the three questions below.

i) Has Defra's national air quality assessment, as reported to the EU Commission, identified and/or projected an exceedance in the area where the project will be implemented?

Defra's national air quality assessment has not identified nor projected an exceedance in the area where the project will be implemented.

ii) Is there one or more Air Quality Management Areas (AQMAs) in the area where the project will be implemented? AQMAs must have been declared on or before the 31 March 2017

There is no AQMA identified within the area.

iii) What is the project's impact on local air quality?

Neutral

- Please supply further details:

In accordance to TAG Unit A3 an Environmental Impact Appraisal has been undertaken. The assessment identified four properties within 200 metres of the proposal. However as the scheme would not result in an increase in traffic flow it was deemed that none of the identified properties would be affected by a deterioration of PM₁₀ nor NO₂.

iv) Does the project promoter incentivise skills development through its supply chain?

Yes (Indirectly)

- Please supply further details:

Through the procurement process Lincolnshire County Council only employ approved contractors. Many of these contractors have their own incentivised skill development programmes.

B7. Management Case - Delivery (Essential)

Deliverability is one of the essential criteria for this Fund and as such any bid should set out, with a limit of 100 words for each of a) to b), any necessary statutory procedures that are needed before it can be constructed.

a) A project plan (typically summarised in Gantt chart form) with milestones should be included, covering the period from submission of the bid to project completion.

Has a project plan been appended to your bid?

Yes (Appendix I)

b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place to secure the land to enable the authority to meet its construction milestones.

Has a letter relating to land acquisition been appended?

No

- c) Please provide in Table C summary details of your construction milestones (at least one but no more than 6) between start and completion of works:

Table C: Construction milestones

	Estimated Date
Start of works	November 2019
End of works	May 2020
Opening date	May 2020
Completion of works (if different)	

- d) Please list any major transport projects costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)

Lincolnshire County Council has completed one scheme costing over £5 million in the last five years. Phase 1 on the Lincoln East-West Link provides a new road across the south of the city centre from the A15 to High Street, via Tentercroft Street. The link provide relief of city centre traffic by providing an alternative cross-city route, reducing the impact of the two-city centre rail level crossings, and providing opportunities to provide an improved pedestrian environment on other routes. The scheme was constructed on time. Funding for the scheme came from both the Growth Point Funds allocated to Lincoln and Lincolnshire County Council capital budget. The budget was £22.794 million and the cost was exceeded by £4million. The budget was exceeded due to the following:

- Unknown archaeology which could not be investigated prior to commencement due to the presence of a Heritage building that required taking down and re-building in a Conservation area
- Removing additional asbestos underneath buildings due to be demolished
- Provision of increased capacity in utilities for future development as part of the regeneration
- Accommodating a temporary bus station within the site to allow the City of Lincoln to deliver a new Transport Hub following a successful bid to DfT and consequential re phasing of the works
- Additional works to the Heritage Building to increase saleable value

B8. Management Case – Statutory Powers and Consents (Essential)

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

No powers or consents have been obtained to this date.

- b) Please list if applicable any outstanding statutory powers / consents etc. including the timetable for obtaining them.

Outstanding statutory powers / consents and timetable for obtaining them include:

Planning application approval: Expected November 2017

Side Road Order: January 2018 to April 2018

CPO Period: January 2018 to April 2018

Secretary of State Approval: May 2018 to July 2018

Land Purchase: July 2019 to September 2019

B9. Management Case – Governance (Essential)

Please name those who will be responsible for delivering the project, their roles (Project Manager, SRO etc.) and responsibilities, and how key decisions are/will be made. An organogram may be useful here.

From a Governance perspective the Project has been organised at the following levels:

1. Executive Management
2. Project Board
3. The Senior Responsible Owner
4. Project Assurance
5. Project Manager
6. Delivery Teams

Escalation of issues will transition through these levels, each of which has set levels of authority.

Executive Management

The Executive Management of the project is provided by LCC's Executive Councillor for Highways Transport and IT Councillor (Richard Davies) and the LCC Commissioner for Economy and Place (Andy Gutherson). The Executive Management team oversees the management of the programme and acts as the client for the scheme ensuring that it is being delivered in accordance with the project plan and in line with the budget and specified timeframe.

Project Board

The Project Board provides the strategic platform for key decision making and providing guidance on exceptional issues to the Delivery Teams. The Board meets on a monthly basis. Board members include Senior User, Senior Suppliers and Senior Responsible Owner with input from the Project Manager. The key responsibilities of the Project Board are:

- Agreeing and finalising the Project Plan.
- Liaison between the Delivery Team and Executive Management, Study Partners & Senior Management.
- Overall responsibility for the risk management including the management and mitigation of strategic risk.
- The assurance that the project remains on course to deliver the required quality and to meet the business plan including reviewing resource provision as required.
- The approval and funding for significant changes to the project.
- Responsible for publicity and dissemination of information about the programme and scheme.
- Review, comment and improve on the Project delivery processes and procedures as required
- Resolve issues escalated by the Delivery Team
- Establish formal reporting arrangements and implement an audit strategy as required.

Stakeholders including key development partners feed into the Project Board through the Project Manager.

Senior Responsible Owner

The Senior Responsible Owner (Paul Rusted – Infrastructure Commissioner) has the responsibility for the delivery of highways and transportation services and includes the following responsibilities:

- Appointment of the Project Manager and Chair of the Project Board meetings.
- Monitoring and control of progress including ensuring that the project is subject to review at appropriate stages.
- Approve the milestone reports and initiate follow on action as necessary
- Ensure that a project or programme of change meets its objectives and delivers the projected benefits
- Own the project or programme brief and business case.
- Development of the project or programme organisation structure and logical plans.
- Formal project closure
- Post implementation review
- Problem resolution and referral

Senior Users

The Senior Users for the scheme are heads of Highways and Transportation for Lincolnshire County Council. As Senior Users they also represent the views and interest of the following Users who are not specifically on the Project Board, which could include Greater Lincolnshire Local Enterprise Partnership and West Lindsey District Council.

As Senior Users they are responsible for the specification of the needs of all those who will use the final product(s), for user liaison with the project team, and for monitoring that the solution will meet those needs within the constraints of the business case in terms of quality, functionality and ease of use.

Senior Supplier

The Senior Supplier for the delivery stages is the Project Director from LCC's delivery partner (contractor). As Senior Supplier they are accountable for the quality of products delivered by the Supplier(s) and have the authority and responsibility to commit or acquire supplier resources as required.

Project Manager

The role of the Project Manager is to manage all aspects of the delivery of the programme and act as the primary contact between the Project Board and Delivery Teams.

The Project Manager (LCC Senior Project Leader Sam Edwards) is appointed by the Project Board and is responsible for the following elements of the programme:

- Management of project resources
- Reporting to the Project Board
- Management of the production of deliverables
- Monitoring the project
- Coordination of the Delivery Team
- Primary Contact for the Delivery Team
- Preparing and maintaining the Project Plan/ Stage Plan
- Management of project risks, including the development of contingency plans
- Change control and any required configuration management
- Reporting through agreed reporting lines on project progress
- Identifying and obtain any support and advice required for the management, planning and control of the project
- Managing project administration
- Conducting end project evaluation

Delivery Teams

The Delivery Teams comprise the Design Team and the Site Team. It is anticipated that these Delivery Team Leaders will report on progress on a regular basis to the Project Manager. Project Progress meetings will also be held regularly, every four weeks, to discuss progress, issues, risk, and fees. Attendees include the Project Manager, Senior Supplier and Senior Responsible Owner. The Site Team will be led by the Construction Project Manager (to be appointed)

Project Assurance

As part of the delivery of the project there will be a need for independent audit or assurance of the work package delivery. The Project Assurance Role considers the end product of each work package against the work package plan and product specification and confirms to Project Board that it is fit for purpose, through Gateway Review processes.

In accordance with DfT guidance, once full approval has been granted the structure will be developed in more detail at an Inception Meeting. This meeting will be used to confirm the Governance structure and the roles and responsibilities of the entire delivery team including the contractor.

Organogram provided in Appendix K.

B10. Management Case - Risk Management (Essential)

All projects will be expected to undertake a Quantified Risk Assessment (QRA) and a risk register should be included. Both should be proportionate to the nature and complexity of the project. A Risk Management Strategy should be developed that outlines how risks will be managed.

Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.

Has a QRA been appended to your bid?

Yes (Appendix E1)

Has a Risk Management Strategy been appended to your bid?

Yes (Appendix E)

Please provide evidence on the following points (where applicable) with a limit of 50 words for each:

a) What risk allowance has been applied to the project cost?

The risk allowance applied to the project cost is £381,000

b) How will cost overruns be dealt with?

Lincolnshire County Council identifies and agrees all operating requirements prior to the freezing of the design. The Authority adopts an open book policy from the commencement of contract and rigorous financial control of expenditure to stringent scrutiny of request for change that would affect cost.

c) What are the main risks to project timescales and what impact this will have on cost?

- Poor performance of utility companies. Cost £99,750
- Variation of statutory undertakers costs impacting the program. Cost £66,500
- TM constraints increase construction costs. Temporary works required due to level differences or buildability due to constraints. Cost £66,500
- Weather above 1 in 10 year event. Cost £66,500

B11. Management Case - Stakeholder Management (Essential)

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways England, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

a) Please provide a summary in no more than 100 words of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

Benefits of the scheme (see question B2C) are in line with the West Lindsey District Council's and LEP's ambition (see Appendix C & D for letter of support) for growth as outlined within the Strategic Economic Plan 2014-2030 and Central Lincolnshire Local Plan 2012-2036. Answers to questions A6 and B9 provide details on how these stakeholders are managed. Furthermore an information event was held on

15th June 2017 attended by members of the public and Dunholme Parish Council. The objective was to inform and seek stakeholder views on the proposal.

b) Can the project be considered as controversial in any way?

No

If yes, please provide a brief summary in no more than 100 words

One landowner has been engaged with positively and the impact on the second owner is small and may be designed out during the detailed design stage. Furthermore a letter of support has been provided which has been signed by a local farmer, businessman and land owner of one of the key housing development sites this proposal will help deliver (Appendix J).

c) Have there been any external campaigns either supporting or opposing the project?

No external campaigns have been undertaken

If yes, please provide a brief summary (in no more than 100 words)

d) For large projects only please also provide a Stakeholder Analysis and append this to your application.

Has a Stakeholder Analysis been appended? Yes No N/A

e) For large projects only please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

Has a Communications Plan been appended? Yes No N/A

B12. Management Case – Local MP support (Desirable)

e) Does this proposal have the support of the local MP(s);

Name of MP(s) and Constituency

Sir Edward Leigh MP, Conservative Party (Appendix L)

B13. Management Case - Assurance (Essential)

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

Additionally, for large projects please provide evidence of an integrated assurance and approval plan. This should include details of planned health checks or gateway reviews.

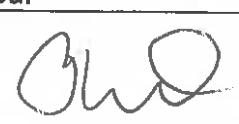
SECTION C – Monitoring, Evaluation and Benefits Realisation

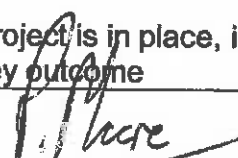
C2. Please set out, in no more than 100 words, how you plan to measure and report on the benefits of this project, alongside any other outcomes and impacts of the project.

- 1) Reduction of reported road accidents over a 5 year period commencing from the scheme opening date. This will be compared against the 5 year accidents record prior to opening.
- 2) Reduction in average delay in the AM and PM Peak on Lincoln Road recorded 1 year after scheme opening. This will be compared against 2014 survey data.-
- 3) Delivery of all 800 dwellings.
- 4) Recovery of all monies as outlined within S106 agreements.

A fuller evaluation for large projects may also be required depending on their size and type.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration	
As Senior Responsible Owner for <i>A46 Lincoln Road, Welton, Lincoln</i> I hereby submit this request for approval to DfT on behalf of <i>Lincolnshire County Council</i> and confirm that I have the necessary authority to do so.	
I confirm that <i>Lincolnshire County Council</i> will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Paul Rusted	Signed: 
Position: Infrastructure Commissioner	

D2. Section 151 Officer Declaration	
As Section 151 Officer for <i>Lincolnshire County Council</i> I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that <i>Lincolnshire County Council</i> .	
<ul style="list-style-type: none"> - has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution - accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties - accepts responsibility for meeting any ongoing revenue requirements in relation to the project - accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided for this bid in 2020/21. - confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller project bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place - confirms that if required a procurement strategy for the project is in place, is legally compliant and is likely to achieve the best value for money outcome 	
Name: MR. P. MOORE	Signed: 

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

Combined Authority multiple bid ranking note (if applicable)	N/A
Map showing location of the project and its wider context	Yes
Combined Authority support letter (if applicable)	N/A
LEP support letter (if applicable)	Yes
Housebuilder / developer evidence letter (if applicable)	Yes
Land acquisition letter (if applicable)	No
Projects impact pro forma (must be a separate MS Excel)	Yes
Appraisal summary table	Yes
Project plan/Gantt chart	Yes

