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)*: Warwickshire 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: Alan Law, County Transport Modeller

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

Contact telephone number: 01926 41 2044

Email address: alanlaw@warwickshire.gov.uk

Postal address: Warwickshire County Council
Transport Planning
Transport and Highways
Communities
Warwick
CV34 4SX

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:
http://www.warwickshire.gov.uk/npif

SECTION A - Project description and funding profile

A1. Project name: A47 Hinckley Road, Nuneaton

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

The A47 Hinckley Road Scheme (the Scheme) will provide eastern Nuneaton with a new junction, an improved roundabout with additional pedestrian facilities and improved road and cycling infrastructure.

The Scheme will help enable delivery of the significant employment and residential growth coming to the Borough in the next 15 years.

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

The A47 Hinckley Road is the principal arterial route into Nuneaton from the A5 and east Nuneaton to the town centre. The Scheme is adjacent to the rail station and town centre, will promote sustainable access and will reduce impacts in the AQMA. The corridor passes through an existing densely populated area which will experience significant housing expansion through the Borough Plan proposals.

OS Grid Reference: 436680,292170 to 438290, 292430

Postcode: CV11 6LR

Figure 1: Detailed View of Scheme

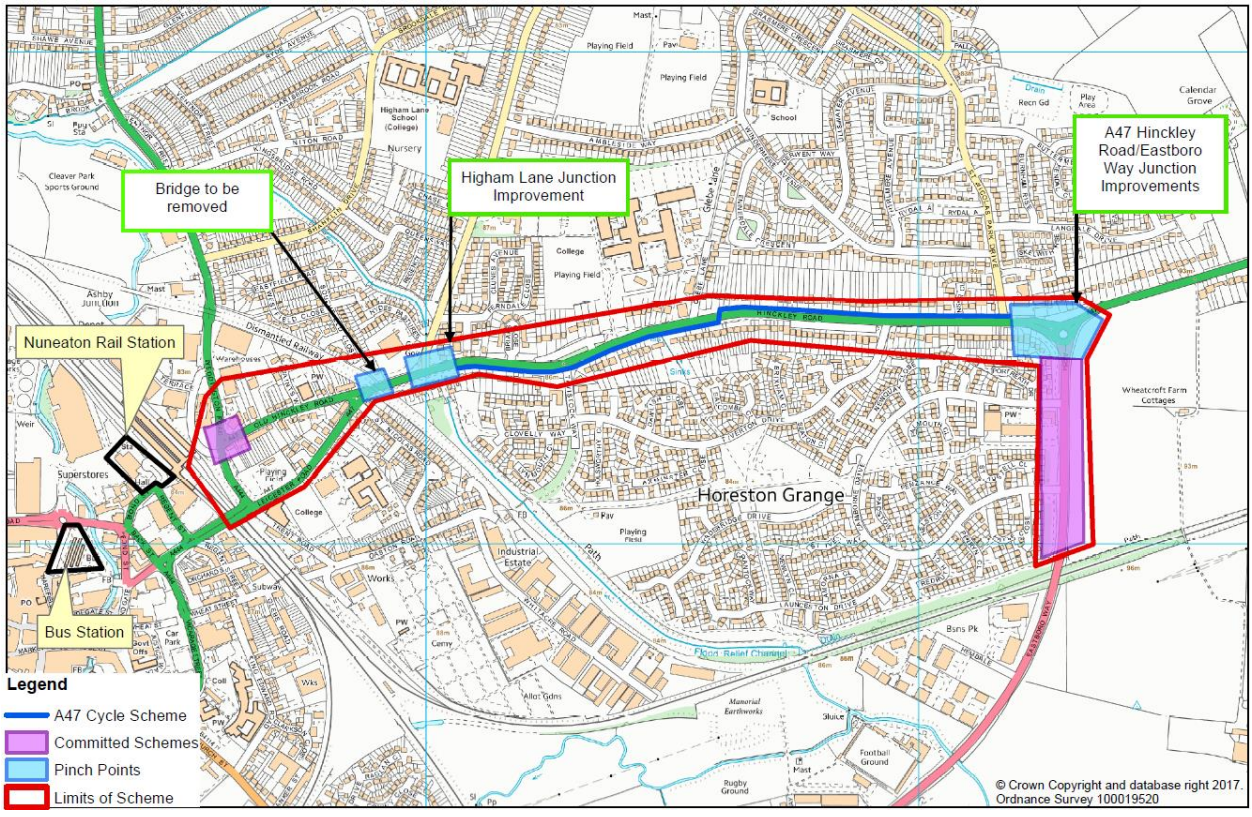
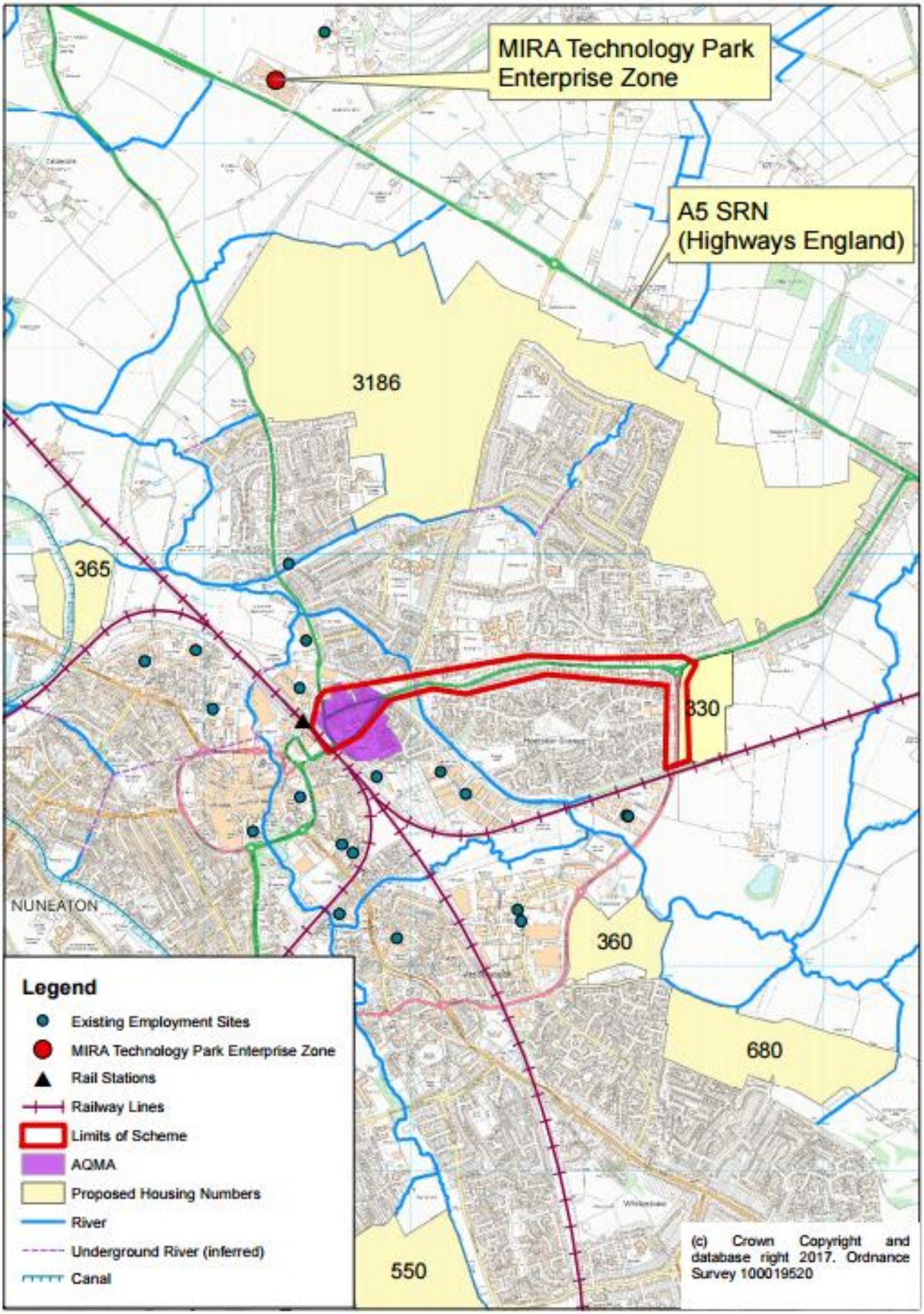


Figure 2: Overview Map of Scheme



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

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

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

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

☒ Yes ☐ No

The Equality Impact Assessment is located in Appendix K.

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.

Nuneaton and Bedworth Borough Council (NBBC)

NBBC is currently going through a period of significant employment and residential growth Warwickshire County Council is supporting this process through the identification of the infrastructure requirements and is being proactive in securing the funding and delivering these requirements to ensure that the impact upon existing residents and those looking to move to the area is minimised.

By 2031 there will be an additional 3,500 new dwellings in the immediate vicinity of the Scheme, with an overall total of 9,000 dwellings across the entire Borough and 93 hectares of employment. In addition to this, the Scheme proposals have been identified to accommodate demand linked to Hinckley and Bosworth's housing allocations.

NBBC supports this Scheme as it will enable the delivery of infrastructure identified in the Borough's Infrastructure Delivery Plan (IDP). This Scheme will act as a mechanism for reducing the propensity for the local road network to be congested especially within the town centre (which is also going through a major regeneration programme – part funded through the Coventry and Warwickshire Local Enterprise Partnership's Growth Deal - £7.5m)

The Scheme also helps to reduce pollutants in the AQMA which falls under NBBCs responsibilities.

For the new roundabout on the Eastboro Way, there is a small parcel of land required which is owned by the Borough Council. Discussions have commenced with NBBC for transferring this land to WCC

Please find attached a letter of support from Nuneaton and Bedworth Borough Council (Appendix F).

Highways England Strategic Road Network (SRN)
The Scheme is located in close proximity to the SRN and is within one mile of the A5, congestion at the A47 Hinckley Rd/Longhoot/A4254 Eastboro Way junction could potentially propagate up to this point thus impacting on the safe and efficient operation of the A5 (refer to Figure 2). The section of A5 between Longshoot and Dodwells will also be going through a major improvement when the committed RIS1/CWLEP funded dualling scheme is implemented in 2020/21.

HE supports this Scheme as a mechanism for reducing the propensity for the local road network to be congested due to growth in the local housing and employment linked to NBBC's Borough Plan. Their interest is in terms of reviewing and understanding the impacts of the Scheme on the SRN A5, and any improvements to the A47 which reduces the likelihood for queuing or congestion are welcomed.

Please find attached a letter of support from Highways England (Appendix F).

Highways England (in reference to A47 NMA/40 Bridge, Hinckley Road, Nuneaton)
HE owns and maintains the bridge over the A47 which lies on a disused rail line (refer to Figure 1). The line decommissioned in 2000.

The bridge has been subject to several high sided vehicle strikes in recent years which cause risks not only to drivers but to the public from debris. The removal of the bridge would eliminate the inevitable congestion on the route that arise when strikes occur; remove the disruption which follows the incidents when reparation is underway; and remove the maintenance liability for the bridge which is under stewardship ownership Highways England.

Please find attached a letter of support from Highways England (Appendix F).

Coventry and Warwickshire Local Enterprise Partnership (CWLEP)
The CWLEP Strategic Economic Plan (SEP) has identified that in order to unlock growth in the area; transport connectivity to growth hubs is a priority. One of its priorities is to address the main transport issues for connecting existing and future key employment sites for the main economic growth sectors in the area with a focus on what infrastructure is required to allow this to occur.

SEP Priority 7: *Housing and Local Growth Accessibility* is relevant to this project in that scheme delivery is considered essential to ensure that the housing identified through the Borough Plan can be delivered.

The CWLEP support for this Scheme is also linked to the complementary Transforming Nuneaton Town Centre Scheme which is a key priority of the SEP to release significant economic and job opportunities. The Transforming Nuneaton Town Centre Scheme seeks to deliver key infrastructure improvements, the unlocking of and creation of prime development sites and a step change in terms of the welcome received by visitors to the town via the train and bus stations, through high quality public realm design.

Please find attached a letter of support from the CWLEP (Appendix F).

Public Transport Operators

Public Transport Operators will need to be involved in the Scheme to ensure that not only their networks are alert to any potential impacts but aid in and minimise the impacts on their operations. Their participation at this point in the Scheme is not required but they will form part of the consultation process.

Barratt Homes

A new housing development is being constructed to the east of Eastboro Way. As the housing developer of the new residential development being constructed to the east of A4254, Barratt Homes are involved in this Scheme but in a limited capacity. Barratt Homes will deliver a section of the Scheme through S278.

The committed S278 scheme will be delivered in 2017/18, whereas the improvements on the A47 Scheme will commence in 2018/19 therefore the Barratt's involvement will be limited. The development will benefit directly from the Scheme from both the dualling of the road (S278) and the new roundabout both acting to improve flow and address congestion issues on the A4254 and A47.

A7. Combined Authority (CA) Involvement

Have you appended a letter from the Combined Authority supporting this bid? ☐ Yes ☒ No

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

Have you appended a letter from the LEP supporting this bid? ☒ Yes ☐ No

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

☐ Yes ☒ No

A letter of support from Nuneaton and Bedworth Borough Council is attached (Appendix F). Nuneaton Borough is in the process of submitting their Borough Plan to the Planning Inspector and considers the delivery of schemes in the Infrastructure Delivery Plan as key to unlocking housing growth proposals in the Borough.

SECTION B – The Business Case

B1: Project Summary

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

Essential

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

Desirable

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

☒ Other(s), please specify -

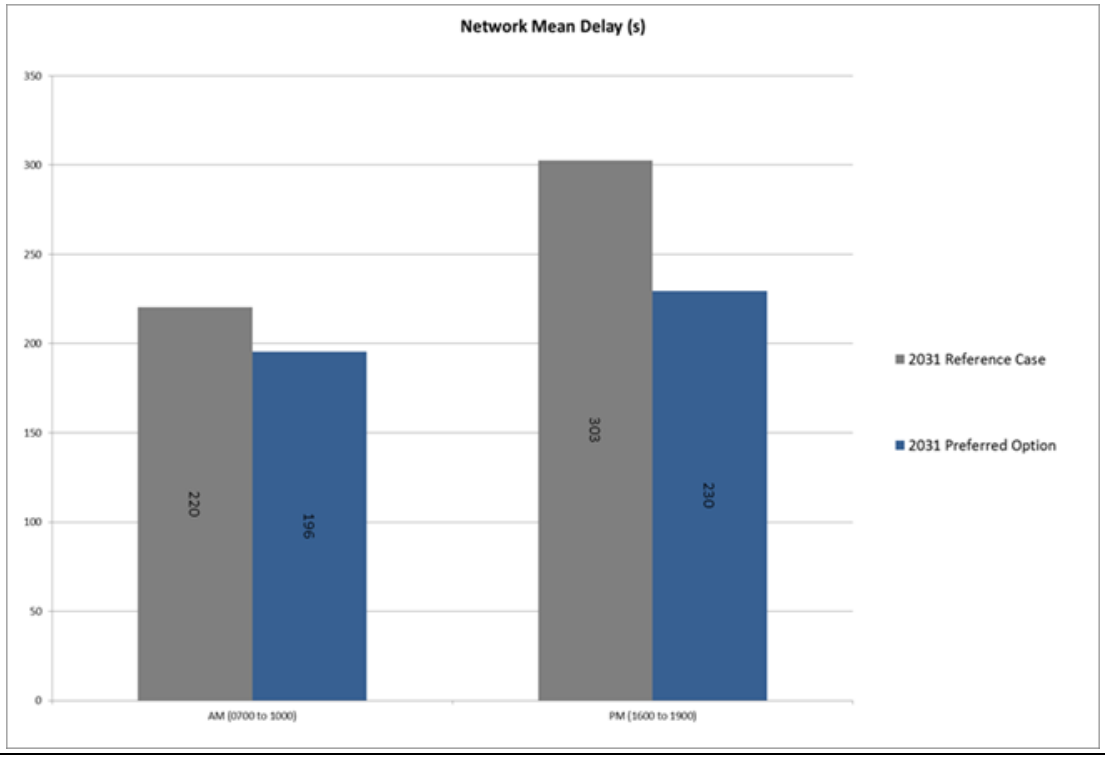
☒ Maintenance Liability – Highways England liability to maintain their structures
☒ Risk Reduction – removing the opportunities for bridge strikes

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

a) What is the problem that is being addressed?

The main objective of the project is to help facilitate significant future employment and housing growth as set out in NBBC's draft Local Plan 2011-2031. The area suffers from congestion and slow average speeds, which result in a negative impact on air quality and on local businesses. Figure 3 highlights the problem with slow journey times in the AM/PM peak periods in 2031 (the end of the plan period).

Figure 3: Total Network Delay (seconds per vehicle)



Traffic levels are forecast to increase due to the forecast housing and employment growth, which, without mitigation, will result in increased in network delay and queueing as demonstrated in figures 3, 4, 5 and 6:

Figure 4: Mean Speeds (Kilometres per Hour)

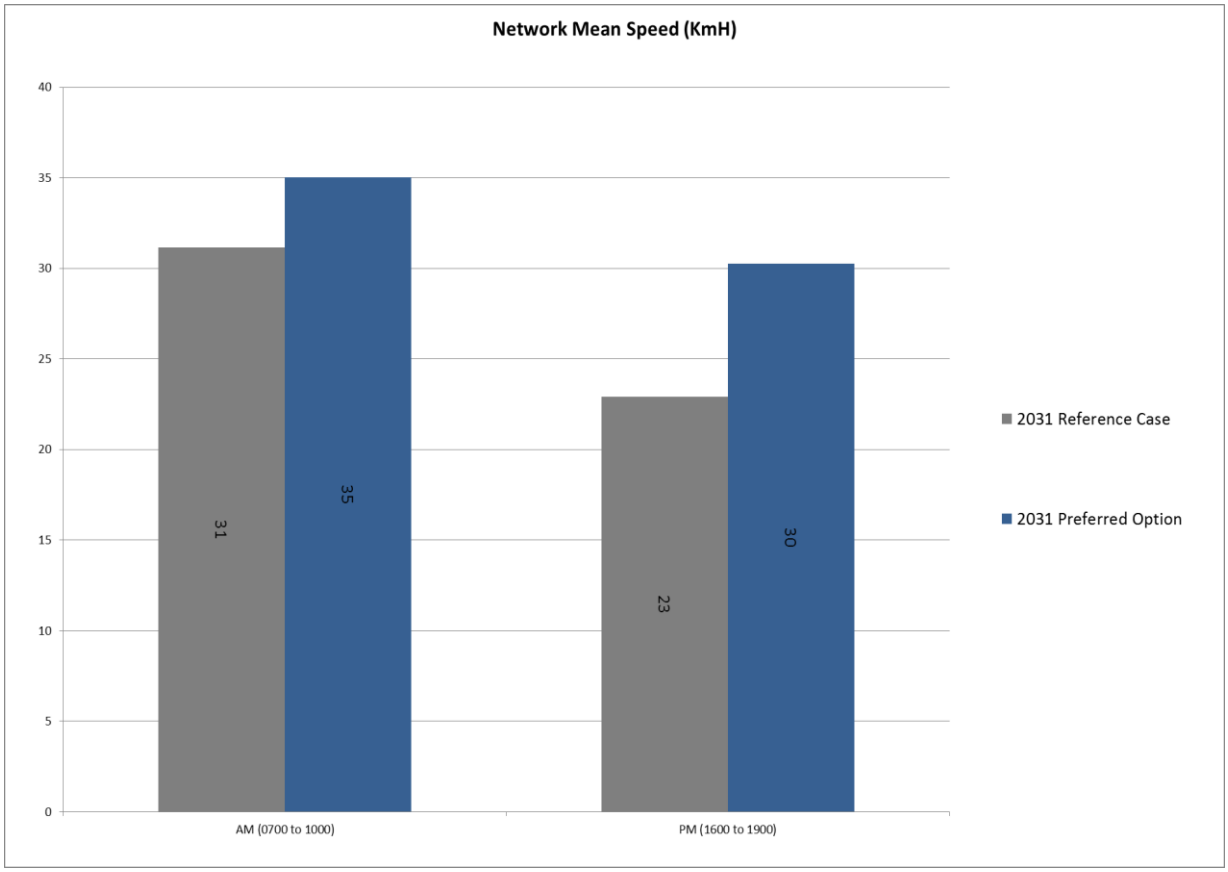


Figure 5: Queue Lengths A47 Higham Lane Junction (Number of Vehicles)

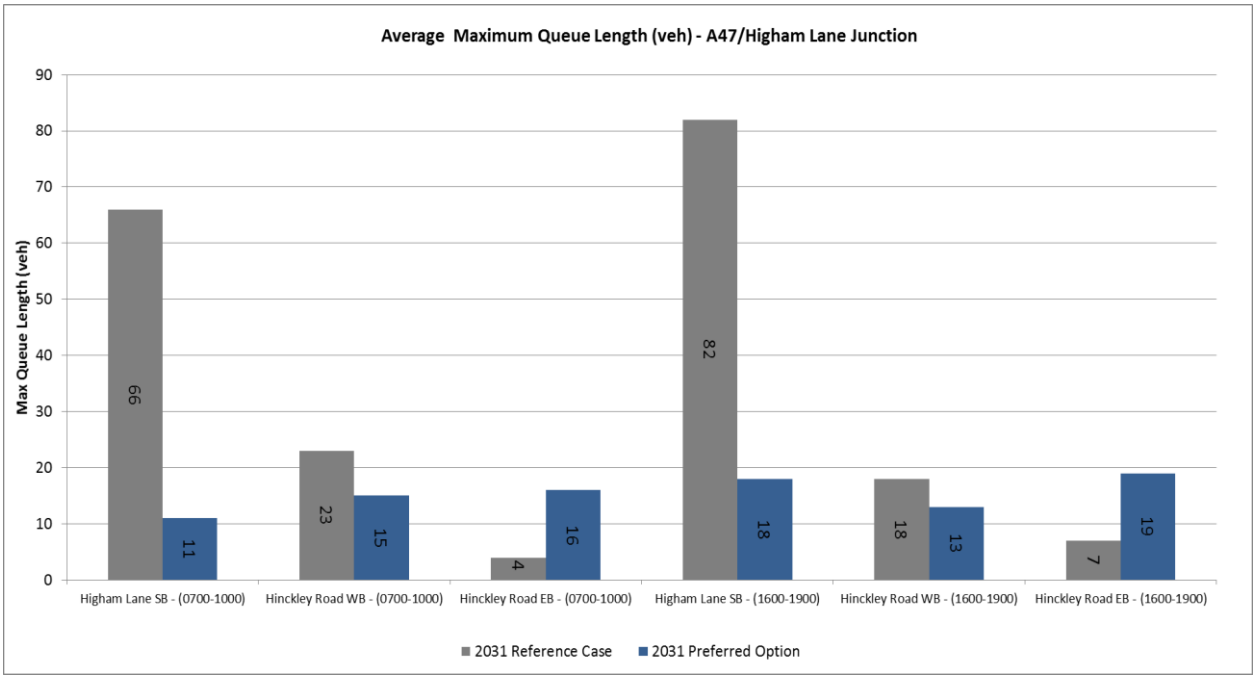
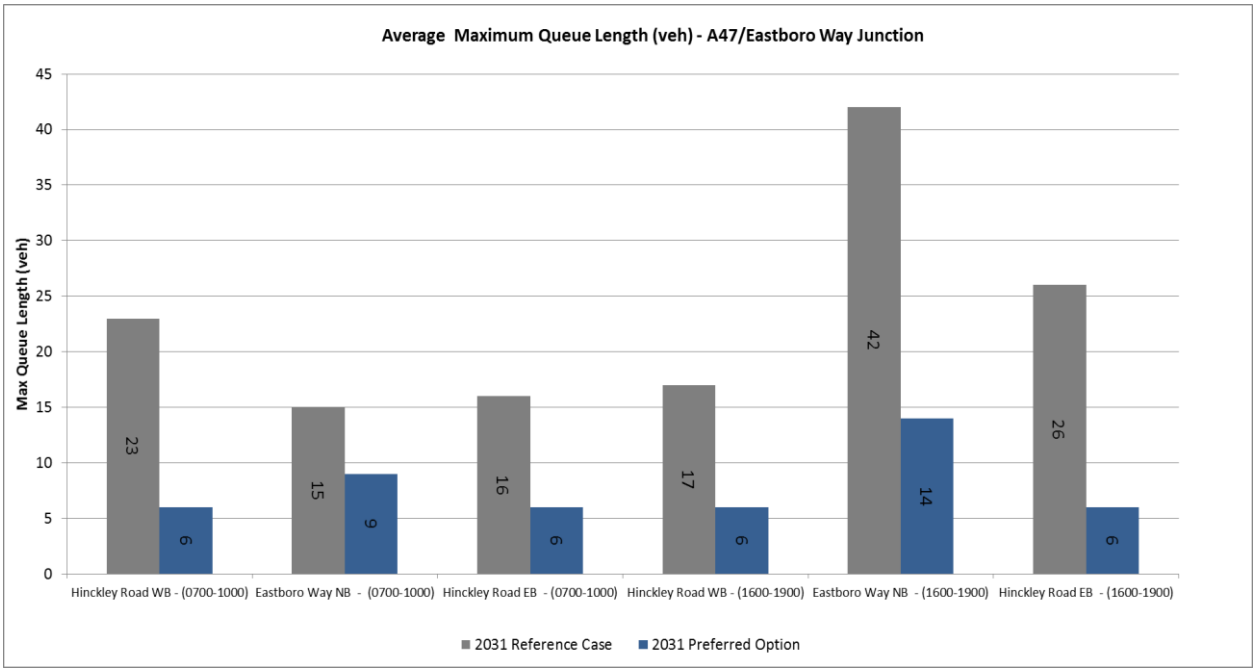


Figure 6: Queue Lengths A47/A4254 Eastboro Way Junction (Number of Vehicles)



Additional information can be found in the full Optioneering Assessment in Appendix D.

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

A summary of the considered schemes which have been subsequently rejected is provided below. The full detailed assessments for each of the options can be found in Appendix D.

Higham Lane Junction

- **Option 1** Junction converted to signals, 2 lane entry on all approaches, bridge removed to west to facilitate extended lane on eastbound approach.
- **Option 2** Junction converted to signals, 2 lane entry on all approaches, bridge removed to west to facilitate 2 lane exit for traffic turning right from Higham Lane.

Option 1 was identified as preferred option based upon modelling results,

Eastboro Way Junction

- Option 1 Roundabout widened with pedestrian facility introduced to the north.
- Option 2 Roundabout widened and part signalisation
- Option 3 Roundabout widened and part signalisation with additional signals at the A47 West Arm.
- Option 4 Roundabout replaced with fully signalised T-junction.

Option 1 identified as preferred option based upon modelling results and political concerns relating to proliferation of signalised junctions on the corridor.

Cycle Scheme Options

A cycle scheme has been identified to run along the A47 off-carriageway. Alternative routes have been considered which run parallel to the A47 as identified in the Atkins Outline

Economic Case - Route 2, March 2017 (available on request). These alternative proposals are higher cost and were discounted from inclusion in this bid on this basis. However they form a key element of the Nuneaton cycle network plan and will be considered for funding in the future.

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.

Congestion Benefits

The Scheme will aid reducing urban congestion in Nuneaton, by ensuring that the area has the transport infrastructure required to accommodate proposed residential and employment growth. This is demonstrated by the significant reductions in network delay identified in the modelling assessments and Scheme Impacts Pro Forma (refer to Appendix B). This identifies that by 2031, 145 vehicle hours will be saved within the modelled area in the AM peak hour and up to 523 vehicle hours in the PM Peak.

Unlocking Housing and Employment Growth

3,500 new dwellings will be allocated in the Borough Plan within the immediate area of the Scheme with a total housing allocation of approximately 9,300 and 93 Ha of employment dwelling across the Borough. The Scheme proposals represent approximately 6% of the total transport infrastructure mitigation requirements to support delivery of the Borough plan and can therefore be linked to facilitating approximately 560 dwellings and 5.6Ha of employment land.

https://www.nuneatonandbedworth.gov.uk/downloads/file/1782/z61_-_strategic_transport_assessment_borough_plan_review_-_modelling_report_-_part_1_2016

Economic Benefits

- A Benefit Cost Ratio (BCR) of 2.37 is achieved with a Net Present Value (NPV) of £3.45m – assessed using Paramics PEARS Module (Paramics Economic Assessment of Road Schemes) as detailed in Appendix D. The assessment assumed a Scheme cost of £2.7m, this represents the scheme cost for the 2 junction improvements without the cycle improvement (refer to Cycling and Walking Benefits below) and bridge removal (not essential for delivery of junction improvement). S278 committed scheme which forms part of the Scheme extent and 3rd party funding has been assumed to be included within the reference case scenario.

Economic Impacts

- Additionality in terms of GVA is £9m with a GVA return on investment of £3.23 for every pound of DfT spending. GVA calculations and assumptions are detailed in Appendix E.
- Additionality in terms of job creation the estimated impact is 500 indirect jobs.
- There are £17.842m in journey time savings for business users and £78.379m for commuting/other uses.

Cycling and Walking Benefits

Provision of enhanced pedestrian and cycling infrastructure will help to ease demand on the highway network and promote healthy travel alternatives. The benefits of the cycle scheme elements of the bid have not been quantified. However, a parallel higher cost route has been considered within the Atkins Outline Economic Case - Route 2, March 2017 (available on request) which provides a BCR of 3.9.

See Appendix E for the full breakdown of the GVA assessment.

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

The Scheme seeks to remove the pinch-points which cause congestion and queuing on the highway and do so by maximising the use of existing highway extent. A small strip of land will be acquired from NBBC (refer to Appendix F).

The committed S278 scheme which forms part of the overall scheme extent and also forms part of the 3rd party funding contribution will be delivered this financial year. The Eastboro Way roundabout relies on the S278 scheme being in place.

The proposed Scheme is not reliant upon any other scheme proposals, however it will help to maximise the benefits of the part funded Transforming Nuneaton town centre scheme which seeks to deliver key infrastructure improvements, the unlocking of and creation of prime development sites and a step change in terms of the welcome received by visitors to the town via the train and bus stations, through high quality public realm design and provision of enhanced sustainable transport options.

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)?

The Scheme represents the minimum highway intervention necessary to accommodate the planned growth in the area. There is no alternative low cost scheme which would achieve these objectives as is evidenced by the modelling work in Appendix B and the Strategic Transport Assessment which was developed to support the Borough Plan (link provided above).

It would be difficult to secure full mitigation contributions from local housing developments due to land values in Nuneaton being relatively low. The only options would be to either continue promoting the Scheme until full funding is secured or de-scope the Scheme which will result in adverse impacts on the network for all users and act as a barrier to economic growth potential.

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.

There is an Air Quality Management Area (AQMA) located near the Scheme on the Leicester Road Gyratory, established in 2007. An Air Quality Assessment of the Scheme was undertaken using the Paramics Analysis of Instantaneous Road Emissions (AIRE) module, located in Appendix D. The results of the assessment found that the emissions within the AQMA fall with the largest reduction in emissions occurring in the 2031 forecast year scenarios.

Figure 7: Map of AQMA on Leicester Road Gyratory

*AQMA depicted by blue boundary

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

Please refer to Table A below.

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.*

Table A: Funding profile (Nominal terms)

Funding Source	Year		Total Funding Commitment per year/per source
	2017-18	2018-19	
Department for Transport - National Productivity Investment Fund	£0	£2,839,000	**£2,839,000**
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
Totals	[redacted]	[redacted]	[redacted]

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.**

[redacted]

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.

N/A

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) <u>Requirements for small project bids (i.e. DfT contribution of less than £5m)</u>

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

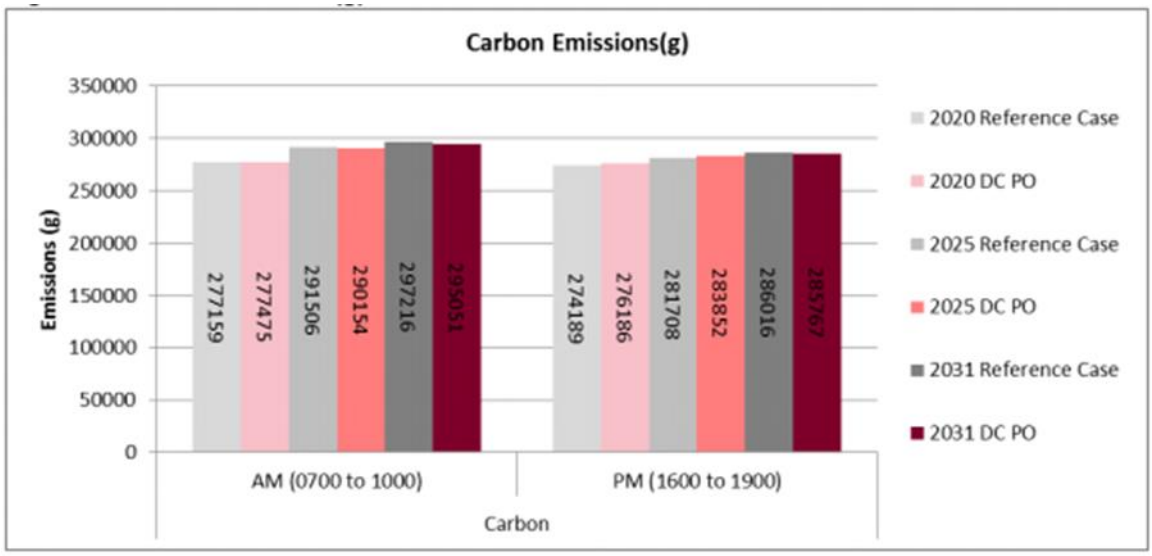
- Significant positive and negative impacts (quantified where possible) including in relation to air quality and CO_2 emissions.
- A description of the key risks and uncertainties;
- If any modelling has been used to forecast the impact of the project please set out the methods used to determine that it is fit for purpose

Impacts

Air Quality

The Air Quality Management Area (AQMA - established 2007) located at Leicester Road Gyratory lies within the Scheme extent, a full Air Quality Assessment of the Scheme using the Paramics AIRE tool was undertaken to identify any benefits linked to the delivery of the A47 improvements which is provided in Appendix D. The results of the assessment found that the emissions within the AQMA fall with the largest reduction in emissions occurring in the 2031 forecast year scenarios. An example of the reduction in carbon emissions is provided in Figure 8.

Figure 8: Carbon Emissions – Reference Case v Preferred Option



It should be noted that the air quality assessments do not take account of any benefits derived through modal shift facilitated by improved sustainable transport infrastructure provision.

Distributional Impact Appraisal

The Scheme has not yet been subject to a full Distributional Impact Appraisal, the following table (TAG Unit A4.2 Distributional Impact Appraisal) highlights the demographic groups which could experience beneficial and /or adverse impacts as a result of scheme implementation. Please refer to the Equality Impact Assessment that has been undertaken (Appendix K).

Economic Benefits

- A Benefit Cost Ratio (BCR) of 2.37 is achieved with a Net Present Value (NPV) of £3.45m – assessed using Paramics PEARS Module (Paramics Economic Assessment of Road Schemes) as detailed in Appendix D. The assessment assumed a scheme cost of £2.7m, this represents the scheme cost for the 2 junction improvements without the cycle improvement (refer to Cycling and Walking Benefits below) and bridge removal (not essential for delivery of junction improvement). S278 committed scheme which forms part of the scheme extent and 3rd party funding has been assumed to be included within the reference case scenario.

Economic Impacts

- Additionality in terms of GVA is £9m with a GVA return on investment of £3.23 for every £1 of DfT spending. GVA calculations and assumptions are detailed in Appendix E.
- Additionality in terms of job creation the estimated impact is 500 indirect jobs.
- There are £17.842m in journey time savings for business users and £78.379m for commuting/other uses.

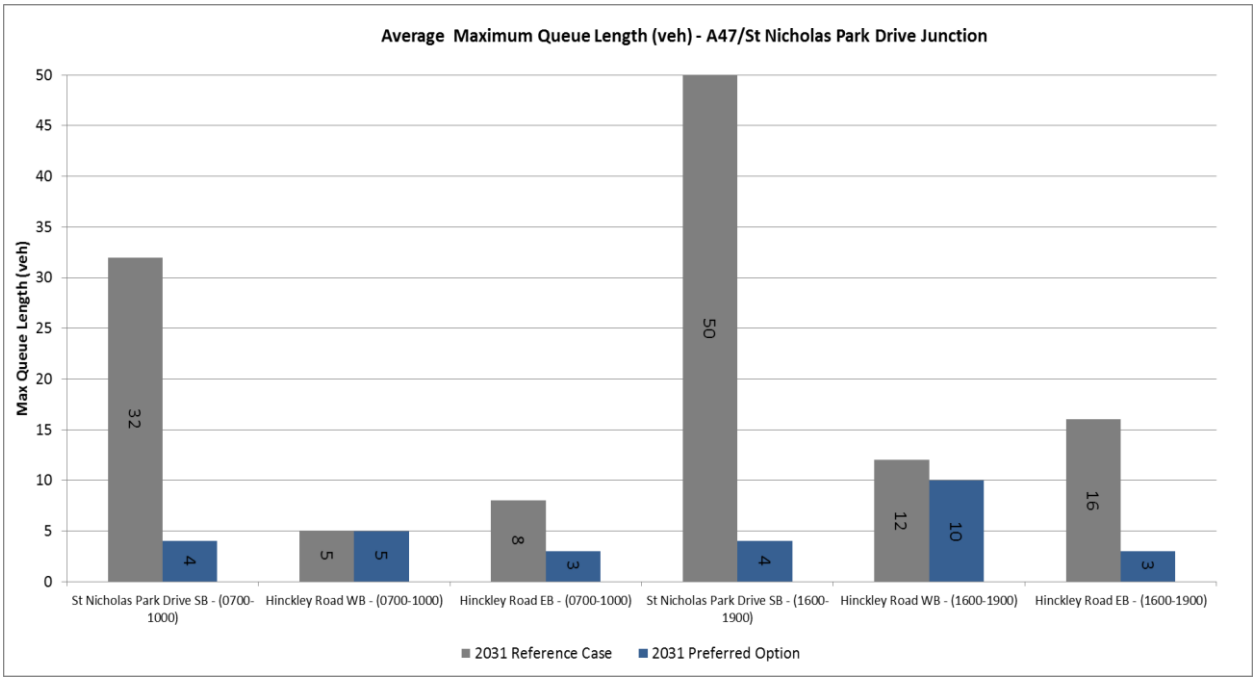
A description of the assessment process is detailed in the Modelling Evidence Base provided below and with Appendix E.

Modelling and Network Delay Impacts

The Scheme Impacts Pro Forma for 2031 identifies that by 2031, 145 vehicle hours will be saved within the modelled area in the AM peak hour and up to 523 vehicle hours in the PM Peak. Details of the assessment process provided below in the Modelling Evidence Base.

Other outputs from the modelling assessment identify significant reductions in queue lengths at both the Higham Lane and Eastboro Way junctions as demonstrated in section B2 and in the Optioneering Assessment (please refer to Appendix D). The implementation of the Eastboro Way improvement also has additional benefits linked to the operation of the St Nicholas Park Drive junction located approximately 100m to the east of the Eastboro Way junction. There is an existing congestion issue linked to exiting St Nicolas Park Drive onto the A47 which is forecast to worsen significantly. The Eastboro Way scheme modelling identifies significant improvements in queue length as demonstrated in Figure 9.

Figure 9: Queue Lengths St. Nicholas Park Drive Junction (Number of Vehicles)



Key Risks and Uncertainties

Risk 6 *Unidentified Safety Issues* – issues which become identified in the road safety audit stage requires the design to be redone. There is a significant contingency incorporated into

the scheme cost estimates.

Risk 34 *Costs / Timescales of Charted Services* – early engagement with public utilities will be made. There is a significant contingency incorporated into the Scheme cost estimates.

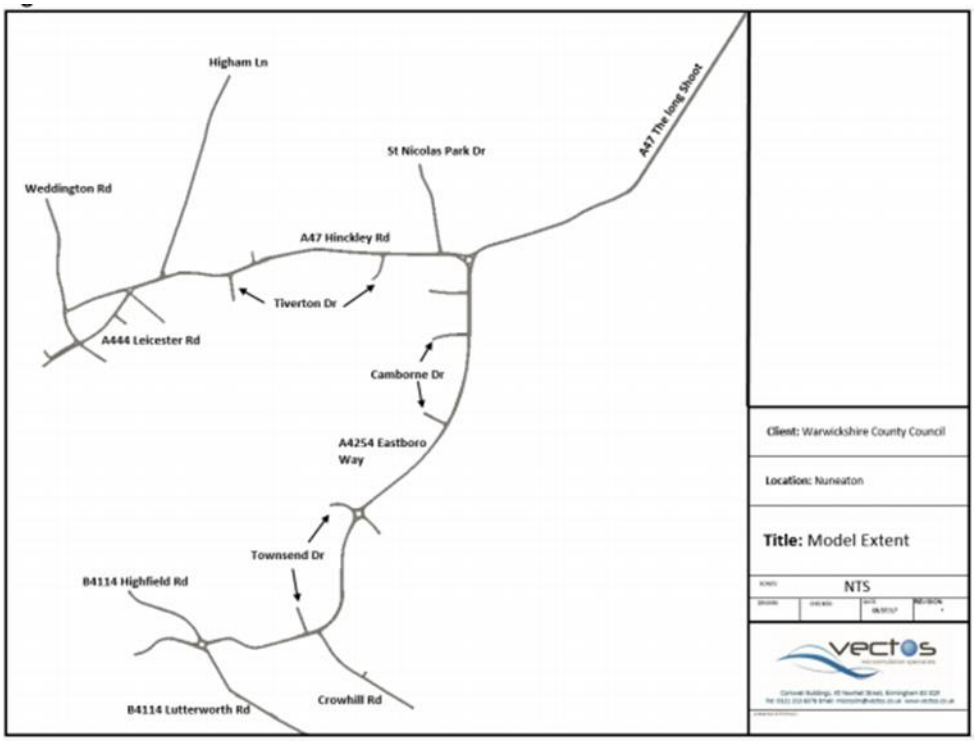
Risk 28 *Traffic Management System during Construction during Delays* – There is the risk that working at night is required due to the disruption from working during the day. A significant contingency has been incorporated in to the cost estimates.

Modelling Evidence Base

Base Model Development

Full details of the base model development process are provided in the Local Model validation Report (LMVR) in Appendix D. The 2015 base model was developed using Paramics modelling software specifically for the purposes of assessing the scheme proposals. The model network extent is provided in Figure 10 below.

Figure 10: Model Network Extent



The model meets TAG guidance on calibration and validation to a very high standard. The LMVR highlights that in all model periods, more than 95% of all turn and link counts fall below a GEH value of 4 and therefore significantly exceeds DMRB guidance. The model should therefore be considered to be well calibrated to the observed data. In terms of validation, TAG Unit M3.1 outlines that for 85% of the modelled routes, the difference between the observed and modelled journey time should not be more than 15% (or 1 minute, if higher).

On all paths, across each of the periods, the journey times are shown to validate against TAG criteria. It is also demonstrated that in all periods the link flow validation checks meet

the criteria of achieving a GEH of less than 5 in 85% or more cases. In all but one period (i.e. 18:00 to 19:00) a GEH of less than 4 is achieved in 92% or more cases.

Forecast Model Development

Full details of the Forecast Model development process are also provided within the LMVR (Appendix D). Three assessment years were developed:

- 2020 Reference Case
- 2025 Reference Case
- 2031 Borough Plan Scenario

For Reference Case Model development scenarios, growth was derived from Tempro Version 7 and adjusted to account all committed developments. The 2031 Borough Plan scenario model was developed using a combination of cordoning demands from the 2031 Nuneaton and Bedworth Wide Area (NBWA) Model Borough Plan Assessment Model (https://www.nuneatonandbedworth.gov.uk/downloads/file/1782/strategic_transport_assessment_borough_plan_review_-_modelling_report_-_part_1_2016) and through application of Tempro Growth, this process is detailed in the LMVR. The NBWA model has been used to identify the cumulative impacts of Borough Plan growth in order to identify mitigation requirements for the IDP and to provide the transport evidence base for the Borough Plan EiP.

Optioneering

A full modelling Optioneering Assessment was undertaken using the Forecast Models detailed above. This assessment considered a combination of improvements at each junction leading to a total of eight different scenarios to be tested. Full details of the modelling approach to the Optioneering Assessment are provided in Appendix D

AIRE and PEARS

Two Paramics assessment tools were used to determine the impacts on air quality and the economy linked to delivery of the proposed scheme.

Paramics Economic Assessment of Road Schemes was used to derive the BCR and NPV and other economic outputs contained within the Transport Economic Efficiency tables (TEE). The Economic Assessment Report containing details of the approach to the PEARS assessment is provided in Appendix D.

Scheme Impacts Pro Forma & Appraisal Summary Table (AST)

The outputs included in these tables are calculated directly from the Paramics outputs for the Preferred Scheme scenario compared to the appropriate year Reference Case model. The SIPF and AST are provided in Appendix C.

* *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 ☐ No ☐ N/A

Has a description of data sources/forecasts been appended? ☒ Yes ☐ No ☐ N/A

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

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?

☒ Yes ☐ No

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

☒ Yes ☐ No

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

☒ Positive ☐ Neutral ☐ Negative

- Please supply further details:

The Air Quality Management Area (AQMA - established 2007) located at Leicester Road Gyratory lies within the Scheme extent, a full Air Quality Assessment of the scheme using the Paramics Analysis of Instantaneous Road Emissions (AIRE) tool was undertaken to identify any benefits linked to the delivery of the A47 improvements which is provided in Appendix D. The results of the assessment found that the emissions within the AQMA fall with the largest reduction in emissions occurring in the 2031 forecast year scenarios.

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

☒ Yes ☐ No ☐ N/A

- Please supply further details:

The programme supports skills and training development within WCC, and externally through the use of contractors.

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 ☐ No

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? ☒ Yes ☐ No ☐ N/A

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

Table B: Construction milestones

Construction Milestones	Estimated Date
Start of works	**June 2018**
Disused rail bridge demolition & removal	**August 2018**
Construction period – A47 Higham Lane incl. A47 NMU route works	**September 2018**
Construction Period – A47 Eastboro Way	**November 2018**
Opening date/Completion of Works	**March 2019**

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)

Table C: Selection of WCC Major Transport Projects

Scheme	Total Cost (£)	WCC Capital Contribution (£)	Notes
Highway			
M40 Junction 12/B4100	10.0	3.3	Regional Growth Fund - Delivered on-time and on-budget
A452 Europa Way	2.109	1.109	DfT Local Pinch Point – Delivered on-time and on-budget
Rugby Gyratory	1.455	0.455	DfT Local Pinch Point Fund – Delivered on-time and on-budget
Rail			
Stratford Parkway	8.86	3.871	DfT Local Sustainable Transport Fund – Delivered on time and on-budget
NUCKLE Phase 2 (Kenilworth Station)	13.6	5.2	Under construction, completion due Dec 2017 – delay in programme due to external factors has been mitigated by close consultation between WCC and DfT, London Midland and Network Rail to manage the delay.
Total	**36.024**	**13.935**	38% WCC contribution against total cost

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.

Warwickshire County Council

The County Council's Planning & Development & Flood Risk Management Group has

advised that Section 55 (2) (b) of the planning Act states that "the carrying out on land within the boundaries of a road by a highway authority of any works required for the maintenance or improvement of the road" do not constitute development requiring planning permission.

Thus if the bridge is (a) within the highway and (b) is to be removed to facilitate road "improvement" (ie widening) then this section applies and the bridge can be removed without any consents.

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

Highways England

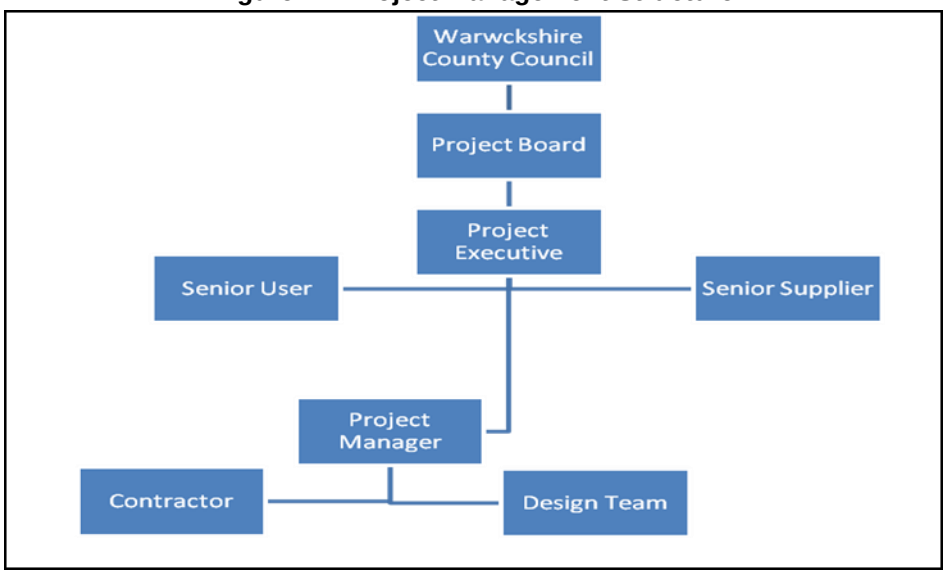
In reference to Bridge NMA/40, Highways England and the County Council have been in discussions since 2015 for transferring over the bridge. HE has confirmed their support for the bridge removal and will contribute to the demolition subject to agreement (please refer to Appendix F).

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.

Warwickshire County Council (WCC) will assume full responsibility for delivery of the Scheme. The Scheme will be managed as a project using PRINCE2. Scheme design will be carried out in house by WCC and tenders will be invited from civil engineering contractors for construction.

Figure 11: Project Management Structure



The senior responsible officer will be the Transport Planning and Traffic and Road Safety Group Manager and will also be the Executive on the project board. The current project manager is Alan Law, County Transport Modeller, this responsibility will transfer to the design team as the scheme moves forward to detailed design stage. The project will be managed in

accordance with WCC standard governance procedures which determine delegations for decision making, reporting and monitoring requirements.

A Project Board will be established which will meet as frequently as required (but at least monthly) to oversee delivery of the project. The Board will comprise a project executive officer, a senior user (probably the local county councillor) and a senior supplier (a senior officer from the WCC in-house design group). The project manager will report to this Board. The Board will derive its authority to deliver the scheme through WCC Cabinet and the Portfolio Holder for Transport and Highways as appropriate under the WCC governance structure.

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	☐ No
Has a Risk Management Strategy been appended to your bid?	☒ Yes	☐ No

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?**

A contingency of 20% has been applied to the scheme costs. This is a cumulative calculation which applies contingency to works costs and the 40% utilities allowance (see Appendix G). The level of contingency identified is based on stage of design process, local knowledge of the network, knowledge of utilities based on local schemes and amount of additional carriageway required to deliver the scheme. This contingency is considered robust given that the QRA has identified the risk exposure to be limited to £363,800.

b) **How will cost overruns be dealt with?**

Any increase in the funding requirement as a result of time or cost overruns will be met by WCC (Transport & Economy), unless other funding streams become available, e.g. developer contributions, other grant opportunities.

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

Risk 6 *Unidentified Safety Issues* – Issues which become identified in the road safety audit stage requires the design to be redone. There is a significant contingency incorporated into the scheme cost estimates.

Risk 34 *Costs / Timescales of Charted Services* – early engagement with public utilities will be made. There is a significant contingency incorporated into the scheme cost estimates.

Risk 28 *Traffic Management System during Construction during Delays* – There is the risk that working at night is required due to the disruption from working during the day. A significant contingency has been incorporated in to the cost estimates.

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.

- Nuneaton and Bedworth Borough Council (NBBC) – The scheme is in the public domain through inclusion within Borough Plan evidence base, including the IDP and Strategic Transport Assessments, and is supported by NBBC (letter of support in Appendix F).
- Highways England – scheme potentially reduce impacts on SRN and removal of liability for bridge maintenance (letter of support in Appendix F)

- PT Operators – Stagecoach and Arriva being the main operators of services using the A47 corridor connecting to Hinckley
- Warwickshire Police – road safety and traffic management (to be consulted)
- Local taxi operators (to be consulted)
- Sustrans – promotion of sustainable transport – WCC have discussed the proposals with Sustrans, proposals complement the WCC/Sustrans Cycle Network Plan
- Local businesses and residents - (to be consulted)
- Parish Councils – (to be consulted)
- Land Owners – to be determined, currently scheme is identified to be accommodated within highway extent
- Disability Groups - (to be consulted)
- Road Haulage Association - (to be consulted)

b) Can the project be considered as controversial in any way? ☐ Yes ☒ No
If yes, please provide a brief summary in no more than 100 words

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

☐ Yes ☒ No

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)

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

Name of MP(s) and Constituency

1 **Marcus Jones** ☒ Yes ☐ No

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.

For the assurance systems that are in place for Warwickshire County Council, please refer to

the letter completed by the County Council's Section 151 Officer, Mr John Betts (Appendix F).

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.

Evaluation on the following metrics will be undertaken 1 year and 5 years post scheme completion and will be form part of an assessment report.

Traffic Flow (vehicles)
Annual Average Daily Traffic (AADT) values will be assessed on the following basis:

- Network wide
- Location specific

Extensive surveys were undertaken as part of the modelling process for the scheme and will be compared against new surveys to be programmed in, in advance of the evaluation process.

Average Journey Time (seconds)
Journey times will be assessed on the following basis:

- Network wide
- Location specific

The variability of travel times on the above will be assessed, including analysis of the difference between outturn results and scheme forecasts.

Annual Air Quality Impacts (Kg/Annum)
The effect of the scheme on air quality for the base scenarios will be modelled based on demand/vehicle speed information and analysis of the difference between outturn results and scheme forecasts.

Mode Share %
Cordon Counts will be carried out at pre-determined intervals to determine the total flow (people and vehicles by mode and time period).

Value for Money
In accordance with DfT guidance for standard evaluation, the standard monitoring will be analysed in detail, with conclusions drawn in the reporting about the implications of the findings on the Value for Money of the scheme. This will include a qualitative assessment of whether the assumptions used in the business case development remain valid.

Monitoring and Evalutation

A requirement of the DfT Local Pinchpoint Programme Fund (WCC was successful in x3 major LPPF scheme funding bids) was to produce a detailed monitoring and evaluation plan. The monitoring and evaluation plan for the B4100 Dual Carriageway scheme is provided as an example template to be used to monitor the Nuneaton Town Centre highway improvements (Appendix J). This plan was reviewed and accepted by DfT Investment and Regulatory Scrutiny.

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 **A47 Hinckley Road, Nuneaton**, I hereby submit this request for approval to DfT on behalf of **Warwickshire County Council** and confirm that I have the necessary authority to do so. I confirm that **Warwickshire County Council** will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: **Philippa Young**	Signed:
Position: **Group Manager of Transport Planning, Traffic and Road Safety**	

D2. Section 151 Officer Declaration	
As Section 151 Officer for **Warwickshire County Council** I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that **Warwickshire County Council** - 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: JOHN BETTS	Signed:

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

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