

Cheshire West and Chester Council

A556 Gadbrook Business Park Junction Upgrade

National Productivity Investment Fund for the Local Road Network
Application Form

June 2017

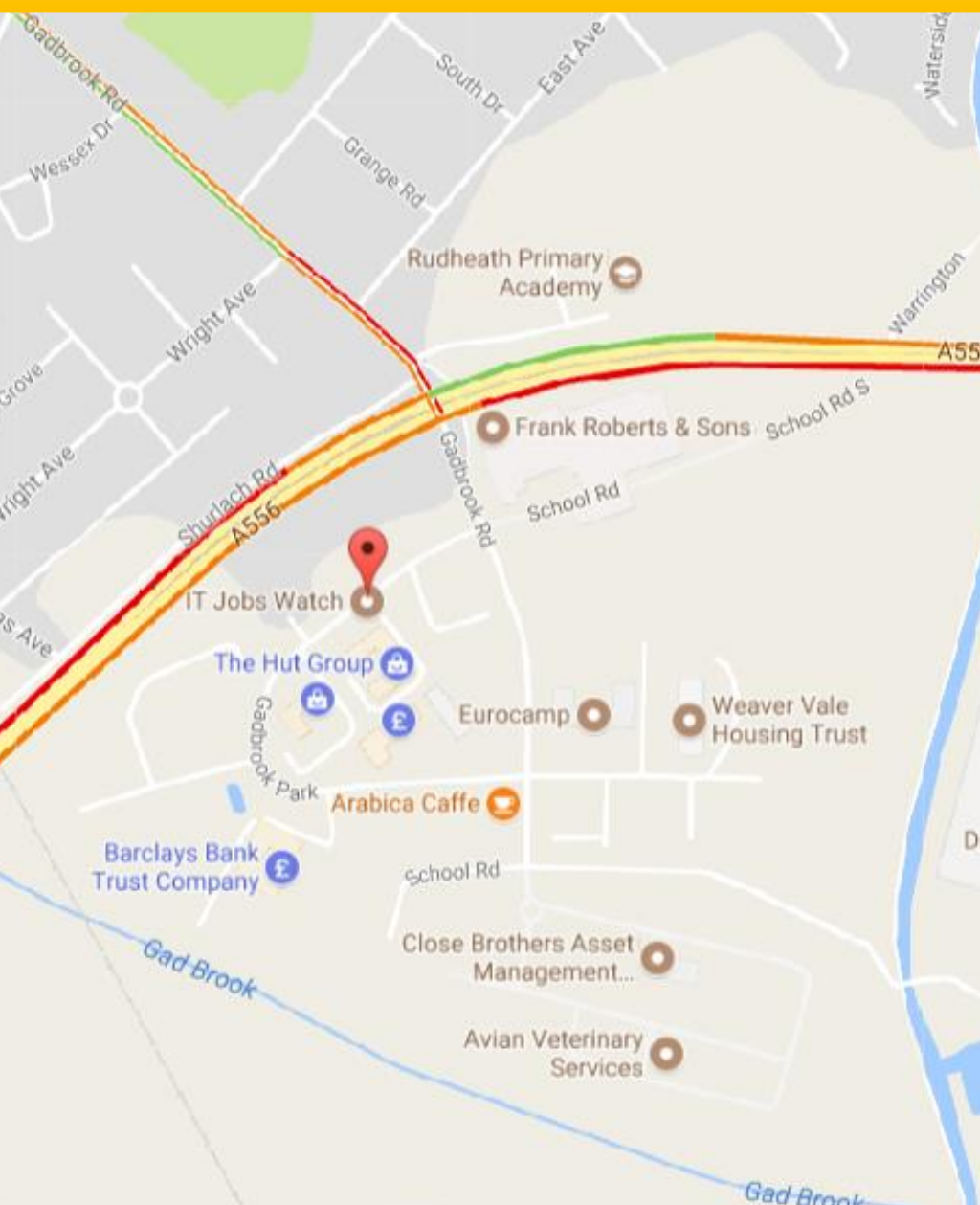


Image from Google Maps, Typical Traffic on Tuesday, 8.25 AM – accessed on 26-06-17

Visit: cheshirewestandchester.gov.uk



**A556 Gadbrook Business Park Junction Upgrade
National Productivity Investment Fund for the Local Road Network Application Form**

Appendices

Appendix 1 – Letters of Support from Businesses

- Alphabond Technologies Ltd;
- Barclays;
- Berrys;
- Butcher and Barlow LLP;
- Caffè Arabica;
- CareerVision Ltd;
- Eurocamp;
- Frank Roberts and Sons Ltd;
- Gadbrook Park BID;
- Healthful Pets;
- Howard Worth;
- Ingenico;
- InView Technology Limited;
- Long O Donnell Associates Ltd;
- MIS AMS;
- MIS CS;
- MIS ES;
- MIS SE;
- Nexus Point Ltd;
- Osbos Ltd;
- Timberwise; and
- Weaver Vale Housing Trust.

Appendix 2 – Letter of Support from Cheshire & Warrington Local Enterprise Partnership

Appendix 3 – Letter of Support from Mike Amesbury MP

Appendix 4 – Strategic Context Map

Appendix 5 – Options Analysis Design Drawings

- Option 1 Do Nothing
- Option 2 Do Something I
- Option 3 Do Something II

Appendix 6 – Technical note: Results of the junction modelling

Appendix 7 – Technical note: Results of the transport modelling

Appendix 8 – NPIF Scheme Impact Proforma

Appendix 9 – Economic Appraisal Summary Table

Appendix 10 – Project Programme

Appendix 11 – Risk Management Strategy

Appendix 12 – Quantified Risk Assessment (QRA) and Risk Register

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)*: Cheshire West and Chester 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: Kristy Littler, Transport Manager – Planning and Strategic Transport

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

Contact telephone number: 01244 977269
Email address: kristy.littler@cheshirewestandchester.gov.uk
Postal address: Cheshire West and Chester Council,
4 Civic Way, Ellesmere Port CH65 0BE

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: N/A

Contact telephone number: N/A **Email address:** N/A

Postal address: N/A

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.cheshirewestandchester.gov.uk>

SECTION A - Project description and funding profile

A1. Project name: A556 Gadbrook Business Park Junction Upgrade

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

This project will bring significant congestion relief and productivity benefits to the A556 Gadbrook Business Park junction in Northwich, enabling 6,060 current and future jobs. It will deliver a new left turn slip and widened junction approaches, reducing delays in the PM peak by 108 total vehicle hours each weekday.

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

Gadbrook Junction is located in Northwich, Cheshire, and provides access into Gadbrook Business Park from the A556 and onwards from the M6. The junction is the only access route into Gadbrook Business Park, a major and growing employment location in North Cheshire which currently hosts approximately 5,000 jobs.

OS Grid Reference: **SJ 67846 72647**

Postcode: **CW9 7RJ**

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.

Please see the Appendix 4.



Aerial view of Gadbrook Business Park. The A556 and Gadbrook junction are located at the top of the picture



A typical picture in the AM peak – queuing along the A556 to turn right into Gadbrook Business Park

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

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 A556 Gadbrook Park junction upgrade scheme has been developed in close collaboration with businesses at Gadbrook Park, whose employees, suppliers and customers currently face severe congestion problems when accessing the Park.

Cheshire West and Chester Council have worked together with the Gadbrook Park Business Improvement District (BID) and the Cheshire and Warrington LEP to create the right conditions for job growth at the Park. This long-standing relationship has resulted in the development of this current scheme, which has the unanimous support of the local business community as evidenced by the attached letters of support.

The following letters of support are attached to this application in Appendix 1 to demonstrate the importance of the junction upgrade to businesses:

- **Alphabond Adhesives**
- **Barclays**
- **Berrys**
- **Butcher and Barlow**
- **Caffe Arabica**
- **CareerVision**
- **Cheshire & Warrington Local Enterprise Partnership**
- **Eurocamp**
- **Frank Roberts & Sons**
- **Gadbrook Park Business Improvement District**
- **Healthful Pets**

- Howard Worth
- Ingenico
- InView Technology
- Long O'Donnell Associates
- MIS Group
- Nexus Point
- Osbos
- Timberwise
- Weaver Vale Housing Trust

A7. Combined Authority (CA) Involvement

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

N/A

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

N/A

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 -

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

a) What is the problem that is being addressed?

Gadbrook Business Park is highly successful, currently employing 5,000 people. This is projected to grow to 1,060 jobs by 2020 subject to the need to address local transport and access issues. Recent job growth has, however, led to significant congestion at the junction with the A556, which is the only access point into and out of the Park. Delays at the junction are already leading to significant productivity losses. Junction modelling shows that with the current job base plus expected job growth between now and 2020, delays at the junction will total over 893 vehicle hours in the PM peak.

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

Three options have been considered:

- Option 1: Do Nothing;
- Option 2: Left turn slip, and widened approaches on the A556;
- Option 3: As above, plus widened northern arm.

Designs for these options are attached in Appendix 5.

The designs were tested in LinSig, based on current job numbers and traffic levels, plus TEMPRO 7.2 forecast traffic growth to 2020 as the forecast year:

	Total Junction Delay (pcuHrs)	
	AM 2020 (08:00-09:00)	PM 2020 (17:00-18:00)
Option 1 (Do Nothing)	838	893
Option 2	798	180
Option 3	686	119

The LinSig results show that although both Option 2 and Option 3 reduce delay in the AM and PM peaks, Option 3 provides the greatest reduction in vehicle delay at the junction. Option 3 was therefore selected as the preferred option.

Following junction modelling in LinSig, the preferred Option 3 was tested in the Northwich SATURN Traffic Model, which accounts for re-assignment of traffic. The SATURN results show that Option 3 will reduce delays by 37 hours in the AM peak and 108 hours in the PM peak across the entire Northwich road network.

- 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.

The A556 junction upgrade will significantly reduce congestion, and help unlock further job growth and Gadbrook Business Park. The key benefits are summarised below:

Reduction in congestion (LinSig junction modelling)	2020 AM peak	152 vehicle hours
	2020 PM peak	774 vehicle hours
Reduction in congestion (SATURN strategic modelling, including re-assignment of traffic)	2020 AM peak	37 vehicle hours
	2020 PM peak	108 vehicle hours
New jobs up to 2020 which the scheme will help unlock	1,060	
Potential gross GVA impact (jobs * average North West salary in 2016 of £26,100)	£27.7m	

Please refer to Appendix 7 for further detail.

- 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?

The scheme is deliverable within the existing highway boundary. However, land acquisition is required to deliver an additional footpath and cycleway to the west. The Council is currently engaged with the two landowners to secure agreements, although letters have not been secured within the time limitations of the bid.

In addition, Cheshire West and Chester Council is currently exploring options for improving parking at Gadbrook Business Park to accommodate the growth in jobs. Whilst the success of this junction upgrade is not dependent on it, there would be clear synergies in delivering the junction upgrade in parallel with the parking improvements.

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)?

If funding for this project is not secured, the required capacity improvements at the A556 junction cannot be delivered. All realistic options require substantial capital investment that is beyond the financial capacity of the Council to deliver on its own, in the timeframe required.

This would mean that delays at the junction would continue to cause lost productivity, the business park would lose its attractiveness as a growth location for new or relocating businesses, and the planned job growth at Gadbrook Business Park may be lost. Air quality at the junction would also continue to worsen due to emissions from queuing and stop-start movements.

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.

The junction is not located in an Air Quality Management Area or flood risk area, so it is not envisaged that the junction upgrade would have a negative impact on statutory environmental constraints. The delivery of the junction upgrade would be undertaken by a carefully selected and suitably experienced contractor. The contractor will be required to adhere to industry best practice to ensure that any construction impacts – both for current traffic and for the local natural environment – are minimised.

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	2019-20
DfT funding sought	1,046.5	1,046.5
Local Authority contribution	448.5	448.5
Third Party contribution	0	0
TOTAL	1,495	1,495

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.

Cheshire West and Chester Council will be funding £897,000 from Council Resources, equally proportioned over the two financial years; 2018-19 and 2019-20 (£448,500 in each financial year).

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.

This project has not been put forward for any other funding applications.

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

I. Assessment of the impact of the project

The impact of the A556 junction upgrade has been assessed using two key tools:

- **Junction modelling in LinSig; followed by**
- **Strategic transport modelling using the Northwich SATURN Traffic Model.**

The junction modelling in LinSig was used to test the three scheme options (see question B2b), and selects a preferred option. The LinSig model used traffic surveys from October 2016 to provide information on vehicle turning movements, which were converted into passenger carrying units (PCUs) and growth to 2020 using TEMPro 7.2.

Further detail on the LinSig junction modelling is provided in the technical note Appendix 6.

Following the results of the junction modelling and the selection of Option 3 as the preferred option, the preferred option was then assessed using the Northwich Traffic Model. This is a SATURN model covering Northwich and its surrounding villages. This means that the results of traffic re-routing are accounted for in the analysis which would not be the case if the scheme were modelled purely in LinSig. The Northwich Traffic Model has a calibrated base year of 2016.

The assessment has consisted of a comparison of vehicle hours and vehicle kilometres with and without the preferred scheme in the scheme opening year of 2020. The Gadbrook Business Park junction is on the strategic A556, meaning that there are reassignment effects over the model study area. Therefore, this analysis has been carried out over the entire model area.

Further detail on the transport modelling using the Northwich Traffic Model is provided in the technical note Appendix 7.

II. Significant positive impacts

The results from the Northwich Transport Model show that there are significant positive impacts for traffic using the junction. The modelling results show that by 2020, the following weekday journey time savings are forecast:

- **In the AM peak hour there is a saving of 37 vehicle hours;**
- **In the inter-peak there is minimal impact on vehicle hours – this to be expected as the scheme is designed to facilitate access to the business park;**
- **In the PM there is a saving of 108 vehicle hours.**

These journey time savings will not only improve reliability and productivity for the 5,000 people currently employed at Gadbrook Business Park, but will also help to unlock a further 1,060 jobs that are expected to be created at the Park between now and 2020 but which are partially dependent on overcoming the current transport issues identified.

In addition, although this has not been quantitatively modelled, it is expected that upgrading the junction will also have a positive impact on local air quality. Current congestion at the junction results in significant idling and stop-start movements, which builds up emissions in the area around the junction. Upgrading the junction will result in a better flow of traffic, and in turn to reduced emissions in the vicinity of the junction.

III. Key risks and uncertainties

The following limitations of the modelling should be noted:

- With regard to the junction modelling, it should be noted that LinSig is not able to model the short lane which develops for the left turning traffic. To overcome this the left turn free flow lane has been coded as an unconstrained long lane. The model therefore assumes that the left turn traffic is always able to access the lane. In reality there may be times when the lane is blocked (as it is not a full length lane) and therefore consideration has to be given to how often this happens.
- With regard to the strategic transport modelling, it should be noted that the scheme has been assessed for highway trips only. However, since there are no public transport routes that use the junction, this was considered an appropriate level of assessment; it is not envisaged that multi-modal transport modelling would make a material difference to the results.

IV. Methods used to determine that the modelling is fit for purpose

The Northwich Traffic Model was recently updated to a 2016 base year, in order to provide an enhanced representation of traffic movements around Northwich and its satellite villages; and to represent current traffic levels. The transport network has been updated to reflect the current road layout, and the zone system refined to allow easier testing of future developments.

The update has involved a comprehensive data collection programme, including manual and automated traffic counts, and roadside interviews. The traffic demand has been updated to 2016 using roadside interviews and TEMPRO data, and the model calibrated against traffic counts and journey time data.

** 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? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Has a description of data sources / forecasts been appended? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Has an Appraisal Summary Table been appended? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> 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.*

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:

It is expected that upgrading the junction will have a positive impact on local air quality. Current congestion at the junction results in significant idling and stop-start movements, which builds up emissions in the area around the junction. Upgrading the junction will result in a better flow of traffic, and in turn to reduced emissions in the vicinity of the junction. In addition a more attractive environment for walking and cycling via an underpass may encourage modal shift.

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

Yes No N/A

- Please supply further details:

Cheshire West and Chester Council is committed to developing apprenticeship and training opportunities throughout our supply chain, and are always seeking ways in which to add benefit to each of our tender opportunities. Where appropriate to an opportunity the Council looks to find organisations with a similar commitment and the ability to demonstrate within the relevant sections of the tender document.

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 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 statutory undertakers' works	September 2018
Start of construction	December 2018
Site clearance and enabling works	January 2019
Groundworks	February 2019
Main highways works (incl. footways, signs and road markings)	July 2019
Opening date	September 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)

Chester Bus Interchange and Frodsham Street Public Realm, £13.5m

The new £10m bus station opened in June 2017 creating a key gateway into the historic city of Chester, whilst enabling the commencement of the proposed Chester Northgate Redevelopment. The new facility is a fully accessible contemporary Bus Interchange, providing; 13 new bus stands, Coffee shop, Newsagents, Information Desk with improved public realm and pedestrian linkages near the site and throughout Frodsham Street. Frodsham Street works (£3.5m) forms part of the wider bus interchange project. Ensuring surfaces are at one level and creating a shared space for pedestrians and traffic. The scheme uses high quality materials, while creating social spaces.

The £13.5m of funding was secured from the Local Growth Fund (LGF) through the Cheshire and Warrington 'Growth Deal'. The bus interchange is now fully operational, and provides state of the art facilities for passengers as well as an important visual element to the historic City Gateway site. The Interchange was delivered with a 6-month delay to the original programme, but this delay was largely unavoidable due to unforeseen issues inherent with a brownfield site in a historic Roman city.



New Chester Bus Interchange



Frodsham Street Shared Space



Chester Bus Interchange Entrance

Northwich Town Centre Gyrotary & Leicester Street Roundabout Improvements, cir. £5m

Funding was secured from Local Pinch Point Fund in 2014/15 for Leicester Street roundabout capacity improvement scheme and the permanent implementation of the town centre gyrotary scheme. The scheme included: remodelling of the roundabout and new car park, alterations to five signalised junctions, incorporated two swing bridges over the Weaver Navigation while linking them to an Urban Traffic Management Control system. The increased capacity from the scheme was designed to support future levels of traffic as part of the overall town's regeneration programme, enabling access to the new £80m retail and leisure development at Barons Quay. The scheme was delayed due to additional optioneering and extensive public consultation over alternative design

options, although construction works started in February 2016 with the scheme complete by September 2016.



New Barons Quay Development



New Leicester Street Roundabout



Northwich Town Centre Gyratory

iTravelSmart (Local Sustainable Transport Fund), £5.2m

The Local Sustainable Transport Fund (LSTF) programme of £4.6m entitled **Connecting Jobs** work programme delivered from 2012/15, and £0.64m one year extension programme for 2015/16 entitled **Connecting the Atlantic Gateway**. Both programmes delivered behavioural change and infrastructure interventions. They built on the legacy of the Chester Cycle Demonstration Town Project, focussing on supporting the significant existing and emerging employment opportunities. The programme targeted workplaces in the Chester and Ellesmere Port areas and also reached into Deeside, Wrexham, and Merseyside, to help attract new job opportunities and make journeys to existing workplaces easier to access.

itravelsmart



Capenhurst Rail Station Cycle Storage



Lees Lane Cycle Path



Stanney Lane Boulevard

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 obtained; Cheshire West and Chester Council is the statutory highways authority and as such has ongoing powers to deliver the proposed improvements within the highway boundary. As such, the improvement works are classed as permitted development within the existing highway and no planning permission will be required.

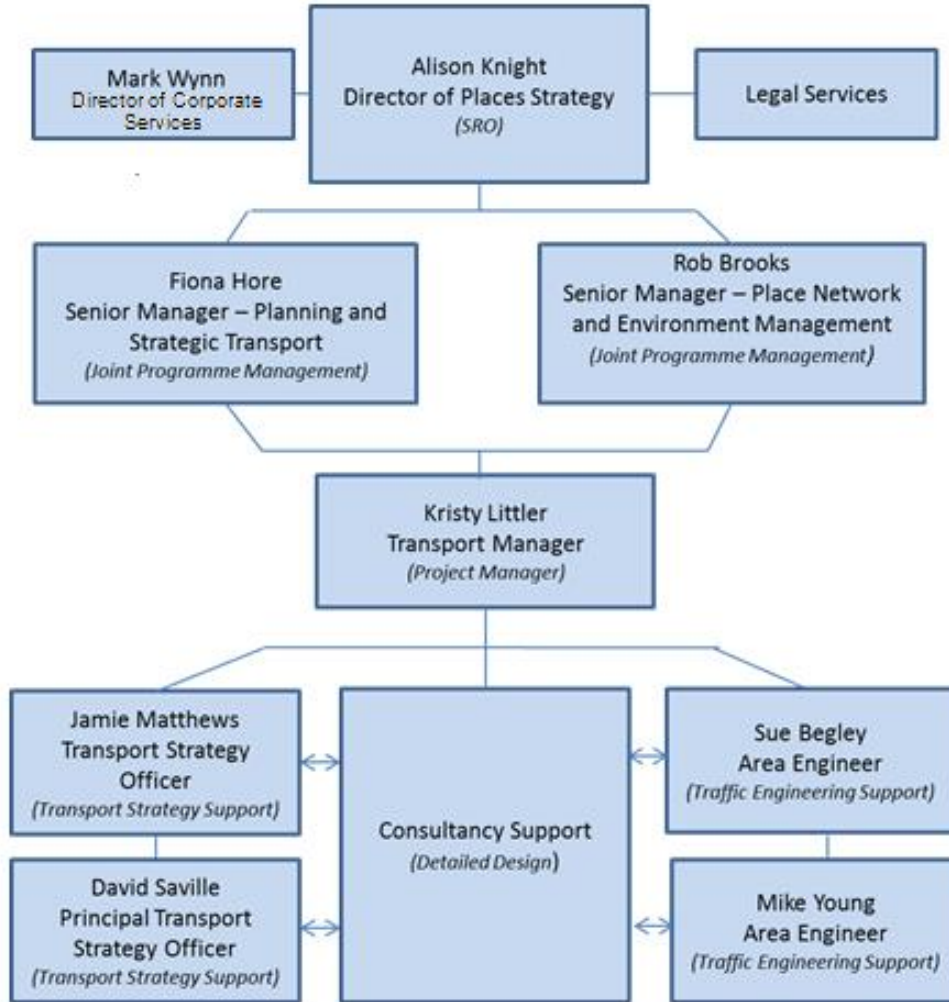
b) Please list if applicable any outstanding statutory powers / consents etc. including the timetable for obtaining them.

Land acquisition negotiations will continue to be progressed at risk to the Council, in order to retain a shovel ready scheme. Therefore, this will not be predicated on the outcome of the bid submission. It is envisaged agreements in principle will be obtained by the end of the financial year 2017-18. Should our bid be successful, all land cost incurred will be off-set against the Council's contribution towards the wider scheme.

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.

The governance structure for the development and delivery of the A556 Gadbrook Business Park junction upgrade scheme is shown below:



The Senior Responsible Officer (SRO) will be Alison Knight who has appropriate seniority for the value of the scheme to ensure overall delivery. As the scheme sits under the directives of both Planning and Strategic Transport and Place Network and Environment Management divisions, Fiona Hore and Rob Brooks are designated as joint Programme Managers and will oversee delivery of the scheme at a strategic level. Together with the Project Manager the Programme Managers will report to the SRO.

Kristy Littler as Transport Manager is the overall Project Manager and will oversee and coordinate the roles and support provided to develop and deliver the scheme, including day to day operational management. The Project Manager is responsible for keeping the Programme Managers apprised of progress and resource requirements/allocation.

It is thought at this stage that the design of the scheme will be contracted to external consultants who will report directly to the Project Manager. Input into the designs will be provided by officers from both Planning and Strategic Transport and Place Network and Environment Management to the consultants, under the direction of the Project Manager.

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 Quantified Risk Assessment (QRA) has been completed based on a comprehensive risk register for the scheme (both appended to this application). The QRA has resulted in a P50 risk value of £195,200, and this risk value has been added to the cost of the scheme in the Financial Case under question B4.

b) How will cost overruns be dealt with?

It is envisaged that a fixed-price contract will be used. A list of cost overrun risk items will be negotiated with the contractor, reducing risk to the Council. During delivery, The Council's scheme of delegation provides officers with the authority to respond to any remaining risks arising.

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

The main project risks are:

- **Conflict with underground utilities;**
- **Poor contractor performance;**
- **Increase in cost of materials and infrastructure.**

Please refer to the appended risk register and QRA for further details on time and cost impacts. All risks have a low-to-medium probability and low-to-medium impact.

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.

A Stakeholder Management Plan will be developed and updated throughout the project to ensure that relevant messages are relayed in a timely and effective way using appropriate media. Key stakeholders and their influences and interests are summarised below:

Stakeholder	Influence	Interest
Gadbrook Park businesses	Development and creation of jobs at Gadbrook Park	Accessibility for employees and suppliers, minimised disruption
Local residents	Council and Ward level democratic process	Accessibility to residential area to the north, minimised disruption
Utilities companies	Statutory powers	Responsibility for utilities apparatus
Local elected members	Council and Ward level democratic process	Accessibility, job creation, minimised disruption

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)

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

Name of MP(s) and Constituency

1. **Mike Amesbury MP, Weaver Vale** 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.

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.

To monitor the impact of the scheme a monitoring and evaluation methodology will be developed, detailing the current baseline situation in respect of journey times and accidents. Continued monitoring of nationally available data such as TrafficMaster data will be used, supplemented by locally collected traffic data to monitor congestion levels at the junction and on the surrounding road network. Outcomes will be reported to the Programme Managers, SRO and stakeholders such as the LEP on an annual basis. This will take the form of an annual brief update report, for a period of 3 years.

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 the **A556 Gadbrook Business Park Junction Upgrade** I hereby submit this request for approval to DfT on behalf of **Cheshire West and Chester Council** and confirm that I have the necessary authority to do so.

I confirm that **Cheshire West and Chester Council** will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: **Alison Knight**

Signed:

Position: **Director of Places Strategy**

Alison Knight

D2. Section 151 Officer Declaration

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

- 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: **Mark Wynn**
Director of Corporate Services

Signed:

Cheshire West and Chester Council

Mark Wynn

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

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