

Local Pinch Point Fund Application Form



Department
for Transport

Guidance on the Application Process is available at:

<https://www.gov.uk/government/organisations/department-for-transport/series/local-pinch-point-fund>

[Checklist](#) Included on Page 35.

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, for a small scheme we would suggest around 25-35 pages including annexes would be appropriate.

One application form should be completed per project.

Applicant Information

Local authority name: North East Lincolnshire Council

Bid Manager Name and position: Martin Lear, Principal Transport Officer

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Please specify the weblink where this bid will be published:

<http://www.nelincs.gov.uk/resident/transport--streets-and-parking/local-pinch-point-fund/>

SECTION A - Project description and funding profile

A1. Project name: Cleethorpe Road Flyover Structural Maintenance and Riby Square, Grimsby Air Quality Management Area Improvements

A2. Headline description:

Please enter a brief description of the proposed scheme (in no more than 100 words)

This project will enable the long term upgrading of the deteriorating Cleethorpe Road Flyover, a strategic link on the North East Lincolnshire highway network transporting over 20,000 vehicles per day. This will avoid the future failure of the structure which would result in its closure to traffic and creation of congestion on diversionary routes, or imposition of weight or width limitations. A further enhancement of the adjoining Riby Square junction enables a solution to the long standing Riby Square Air Quality Management Area and includes a new access to the regeneration area of Freeman Street. The associated reductions in congestion will also assist in the Local Development Order for the new Grimsby Dock Local Enterprise Zone.

A3. Geographical area:

The borough of North East Lincolnshire sits on the east coast of England, at the mouth of the Humber Estuary. The area includes the port of Immingham and Grimsby, the largest port complex in the country and the fourth largest in Europe, which is of international trading significance. Our area has a proud tradition of fishing and following the decline in the 1970's our main economic base has been in chemicals, port activities and food processing. More recently the area has emerged as a key location for renewable energy, specifically as the preferred location for operations and maintenance services to the offshore wind industry. There is also a thriving traditional seaside resort in Cleethorpes which attracts significant visitor numbers from across the region and beyond.

OS Grid Reference: 527524 410446

Postcode: DN31 3EH

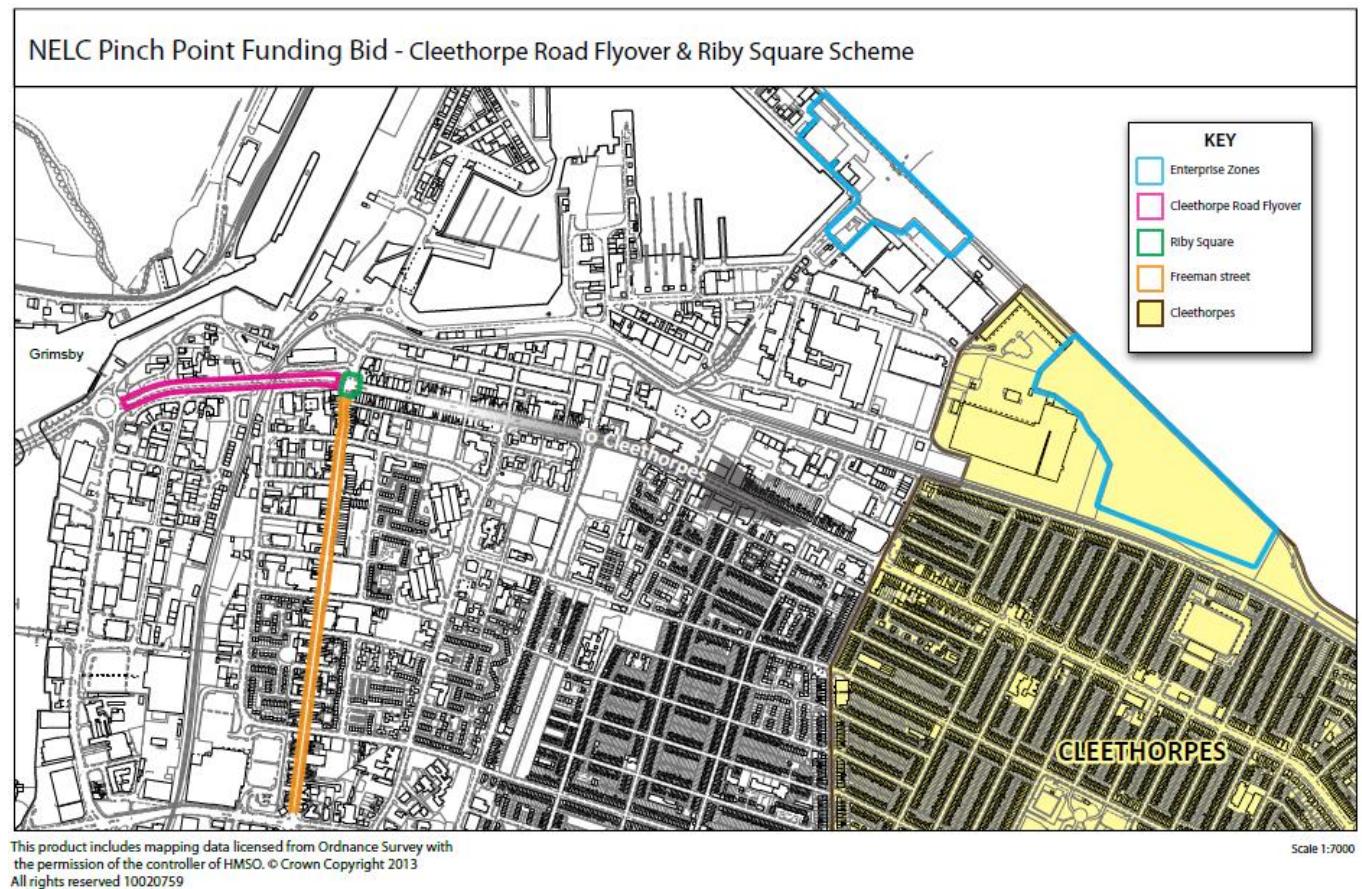




Cleethorpe Road Flyover

Cleethorpe Road flyover is situated on the A180 corridor in Grimsby, between the A16 Lockhill roundabout and Riby Square. The A180 is the local strategic road network link between Grimsby and Cleethorpes. Cleethorpe Road flyover was opened in 1968 and comprises twin 17 No. span concrete bridges which carry the A180 traffic over the main Grimsby to Cleethorpes

railway line, and over Royal Street and Railway Place which provide local access to Grimsby Docks. Over 20,000 vehicles per day use the Flyover, of which over 4,500 are good vehicle (LGV or HGV) trips, demonstrating the links pivotal role in the local economy.

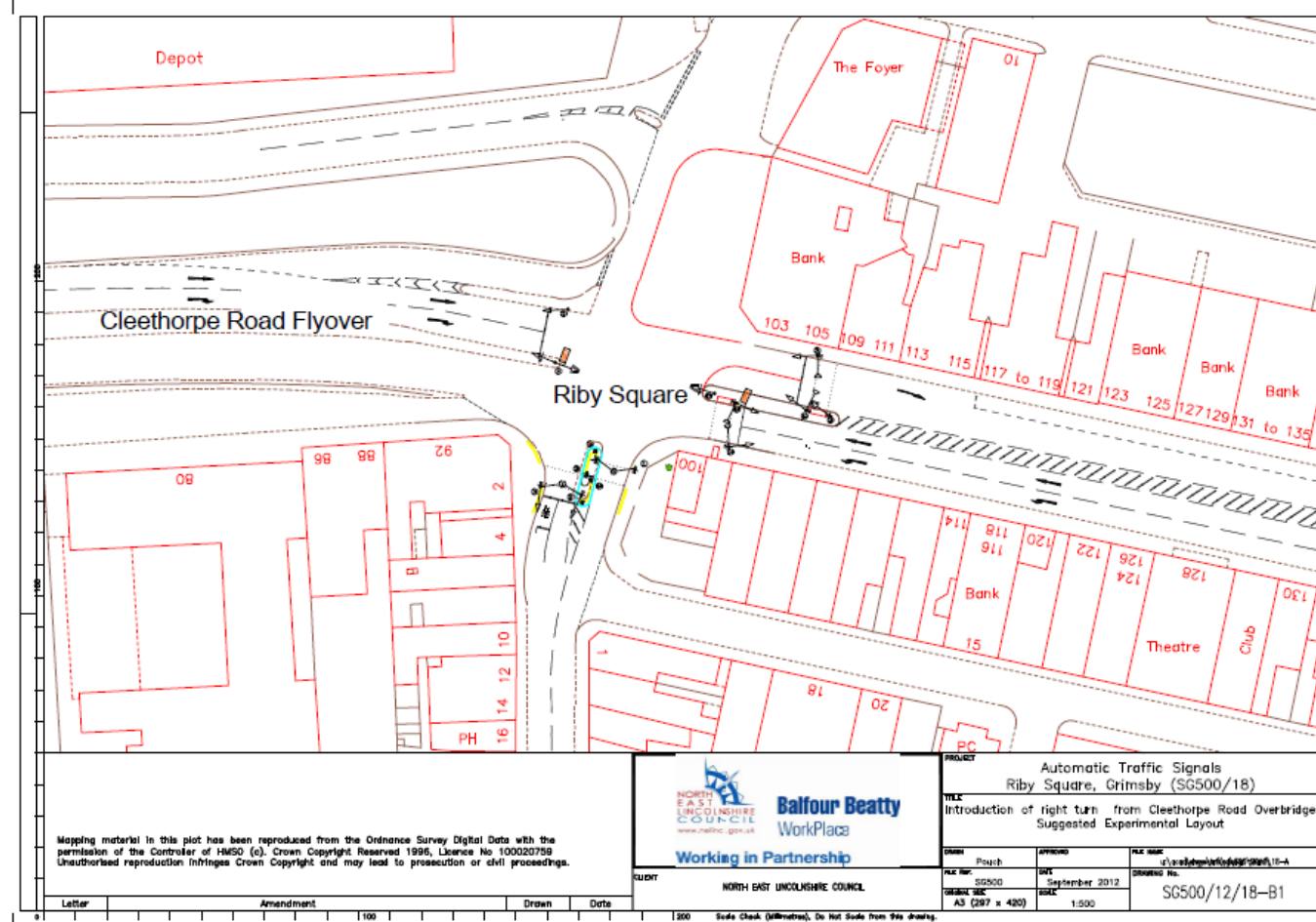


Riby Square – Gateway to Cleethorpes and Freeman Street

Freeman Street is a key element of Grimsby's rich heritage and was once a bustling service and retail centre for both the fish docks and the residential community of the East Marsh. The Freeman Street Neighbourhood Development Framework, commissioned by NELC, contains a number of deliverable regeneration projects to ensure that long term transformation is achieved. The final design includes an allocated lane for traffic to access the Freeman Street regeneration area, enabling a turn which is currently banned in order to promote economic activity. NELC has committed £1.9m to the first phase of works which include a comprehensive scheme of public realm improvements together with consolidation and enhancement of the existing retail offer and a grant scheme to upgrade shop fronts.

Historically the surrounding residential community provided a strong and significant employment base for traditional fishing and quay side industries. More recently the fish docks have provided employment in the form of food processing and manufacturing industries, with future opportunities coming from the emerging renewables sector. Riby Square is an important gateway to Freeman Street and the wider East Marsh and opportunities to improve connectivity and access are now being considered as part of the wider regeneration proposals for the area. This includes traffic modelling of the Riby Square junction to investigate a number of options, including the introduction of a right turn into Freeman Street to provide improved access and enhancement of this key gateway.

Cleethorpe Road flyover ensure connectivity between Grimsby town centre, Grimsby Dock LDO site and the tourist resort of Cleethorpes connect to the trans-European highway network, including the Humber LEP area, London and other key port sites nationally.



In September 2010 North East Lincolnshire Council declared an Air Quality Management Area (AQMA) for a breach of the annual mean NO₂ objective on Cleethorpe Road between Freeman Street and Nacton Street. Discussions with the Principal Traffic Engineer and LTP Programme Assistant from Balfour Beatty Workplace have taken place to consider the infrastructure options for the junction. This improved infrastructure design for the Riby Square junction with Freeman Street and the A180 has been assessed by Balfour Beatty

A4. Type of bid (please tick relevant box):

Small project bids (requiring DfT funding of between £1m and £5m)

Scheme Bid ☒

Structure Maintenance Bid ☒

Large project bids (requiring DfT funding of between £5m and £20m)

Scheme Bid ☐

Structure Maintenance Bid ☐

Note: Scheme and Structure Maintenance bids will be assessed using the same criteria.

A5. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? ☒ Yes ☐ No

A6. Partnership bodies

A transformation Regeneration Partnership has been established between North East Lincolnshire Council and Balfour Beatty WorkPlace to increase the pace of change in North East Lincolnshire. The Partnership is leading the development of these highways and transport initiatives. The Regeneration Partnership will be the lead partner responsibility for managing the delivery programme and will be the central budget holder with responsibility for financial management and project management.

A7. Local Enterprise Partnership / Local Transport Body Involvement

It would be beneficial (though not essential) if the relevant LEP or LTB (or shadow(s)) have considered the bid and, if necessary, prioritised it against other bids from the same area. If possible, please include a letter from the LEP / LTB confirming their support and, if more than one bid is being submitted from the area, the priority ranking in order of growth significance.

Have you appended a letter from the LEP / LTB to support this case? ☒ Yes ☐ No

SECTION B – The Business Case

B1. The Scheme - Summary

Please select what the scheme is trying to achieve (this will need to be supported by evidence in the Business Case). Please select all categories that apply.

- ☒ Improve access to a development site that has the potential to create housing
- ☒ Improve access to a development site that has the potential to create jobs
- ☒ Improve access to urban employment centres
- ☒ Improve access to Enterprise Zones
- ☒ Maintain accessibility by addressing the condition of structures
- ☒ Ease congestion / bottlenecks
- ☒ Other(s), Please specify – Creating a solution to a long standing Air Quality Management Area by reducing congestion at the gateway to Cleethorpes, allowing additional access to the Freeman Street Neighbourhood Development area enabling regeneration of an area of high Multiple Deprivation and reducing the Local Enterprise Zones impact on traffic flows.

B2. The Strategic Case

North East Lincolnshire has some significant challenges:

- areas of severe deprivation; in 2010, 27 of our 107 Local Super Output Areas (LSOAs) ranked among the 10% of most deprived in the country, with East Marsh being the second most deprived overall nationally
- Unemployment stands at 12.4% compared to the national figure of 8.1%. In 2011 16.3% of households containing at least one person of working age were out of work.
- 20.4% of people aged 16-64 are claiming some kind of benefits, and an estimated 8,600 (28%) children are living in poverty. The number of benefit claimants has risen year-on-year over the last three years.
- The skill levels of the working age population, (18 to 59/64), are lower than those within the region and nationally
- health inequalities exist within the area and against the national picture. Rates for teenage pregnancy, smoking, obesity and healthy eating are all significantly worse than the England average. Within the borough life expectancy is 11 years lower for men and 8 years lower for women in the most deprived areas than in the least deprived areas. With so many of our citizens dependent on benefits and services for basic daily living, a major challenge for us is to build on the assets within our communities and work with them and through them to deliver improved life outcomes.

The Port of Grimsby is an integral part of the The Humber Green Port Corridor Enterprise Zone and is at the heart of the Humber local enterprise partnership's plans to create a world-class renewable energy hub over 5 sites covering 131 hectares on the north and south banks of the Humber. Together with the Humber Renewable Energy Super Cluster Enterprise Zone, it will aim to attract large wind turbine manufacturers and supply chain companies to both banks of the Humber. As part of this offer, the Port of Grimsby has being identified as a centre of excellence for the operations and maintenance sectors supporting offshore wind engineering, reflecting its existing expertise.

North East Lincolnshire Council's Council Plan (2011-15) aims to provide first class facilities, infrastructure and services to support business investment and growth and has four priority areas:

- Increase jobs and strengthen the local economy. (CPP1)
- Enable children, young people and adults to learn and be ready for work (CPP2).
- Improve the health and well-being of all, especially vulnerable people (CPP3).
- Be an effective and efficient Council (CPP4).

(North East Lincolnshire Council's Council Plan 2011/2015

<http://www.nelincs.gov.uk/news/2011/jun/four-year-council-plan-announced>)

The Council Plan reflects national and local objectives and the Council's LTP3 and this bid are aligned to these. Central to the eight Local Transport Challenges identified in LTP3 are the aims to support and facilitate local economic development, and reduce carbon emissions. (<http://www.nelincs.gov.uk/council/policies-and-strategies/transport-and-infrastructure/developing-local-transport-plan-3-ltp3>)

Delivering economic growth in parallel with guarding and enhancing the environment is an important part of building a sustainable local economy. Through the delivery phase of this bid we will seek to minimise the effects of the project on the natural environment and seek wherever possible to improve the quality of the built environment through the delivery of the schemes in line with the Council's Environmental Sustainability Framework.

<http://www.nelincs.gov.uk/council/policies-and-strategies/environmental-protection/environmental-management/>

Cleethorpe Road Flyover is of strategic importance to the North East Lincolnshire conurbation and underpins Cleethorpes' connectivity to the rest of the UK. This link is also crucial to the delivery of the Grimsby Dock Local Enterprise Zone, which uses the Flyover as a key primary access and exit point with immediate HGV access to the A road network

- a) What is the problem that is being addressed, making specific reference to barriers to growth and why this has not been addressed previously?

The Regeneration vision for North East Lincolnshire requires the delivery of a step change in the local transport system, to enable sustainable growth. Our LTP3 sets out eight Transport Challenges that fall in line with wider Council strategies and policies such as the Core Strategy. The objectives are designed to support the wider economic, social and environmental goals important to people in North East Lincolnshire and they are to:

- Reduce Congestion.
- Enable sustainable growth through effective transport provision.
- Improve journey times and reliability by reducing congestion.
- Support regeneration and employment by connecting people to education, training and jobs.
- Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, healthcare, social and leisure opportunities.
- Improve the health of individuals by encouraging and enabling more physically active travel.
- Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime.
- Improve the journey experience on the local transport network.
- Ensure that transport contributes to environmental excellence, including managing air quality and reducing transport related greenhouse gas emissions.

This Pinch Point bid supports these objectives by reducing the long term risk of full closure (or imposition of weight restrictions) of a local strategic road bridge which would cause serious problems for traffic congestion adversely affecting the local economy and impede growth whilst improving air quality.

The identified objectives for the proposed scheme are principally addressing the LTP Economy Objective, which is consistent with the objectives of the Pinch Point fund. In addition, they also include both the Low Carbon and Quality of Life objectives by the improvements to the Air Quality Management Area.

Scheme Objectives:

- To reduce delays across the Grimsby and Cleethorpes area.
- To accommodate traffic generations associated with the planned Local Enterprise Zone on Grimsby Dock.

Economy

- To retain connectivity to support economic activity and growth in Grimsby and Cleethorpes.

Low Carbon

- To make substantial progress towards a solution to the Riby Square Air Quality Management Area.

Quality of Life

- To enhance the quality of life of people living in, working in and visiting North East Lincolnshire.

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

Options considered for Cleethorpes Road Flyover have included;

Removal of the structure and crossing the railway at level – this was rejected due to the unlikelihood of Network Rail and ORR approving a new heavily trafficked level crossing

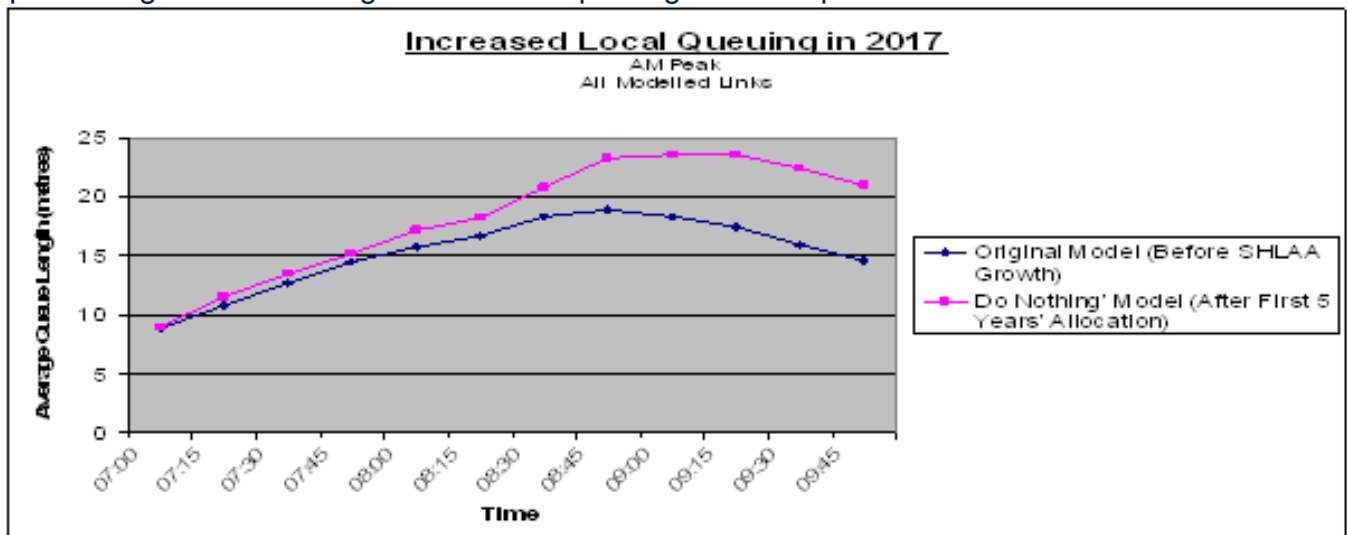
-Removal of the structure and truncation of the railway line at Grimsby Town – this has been rejected due to the unlikelihood of obtaining stakeholder approval.

-Reducing the weight limit on the bridge. This would require monitoring the movement (or lack of) and additional stresses to the piers. Monitoring would cost in the region of £35,000 per year. This would offer poor value for money and present a substantial barrier to economic growth.

A comprehensive option appraisal for solutions to the Air Quality Management Area was carried out as part of the North East Lincolnshire Council 'Riby Square Air Quality Action Plan' (October 2012) and 'Further Assessment' document (April 2012).

c) What are the expected benefits / outcomes? For example, job creation, housing numbers and GVA and the basis on which these have been estimated.

Constraints on movement, caused by congestion, are identified as one of the key issues affecting economic growth and housing development in North East Lincolnshire. Given the compact nature of Grimsby Town centre and the already busy highway network, the impact of growth in vehicle movements is significant. A.M. peak data for years 0-5 of the future Strategic Housing Land Availability Assessment (SHLAA) predicted traffic growths effect on maximum queue length as an average increase in queuing over this period of 18.76%.



A key characteristic of North East Lincolnshire is that travel is predominantly local in and around the urban area of Grimsby and Cleethorpes - 89.4% of all journeys to work in North East Lincolnshire originate within the borough, 7.7% originate in neighbouring North Lincolnshire and just 2.9% originate outside these areas (Source: The Yorkshire and Humber DaSTS Urban Dynamic Model Final Report July 2010).

Future housing growth;

In 2010, NELC produced a report which recommended locally derived housing figures for inclusion in the then emerging Local Development Framework (LDF) Core Strategy of 410 dwellings per year up to 2017 and thereafter 520 dwellings per year. This figure was based upon an assessment of factors including household projections, economic and job growth forecasts, land supply, demand and affordability. In particular, the figures reflected the economic opportunities of the South Humber area. Cleethorpes Rd Flyover and Riby Square play a crucial part in enabling future housing development.

d) What is the project's scope and is there potential to reduce costs and still achieve the desired outcomes? For example, using value engineering.

The structure underwent a Principal Inspection in March 2011 carried out by Parson Brinckerhoff. The main findings of this report were that the elastomeric bearings have deformed significantly resulting in cracking and spalling to the concrete beams due to their inability to move with thermal contraction/expansion. Crack widths are in the region of 3-5mm. As a result the plug joints which were replaced on the west bound carriageway in 2008 are already showing signs of failure and water penetration to the structure below. The steel bearing pads are showing high levels of corrosion due to the water ingress, resulting in staining to the face of the concrete piers. It was recommended that the elastomeric bearings are replaced as a high priority as they are constraining movement of the structure which will result in further concrete deformation.

The proposed scheme is to replace the structures bearings and carry out any remedial repairs to the concrete; including carbonisation treatment and installing new superstructure drainage. Test results show chloride contents in excess of the recommended 0.3%, with 27 of the 45 samples tested over this limit. A maximum chloride content was recorded at 5.68%. These chlorides will result in corrosion of the steel reinforcement and hence further concrete spalling.

The scheme also replaces the footway / cycleway which has fallen into a poor state of repair (photos below)



, with improvements necessary to ensure this link is a viable option. This link is well used by cyclists and pedestrians, as the closest alternative pedestrian / cycle point for crossing the rail line is 0.75KM away at Market Street. Retention of this pedestrian / cycle link will promote sustainable travel and ensure these modes remain viable options.



The project has been developed and refined over a period of time employing value engineering techniques to achieve best value. Further value engineering will be carried out at all stages of the project but significant savings are not anticipated.

- e) Are there any related activities, that if not successfully concluded would mean the full economic benefits of the scheme may not be realised. For example, this could relate to land acquisition, other transport interventions being required or a need for additional consents?

None known at this stage.

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

The repercussions if this work is not undertaken would result in ongoing maintenance cost for repairs to the concrete structure and joints, with an estimated initial repair cost of £200,000 and ongoing at £50,000 per five years. The plug joints would not last their estimated life of 8-10 years and have a replacement cost of £50,000 per deck. On a longer time scale the lack of movement in the bearings is continually resulting in increased stresses in the piers resulting in eventual closure of the structure or a reduced load capacity of the structure, this in itself would have a detrimental effect on the highway network as the bridge provides the main route into Cleethorpes.

The overbridge is currently undergoing maintenance for on-going issues, and are therefore well placed to deliver immediately and gain associated delivery cost savings. The scheme consist of implementation of a 2 phase structural management program for CRF, of which stage one is currently underway to deliver short term remedial works – the bid is to secure phase two completion and ensures the long term availability of the link road. The works required to deliver the long term future of this vital link road total £2.6m – to put this into context, this link will inevitably be reduced if the required second phase is not completed with an average LTP allocation of just £3m per annum to spread across all transportation interventions.

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

North East Lincolnshire Council became a signatory to the Nottingham Declaration on Climate Change in March 2008. This is a voluntary commitment to address the issues of climate change by working towards reducing CO2 emissions by 80% by 2050.

Emissions from transport account for over 11% of North East Lincolnshire's total carbon emissions. Increased numbers of vehicles pose a threat to local air quality and are detrimental to North East Lincolnshire's target of cutting emissions by 20% by 2015. An Air Quality Management Area (AQMA) has been declared on Cleethorpes Road, Grimsby. Local emissions need to fall by 33% within the AQMA Cleethorpes Road.

The measures included within this bid will contribute to improving local air quality by reducing Riby Square junction congestion and offers value for money solutions to the specific AQMA issues.

B3. The Financial Case – Project Costs

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and

the need to secure and underwrite any necessary funding outside the Department's maximum contribution.

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

Table A: Funding profile (Nominal terms)

£000s	2013-14	2014-15	2015-16	Total
DfT funding sought	417	1158	0	1,575
Local Authority contribution	654	133	0	787
Third Party contribution	0	0	0	0
TOTAL	1,071	1,291	0	2,362

Table B: Cost estimates (Nominal terms)

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Bearing replacement	1,022	Feb 13	Estimate
Concrete repairs	216	Feb 13	Estimate
Sacrificial Anodes & Carbonation Treatment	173	Feb 13	Estimate
Drainage	86	Feb 13	Estimate
Riby Square works	54	Feb 13	Estimate
Signal Design	24	Feb 13	Estimate
Signal equipment and installation		Feb 13	Estimate
Parapet and pedestrian ramp replacement (match funding)	654	Jan 13	Estimate
Signal equipment (match funding)	133	Feb 13	Estimate
TOTAL	2,362		

Notes:

- 1) Department for Transport funding must not go beyond 2014-15 financial year.
- 2) A minimum local contribution of 30% (local authority and/or third party) of the project costs is required.
- 3) Costs in Table B should be presented in outturn prices and must match the total amount of funding indicated in Table A.

B4. The Financial Case - Local Contribution / Third Party Funding

Please provide information on the following points (where applicable):

- a) The non-DfT contribution may include funding from organisations other than the scheme promoter. If the scheme improves transport links to a new development, we would expect to see a significant contribution from the developer. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.

Non DfT contribution will be funded from approved North East Lincolnshire Council Local Transport Plan capital allocation.

- b) Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.

Have you appended a letter(s) to support this case? ☐ Yes ☐ No ☒ N/A

- c) The Department may accept the provision of land in the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.

Have you appended a letter to support this case? ☐ Yes ☐ No ☒ N/A

- d) Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection.

None known

B5. The Financial Case – Affordability and Financial Risk

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme (you should refer to the Risk Register / QRA – see Section B11).

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.

Please provide evidence on the following points (where applicable):

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

10% contingency has been allowed on costs.

- b) How will cost overruns be dealt with?

Early Contractor Involvement and Design and Build using NEC3 contract procedures in this project mitigates risk of cost overrun.

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

The main risk to the current cost estimate is the risk of delay to the funding allocation announcement which could result in increased costs due to inflation.

d) How will cost overruns be shared between non-DfT funding partners (DfT funding will be capped and will not be able to fund any overruns)?

The local authority contribution has been prioritised and allocated from current and projected medium term resources available any cost overruns would require reprioritisation of other allocated projects within the Local Transport Plan capital allocation.

B6. The Economic Case – Value for Money

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

Small project bids (i.e. DfT contribution of less than £5m)

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

Scheme impact on traffic is attached in Appendix F

Positives

- Air Quality is improved in AQMA
- Congestion generated due to Cleethorpe Road Overbridge closure is avoided, as are the additional significant delays highlighted in the S-Paramics model at:
 - o Riby Square (A180 Corridor)
 - o Lockhill Roundabout (A180 Corridor)
 - o Westgate Roundabout (A180 Corridor, PM peak only)
 - o Hainton Square (Town Centre)
 - o Ladysmith Road / Convamore Road
 - o Victoria Street North / Corporation Road (A16 Corridor)
 - o Frederick Ward Way / Peaks Parkway (Town Centre)
 - o Alexandra Road / Frederick Ward Way (Town Centre)

This implies significant journey time savings on key routes, including access to LDO, the Trans-European Network and tourism in Cleethorpes.

- Economic benefits of improving access to economically active areas in Grimsby town centre and Grimsby Dock LDO site. This includes all route detailed above with the possible exception of Ladysmith / Convamore Road junction.
- Safety benefits of less congested roads
- Retention of cycle / footway and associated promotion of sustainable travel modes

- Avoids additional level crossing (considered by bringing link to 'at grade')

Negatives

- Because they have more priority if the Overbridge were to be closed, traffic speeds are reduced on northbound approaches to:
 - o Lockhill Roundabout
 - o Westgate Roundabout (AM peak only)
- As Westgate roundabout becomes a less favourable route, the impacts are cascaded to Market Hotel Roundabout as a default alternative route. Slight increase in localised congestion.
- Negative impacts are also seen at Fiveways roundabout due to overall changes in traffic route choice. Slight increase in localised congestion
- A description of the key risks and uncertainties;

A snap shot of the Risk Register is attached in Appendix G.

- A short description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.

A Forecasting Report is attached in Appendix C.

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

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

- A completed [Scheme Impacts Pro Forma](#) which summarises the impact of proposals against a number of metrics relevant to the scheme objectives. It is important that bidders complete as much of this table as possible as this will be used by DfT – along with other centrally sourced data – to form an estimate of the BCR of the scheme. Not all sections of the pro forma are relevant for all types of scheme (this is indicated in the pro forma).
- A description of the sources of data and forecasts used to complete the Scheme Impacts Pro Forma. This should include descriptions of the checks that have been undertaken to verify the accuracy of data or forecasts relied upon. Further details on the minimum supporting information required are presented against each entry within the pro forma.

Has a Scheme Impacts Pro Forma been appended? ☒ Yes ☐ No ☐ N/A

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

A Forecasting Report is attached in Appendix C

- A completed [Appraisal Summary Table](#). Bidders are required to provide their assessment of all the impacts included within the table and highlight any significant Social or Distributional Impacts (SDIs). Quantitative and monetary estimates should be provided where available but are not mandatory. The level of detail provided in the table should be proportionate to the scale of expected impact with particular emphasis placed on the assessment of carbon,

air quality, bus usage, sustainable modes, accessibility and road safety. The source of evidence used to assess impacts should be clearly stated within the table and (where appropriate) further details on the methods or data used to inform the assessment should be attached as notes to the table.

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

- Other material supporting the assessment of the scheme described in this section should be appended to your 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.*

B7. The Commercial Case

This section should set out the procurement strategy that will be used to select a contractor and, importantly for this fund, set out the timescales involved in the procurement process to show that delivery can proceed quickly.

The North East Lincolnshire Council/Balfour Beatty Partnership enables us to bring in specialist resources to assist in the development and delivery of schemes and programmes. It will reduce costs and enable any barriers to scheme delivery to be overcome through the timely availability of additional skilled resources where required. This will ensure that a rapid start on the projects will take place following approval of the funding. The Council and its partner have significant experience of the delivery of capital schemes.

- a) Please provide evidence to show the risk allocation and transfer between the promoter and contractor, contract timescales and implementation timescales (this can be cross-referenced to your Risk Management Strategy).

[Risk Management Strategy contained in Appendix D.](#)

- b) What is the preferred procurement route for the scheme and how and why was this identified as the preferred procurement route? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

[It is proposed to procure the bearing replacement scheme through Early Contractor Involvement \(ECI\), this form of contract will ensure value engineering as a specialist contractor will provide a cost effective design solution to the temporary works which form a substantial part on the overall project cost. The highway works can be either run as a separate contract through NEC or as a sub-contract as part of the bearing work. ECI contracts have worked effectively on other schemes of this type in other areas to offer best value.](#)

- c) A procurement strategy will not need to form part of the bid documentation submitted to DfT. Instead, the Department will require the bid to include a joint letter from the local authority's Section 151 Officer and Head of Procurement confirming that a strategy is in place that is legally compliant and is likely to achieve the best value for money outcome.

Has a joint letter been appended to your bid? ☒ Yes ☐ No

**It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department with confirmation of this, if required.*

B8. Management Case - Delivery

Deliverability is one of the essential criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

Due to the urgent requirement for works on this structure the parapet and pedestrian ramp repairs are already in hand, and are programmed to continue for a further 7 weeks (from the date of this submission). Subject to the Pinch Point decision making process, and a successful bid, we would endeavour to engage a contractor in ECI discussions in December 2013, and if feasible would propose to continue working on the structure to take advantage of the site establishment and traffic management arrangements which are already in place.

In order to meet the short timescales it is proposed to procure the bearing replacement scheme through Early Contractor involvement (ECI), utilising the DfT Framework pertinent to this specific work type. This form of contract will ensure value engineering as a specialist contractor will provide a cost effective design solution to the temporary works which form a substantial part on the overall project cost. The highway works will be either run as a separate contract through NEC or as a sub-contract as part of the bearing work.

The project will be implemented using the same approach which has successfully delivered the Local Transport Plan programme over the last thirteen years.

The North East Lincolnshire Council/Balfour Beatty Partnership enables us to bring in specialist resources to assist in the development and delivery of schemes and programmes. It will reduce costs and enable any barriers to scheme delivery to be overcome through the timely availability of additional skilled resources where required. This will ensure that a rapid start on the projects will take place following approval of the funding. The Council and its partner have significant experience of the delivery of capital schemes. The detailed design and preparation of contract tender documents will be carried out by our Regeneration Partnership Design Team.

The Partnership Highway Design team will design and manage Riby Square junction improvements. A specialist contractor will design bearings and provide installation and concrete repairs. Signal design will be delivered and installed by a specialist contractor project managed by the Partnership Highway Design Team.

Delivering economic growth in parallel with guarding and enhancing the environment is an important part of building a sustainable local economy. Through the delivery phase of this bid we will seek to minimise the effects of the project on the natural environment and seek wherever possible to improve the quality of the built environment through the delivery of the schemes in line with the Council's Environmental Sustainability Framework.

<http://www.nelincs.gov.uk/council/policies-and-strategies/environmental-protection/environmental-management/>

- a) A detailed project plan (typically in Gantt chart form) with milestones should be included, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any key dependencies (internal or external) should be explained. Resource requirements, task durations, contingency and float should be detailed and easily identifiable. Dependencies and interfaces should be clearly outlined and plans for management detailed.

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 in order 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 summary details of your construction milestones (at least one but no more than 5 or 6) between start and completion of works:

Table C: Construction milestones

	Estimated Date
Start of works	1 st Dec 2013
Network Rail Possession obtained	24 th Jan 2014
Riby Sq design and tender completed	7th Feb 2013
Signal design and tender completed	6 th May 2013
Bearing design and tender completed	th25 Jul 2013
Opening date	22nd April 2014
Completion of works (if different)	

- d) Please list any major transport schemes 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)

There has been no major transport schemes costing over £5m in the last 5 years.

B9. Management Case – Statutory Powers and Consents

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

None required prior to funding allocation.

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

Network Rail track possession required for one of the seventeen Cleethorpe Road Flyover spans. This will be applied for once approval for funding is obtained and is expected to take 6 weeks for consent to be granted. This is regular procedure and a low risk to the project delivery.

B10. Management Case – Governance

Delivery of this project will use the same approach which has successfully delivered the Local Transport Plan programme over the last 13 years.

North East Lincolnshire Council entered into a public/private partnership with Balfour Beatty Workplace (BBW) for the delivery of Regeneration Services including planning, highways, project management, economic development and housing. The Partnership enables us to bring in specialist resources to assist in the development and delivery of schemes and programmes. It reduces the costs and enables any barriers to scheme delivery to be overcome through the timely availability of additional skilled resources where required. This ensures that a rapid start on the projects can take place following approval of the funding. The Council and its partner have significant experience of the delivery of capital schemes.

All projects are managed using the Prince 2 methodology and project managements structures are put in place. The project management structure has four tiers:

1 Cabinet Board

At the highest level of the project management structure is the Cabinet Board. Whilst not part of the project management as such, the Cabinet Board approves the initial business case and the capital funds to deliver the project.

2 Project Board

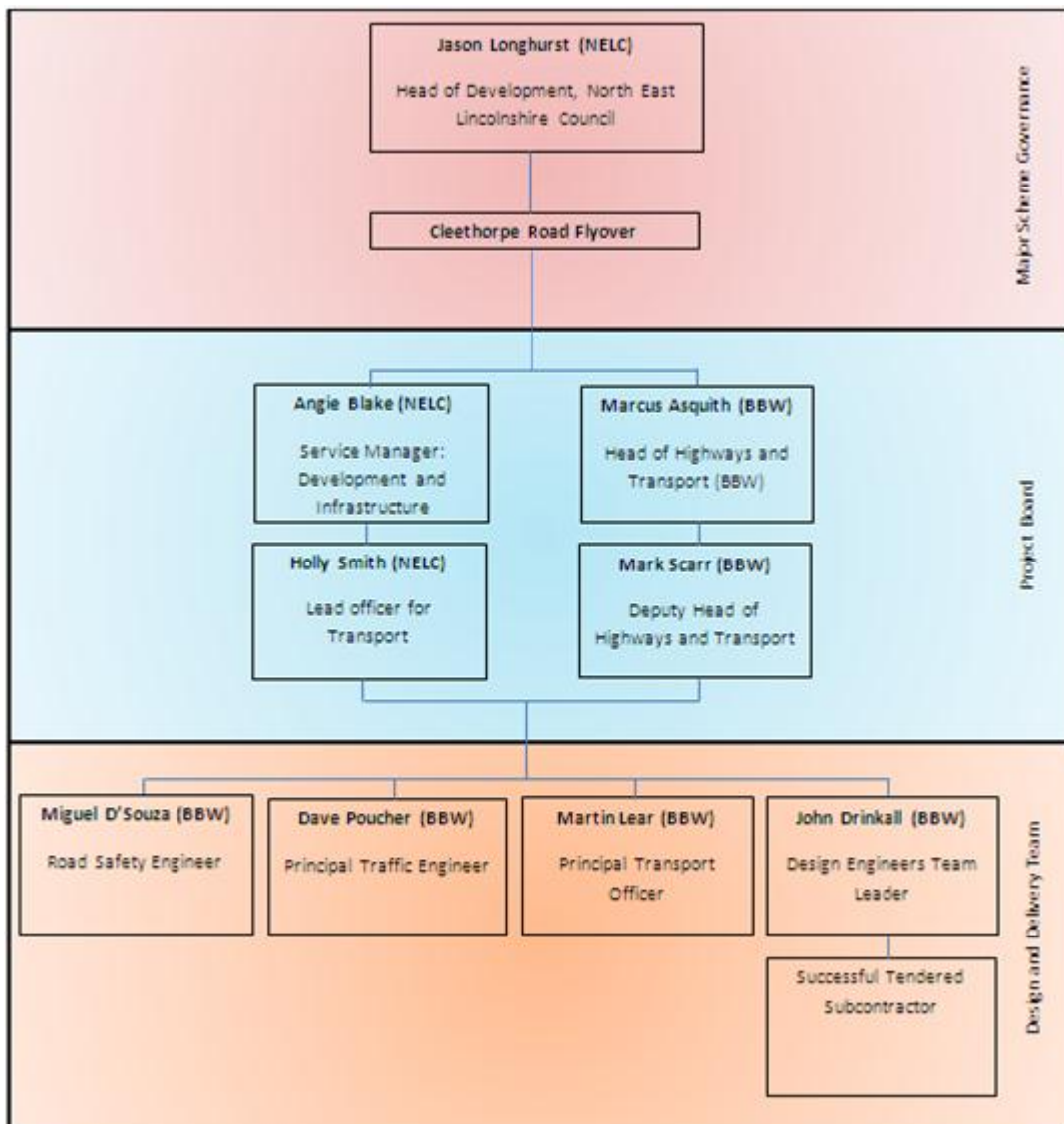
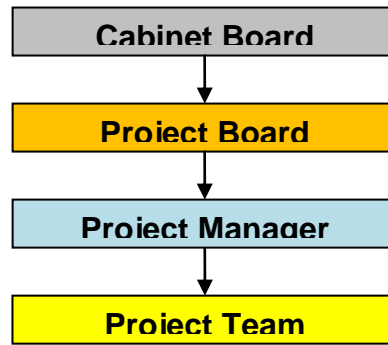
The Project Board has the overall responsibility for delivering the project and represents at managerial level the business, user and supplier interests of the project. The Project Board is accountable for the success of the project and has responsibility and authority for the project within the instructions set by the Cabinet Board. The Project Board sets the tolerances for the project based on time, cost and quality.

2 Project Manager

The Project Manager is given the authority to run the project on a day-to-day basis on behalf of the Project Board. They will be supported during the delivery phase by a Contract Manager who will manage the contract between the Council and the Contractor. The Project Manager is responsible for producing the Project Initiation Documents, managing the production of the required work packages and planning and monitoring the project

4 The Project Team

The Project Team is responsible for delivering the work packages throughout the lifetime of the project. The Project Team will also be responsible for financial management, risk management, legal arrangements and procurement.



B11. Management Case - Risk Management

All schemes will be expected to undertake a thorough Quantified Risk Assessment (QRA) and a detailed risk register should be included in the bid. The QRA should be proportionate to the

nature and complexity of the scheme. A Risk Management Strategy should be developed and should outline on 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

B12. Management Case - Stakeholder Management

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 Agency, 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 of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

Public;

Public will be notified of any traffic management through the normal Highway's works communication channels.

Network Rail

A possession Order will be applied for as soon as funding is released, it is expected to take 6 weeks to obtain and will only be required for one span of the bridge which is over the railway lines.

It is not expected that there will be any further stakeholders involved.

- b) Can the scheme 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 scheme?

☐ Yes ☒ No

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

- d) For large schemes 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 schemes 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

B13. Management Case - Assurance

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

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation

Replacing the bearings will provide articulation for the bridge as soon as they are installed. Currently there is no movement as all bearings are failed. The failure of the drainage system has ultimately resulted in the corrosion of the bearings as water is running through onto the bearing shelf. Installing a new drainage system as part of this bid will remove the cause of the problem and sustain the structure for many more years.

If this work is not undertaken would result in on-going maintenance cost for repairs to the concrete structure and joints, with an estimated initial repair cost of £200,000 and on-going at £50,000 per five years. The plug joints would not last their estimated life of 8-10 years and have a replacement cost of £50,000 per deck. On a longer time scale the lack of movement in the bearings is continually resulting in increased stresses in the piers resulting in eventual closure of the structure or a reduced load capacity of the structure, this in itself would have a detrimental effect on the highway network as the bridge provides the main route into Cleethorpes.

C2. Monitoring and Evaluation

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme

The Council and its partners will undertake monitoring activities throughout the initiative and is willing to work with DfT on the overall evaluation of the programme.

As part of the regeneration proposals for Freeman Street we have gathered baseline data to establish the number of vacant retail units, occupied premises and number of jobs provided within the existing businesses. We have undertaken surveys with all businesses located in the proposed 'District Centre' and further monitoring will take place once the works have been

completed to identify impact and record levels of private sector investment and numbers of job sustained/ created. Footfall counters are located within the Market Hall and this information will assist us in determining the impact of the works and recording increased visitor numbers.

The current works are part of a wider regeneration programme for Freeman Street and subsequent schemes will address vacant sites to enable residential development. Access issues will be paramount in determining the suitability of such sites for sustainable residential use.

The direct benefits of introducing a right turn into Freeman Street from Riby Square will be threefold; improved accessibility leading to increased footfall, reduced journey times and improved traffic flows.

As part of the works being undertaken in the East Marsh Neighbourhood Renewal Area, data exists to demonstrate housing demand, number of empty properties, unemployment statistics and impacts on health and wellbeing. These will be monitored during and upon completion of environmental improvement works.

Success will also be shown by the enabling of the Local Development Order for the Local Enterprise Zone on Grimsby Docks.

Output evaluation of the overall project would include quantitative figures relating to;

Europarc IV forms part of the South Humber Gateway programme, a joint initiative between North East Lincolnshire and North Lincolnshire Councils promoting over 1000 ha of land for inward investment and job creation within key sectors of Chemicals, Ports/Distribution, Food

Manufacturing and, specifically for North East Lincolnshire, Renewables. This is the largest site for inward investment in the Yorkshire and Humber region, and is of strategic economic importance for the Hull and Humber Ports City region, and the UK as a whole.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for [*scheme name*] I hereby submit this request for approval to DfT on behalf of [*name of authority*] and confirm that I have the necessary authority to do so.

I confirm that North East Lincolnshire Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name:

Signed:

Position:

D2. Section 151 Officer Declaration

As Section 151 Officer for North East Lincolnshire Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that North East Lincolnshire Council;

- has allocated sufficient budget to deliver this scheme 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 scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name:

Signed:

Submission of bids:

For both small bids and large bids the deadline is 5pm, **21 February 2013**

One hard copy and a CD version of each bid and supporting material should be submitted to:

Steve Berry
Local Transport Funding, Growth & Delivery Division
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

An electronic copy should also be submitted to steve.berry@dft.gsi.gov.uk

Appendix A – ‘Riby Square Air Quality Action Plan’ Executive Summary

The Environment Act 1995 requires all Local Authorities to review and assess the air quality in their areas to determine whether the air quality objectives are likely to be met. Where a likelihood of exceedance has been identified in areas of significant public exposure, an Air Quality Management Area (AQMA) should be declared.

This Air Quality Action Plan (AQAP) is in response to the declaration of an AQMA at a portion of Cleethorpe Road between Freeman Street and Nacton Street, for the exceedance of the annual mean nitrogen dioxide Air Quality Objective.

The Further Assessment⁽¹⁾ indicated that road traffic was the primary source of NO_x emissions (55%). The emissions from Heavy Good Vehicles (HGVs) and buses are the most significant contributor (26% of NO_x and 23% of NO₂), followed by cars (18% of NO_x and 16% NO₂).

Measures formulated in this Action Plan should aim to reduce the levels of NO_x/NO₂ within the AQMA by these amounts:

Reduction on NO₂ required within the AQMA:

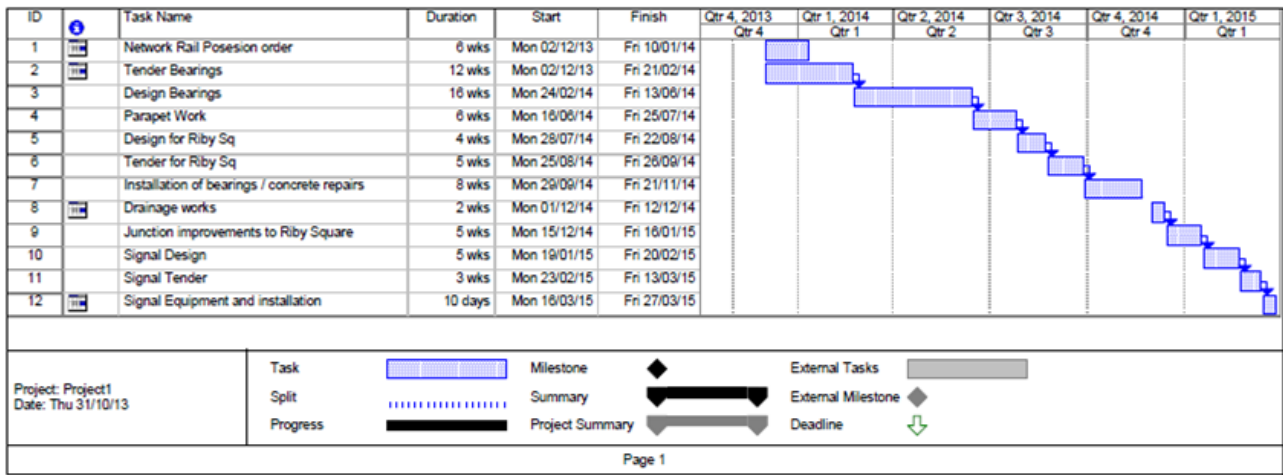
- 3.4µg/m³
- equivalent to a reduction of 8%

Reduction on NO_x required within the AQMA:

- 9µg/m³
- equivalent to a reduction of 19%

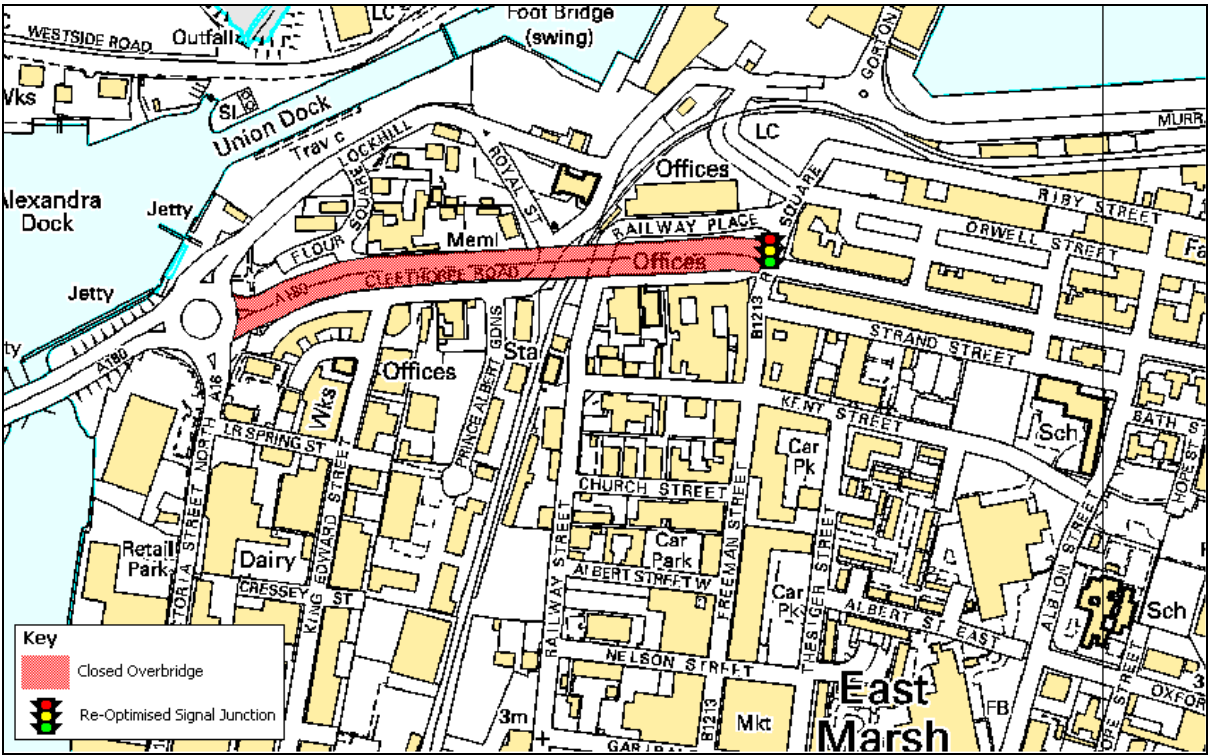
As the primary source of the pollution in the AQMA is from road traffic, extensive consultation has taken place with Balfour Beatty who is responsible for the North East Lincolnshire Third Local Transport Plan (LTP3)⁽²⁾. Therefore this AQAP considers various traffic-related measures to deliver improvements to air quality.

Appendix B - Project Plan

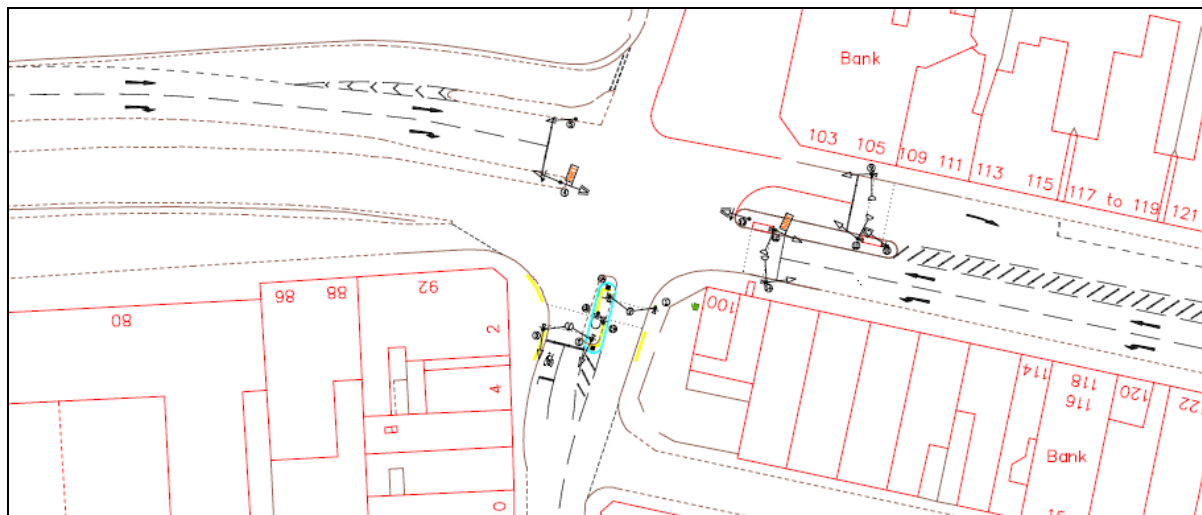


APPENDIX C _ Forecasting Report

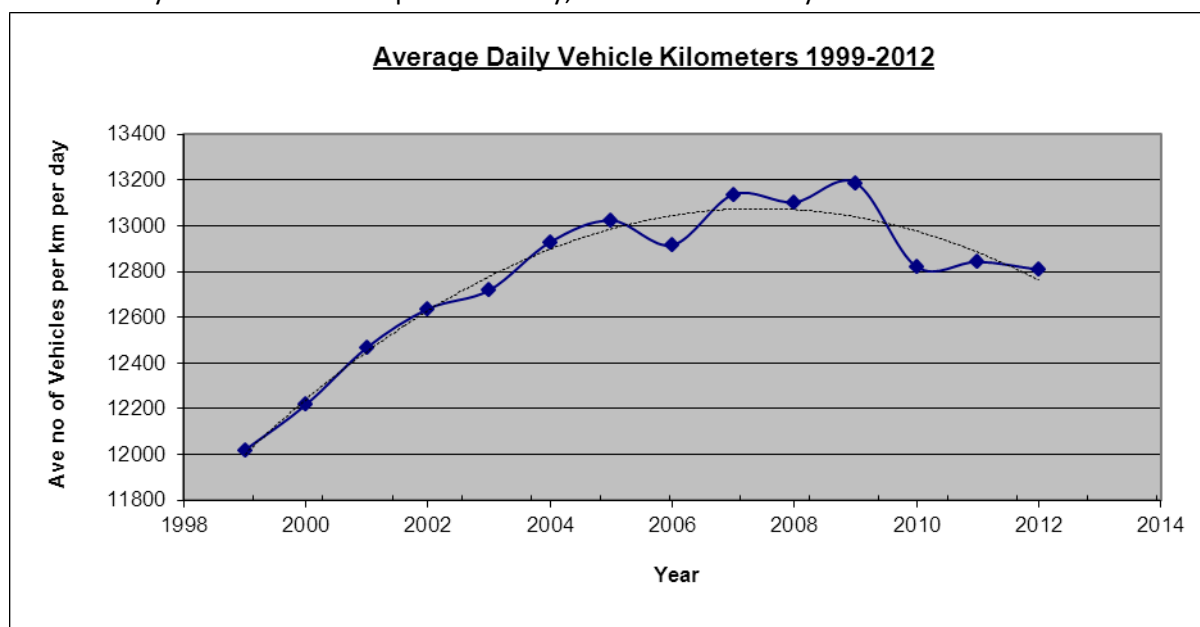
- The following amendments were made to the traffic model to enable testing of the ‘do minimum’ option:
 - Cleethorpe Road Overbridge closed due to state of disrepair.
 - Traffic signal junction at Riby Square optimised to reduce impact of proposed network alterations



- The following amendments were made to the traffic model to enable testing of the ‘do something’ option:
 - Cleethorpe Road is brought up to a reasonable state of repair and is operational
 - Amendments are made to Riby Square signalised junction to improve air quality at the Air Quality Management Area (AQMA)



- Results are based on current year only and do not consider proposed developments, some of which are known to exist in this vicinity.
 - Proposed developments include those listed in North East Lincolnshire's SHLAA 2011 and a Local Development Order (LDO) for Grimsby Dock, which is under consideration by North East Lincolnshire Council cabinet at time of writing.
- Decisions are made in the S-Paramics model based on journey time and fuel costs. All of the roads in the vicinity are uniform; each had the same low cost factor applied to it. Vehicles will default to the route with the shortest journey time. Public transport patronage and parking levels are assumed to be unaffected by network modifications.
- Results from the S-Paramics model are based on an area-wide traffic study based on 2009 data. 2009 was the year in which traffic peaked locally, as demonstrated by data reviewed in our RTRA studies:

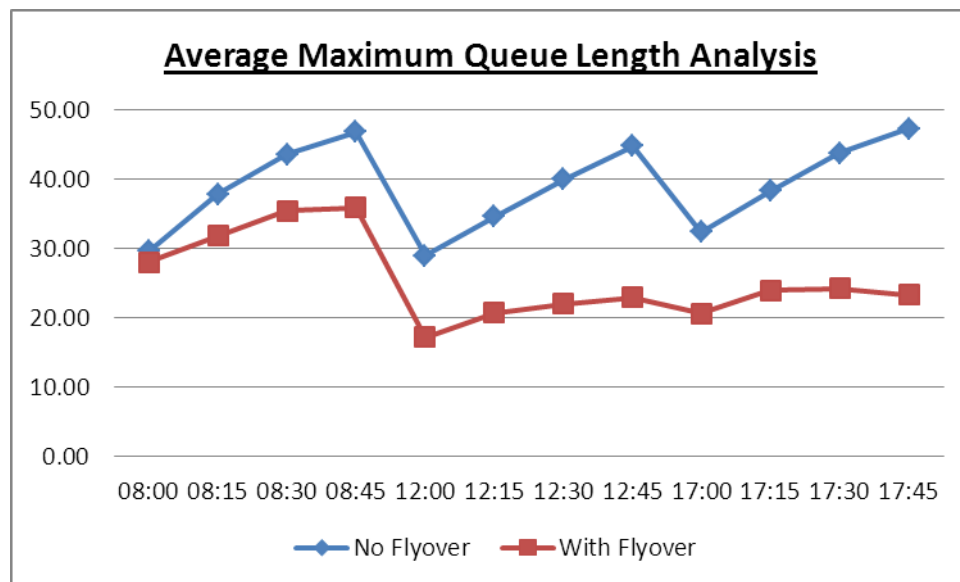


- Results are based on an average on 10 model runs, in order to iron out any one-off discrepancies.

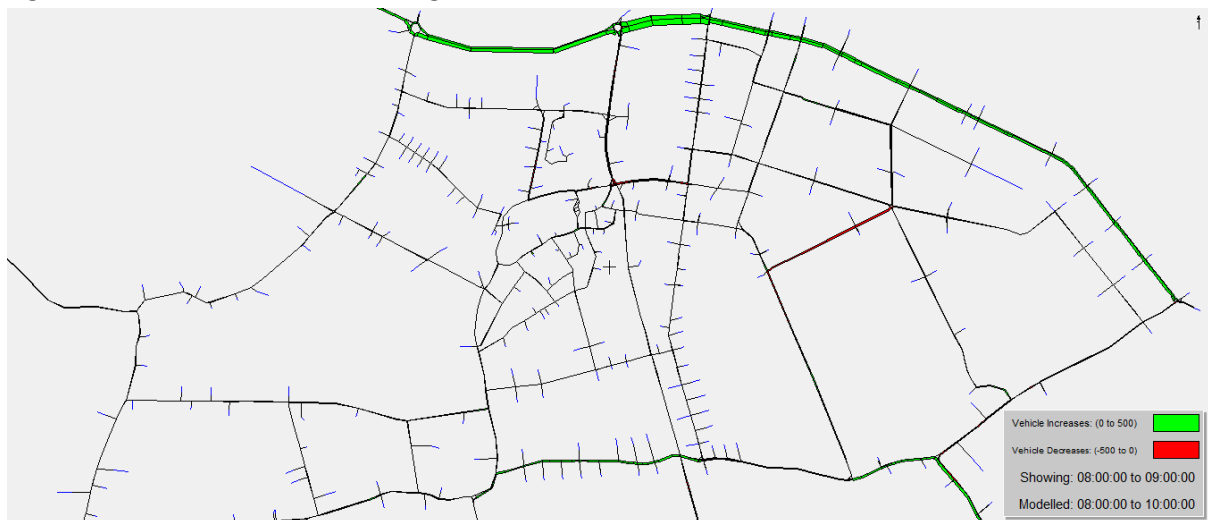
- The model predicts that average maximum queue length across the modelled network can be reduced by as much as 50% by implementing the scheme. The results of permanent closure of Cleethorpe Road Overbridge are locally significant.
- It can also be concluded that the PM peak becomes the more congested peak

	08:00	08:15	08:30	08:45	12:00	12:15	12:30	12:45	17:00	17:15	17:30	17:45
No Flyover	29.59	37.82	43.58	46.80	28.91	34.58	40.00	44.81	32.40	38.26	43.74	47.26
With Flyover	27.99	31.79	35.44	35.91	17.22	20.73	21.99	22.93	20.63	23.98	24.23	23.30

Above: Average maximum queue length assessment over three peak periods



- The model also shows that opening of the flyover reduces rat-running though other routes; there is a significant increase in traffic utilising the



The model supports the above when analysing speeds across the network. Hainton Square seems to be pivotal in supporting the alternate route, with speeds significantly increased in the AM peak as a results of reopening the Overbridge.

Appendix D - Outline Risk Management Strategy

Outline Risk Management Strategy								
Risk Category	Risk Identified	Gross Risk Score			Control Action	Net Risk Score		
		Likelihood	Impact	Risk Score		Likelihood	Impact	Risk Score
Financial	Securing all of the match funding required to deliver the project	3	5	15	Minimum 30% contribution identified (refer to financial summary table)	1	5	5
Technical	Risk of technical problems arising during delivery	3	3	9	Regular monitoring of risks will enable mitigation of emerging technical risk at an early stage. Appropriate contingencies included.	2	3	6
Environmental	Risk of detrimental environmental impact	2	5	10	All environmental constraints identified prior to commencement and adequate mitigation solution provided	2	3	6
Stakeholder Management	Support for the proposals from stakeholders to deliver the project	2	4	8	Early involvement of stakeholders during project design ensured that solutions meet joint objectives.	1	4	4

Strategic	Project falls outside established strategic growth initiatives	2	4	8	Project addresses wider network improvement proposals highlighted in LTP	1	3	3

Risk matrix scoring

- 1-9 = Low risk (green) No further action required if control measures are used.
10-15 = Medium risk (amber) Ensure additional control measures are implemented to reduce the level of risk prior commencing
16-25 = High (red) Activity cannot be progressed until actions have been taken to reduce the risk to an acceptable level

Summary of Key Risks

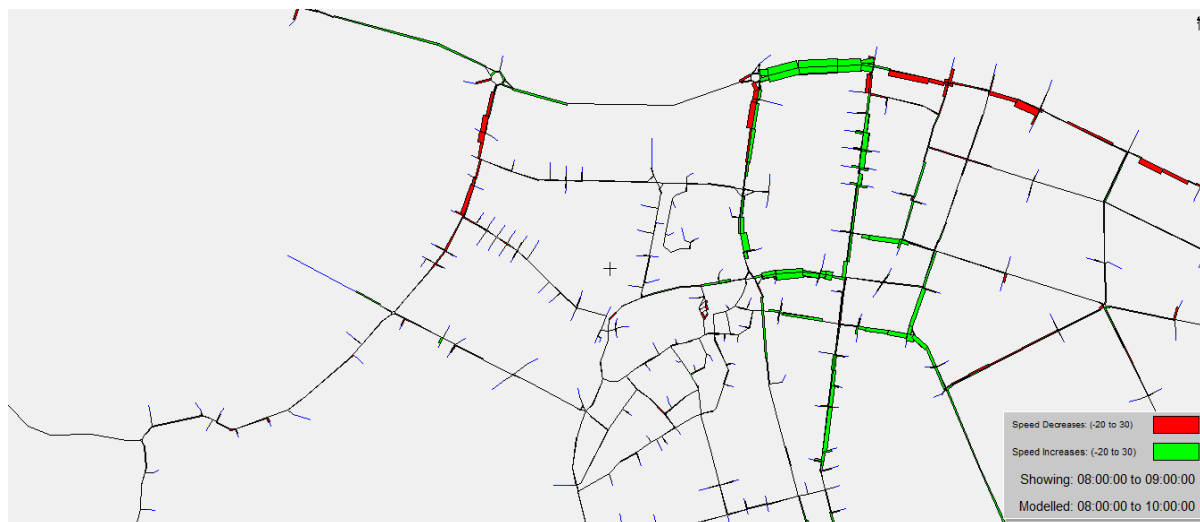
Our approach is based upon the Prince2 methodology which ensures that all risks are recorded and processed in a consistent manner and become a regular feature of both project development and delivery.
The overall risk assessment of this project, based on the application of this methodology, is deemed to be low. The main elements of the project are based upon tried and tested measures which have been successfully locally and elsewhere in the country.

Appendix E - Scheme Impact Proforma

		Cleethorpe Road Flyover			
Scenario	Input Data / Key Performance Indicators	Unit	AM Peak Hr Weekday	PM Peak Hr Weekday	Inter-Peak Hr Weekday
Do-Minimum	Number of highway trips affected	vehicles	2,289	2,653	2,268
	Total vehicle travelled time	vehicle-hours	55	67	63
	Total vehicle travelled distance	vehicle-km	1,066	1,236	1,057
	Total network delays	vehicle-km	14.30	14.16	13.90
	Highway peak period conversion factor	-			
	Number of PT passenger trips on affected routes	passenger trips	160	170	160
	Bus journey time on affected routes	minutes	58.2	44.6	66.6
	Total PT travelled time	passenger-hrs	155.07	126.46	177.64
	Total PT travelled distance	passenger-km	1,425	1,514	1,425
	PT peak period conversion factor	-			
	Number of walking and cycling trips	person trips			
	Mode share in affected area				
	- Walking and cycling (cycle info available only)	person trips	8	17	15
	- Bus/BRT	person trips	25	19	23
	- Rail	person trips	0	0	0
	- Car	person trips	1,739	2,311	1,760
	- Total	person trips	1,772	2,347	1,798
Do-Something	Number of highway trips affected	vehicles	2,289	2,653	2,268
	Total vehicle travelled time	vehicle-hours	55	67	63
	Total vehicle travelled distance	vehicle-km	10,397	12,050	10,301
	Total network delays	vehicle-km	8.91	9.48	8.78
	Highway peak period conversion factor	-			
	Number of PT passenger trips on affected routes	passenger trips	20	30	20
	Bus journey time on affected routes	minutes	20.7	20.1	21.2
	Total PT travelled time	passenger-hrs	6.91	10.03	7.06
	Total PT travelled distance	passenger-km	178	267	178
	PT peak period conversion factor	-			
	Number of walking and cycling trips	person trips			
	Mode share in affected area				
	- Walking and cycling	person trips	8	17	15
	- Bus/BRT	person trips	25	19	23
	- Rail	person trips	0	0	0
	- Car	person trips	1,739	2,311	1,760
	- Total	person trips	1,772	2,347	1,798

Appendix F - Speed comparisons, as a results of re-opening Cleethorpe Road Overbridge:

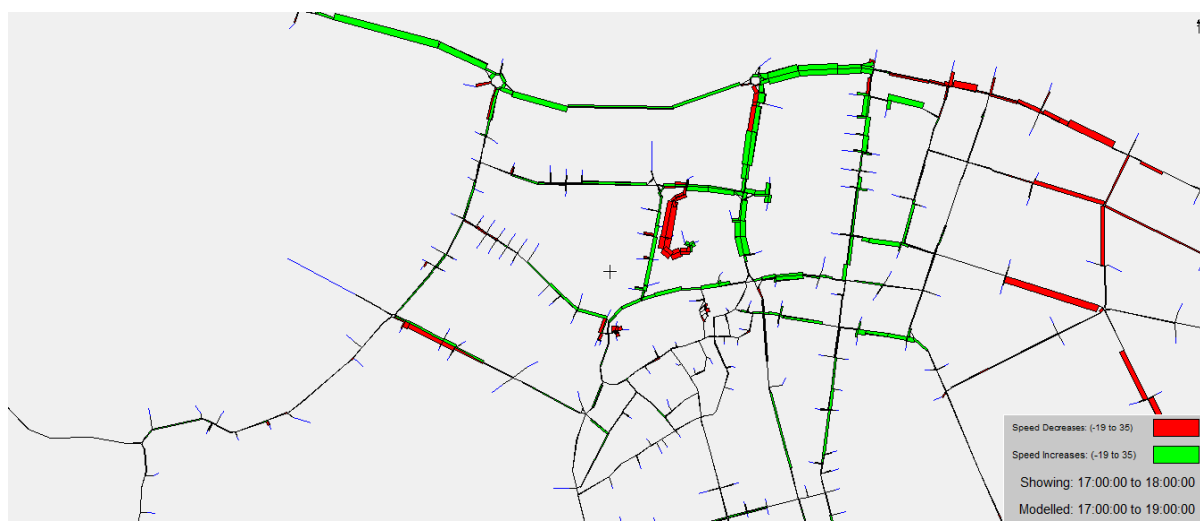
AM Peak




Inter Peak



PM Peak



Appendix G Risk Register (as at 12 Feb 2013)

RISK REGISTER																			
Project name				Tender No				Employer											
Cleethorpe Rd Flyover																			
Risk no.	Risk <i>the risk is that.....</i>	Consequences of uncontained risk <i>time/cost etc</i>	Mitigation measures <i>to reduce affects of risk</i>	% Likelihood of occurrence	Likelihood of occurrence		Impact of occurrence			Importance	Cost of risk if it occurs £k				Risk allowance £k <i>(statistical x likelihood)</i>	Risk Owner <i>organisation</i>	Responsibility <i>person</i>	Notes by Bid Team	Risk no.
Optimistic	Most Likely	Pessimistic	Statistical <i>triangular distribution</i>																
1	Poor weather conditions	Delay to scheme		20%	Unlikely	1	Low	1	1	Low	2	6	9	5.7	1.1			Allow for 1, 2, 4 days standing	1
2	Concrete repairs required	Additional cost of hydrodemolition and concrete repairs	Visual inspection during Planning phase	80%	Very likely	3	Medium	2	6	High	5	10	20	11.7	9.3	NELC		Allow for additional repairs	2
3	Change in bearings orientation	Additional cost of guided bearings and possible restraint issues	Keep to existing orientation as near as possible	15%	Unlikely	1	High	3	3	Medium	60	75	90	75.0	11.3	NELC		Allow for additional repairs	3
3	Scaffold works require additional measures	Increased Scaffold costs	Firm up price once initial cost target agreed	50%	Likely	2	Low	1	2	Low	9	23	28	20.0	10.0	NELC			3
4	Vandalism/Theft	Repair/replacement costs incurred by contract	Secure site as best as possible	60%	Likely	2	Medium	2	4	Medium	5	10	20	11.7	7.0				4
5	Underground services where excavation needed to found scaffold	Increased costs for surrounding and protecting	Trial Pits required to identify along with inspection of service drawings	50%	Likely	2	High	3	6	High	9	15	20	14.7	7.3	NELC			5
6	Additional Hydrodemolition/ surface prep. for level/ reinforcement risk	Increased cost of Hydrodemolition	Difficult to assess until breakout done but as built drawings will be assessed	80%	Very likely	3	high	3	9	High	6	9	18	11.0	8.8	NELC		Freyssinet risk	6
7	Structural connection of guided bearings rather than use of structural adhesive	Bolting of top plates	Engineers decision required	15%	Unlikely	1	high	3	3	Low	20	55	75	50.0	7.5	NELC		Freyssinet risk	7
8	Additional formwork for plinths	Additional fixing costs	Assess actual forwork costs	35%	Likely	2	Medium	2	4	Medium	3	6	12	7.0	2.5				8
9	Additional plant time associated with using fixing bolts rather than structural adhesive	Additional cost of plant used to fix bolts	Engineers decision required	15%	Unlikely	1	high	3	3	Low	6	18	30	18.0	2.7	NELC			9
10	Additional labour time associated with using fixing bolts rather than structural adhesive	Additional cost of labour used to fix bolts	Engineers decision required	15%	Unlikely	1	High	3	3	Low	10	20	50	26.7	4.0	NELC			10
11	Additional Site protection time time associated with using fixing bolts rather than structural adhesive	Additional cost of site protection used while fixing bolts	Engineers decision required	15%	Unlikely	1	high	3	3	Low	3	5.1	10.8	6.3	0.9	NELC			11
12	Additional costs of providing bearings to relevant EN Standard rather than BS standard.	Increased cost of bearings	Engineers decision required	15%	Unlikely	1	High	3	3	Low	45	90	135	90.0	13.5	NELC			12
13	Materials/bearings manufacture being delayed in manufacture	Delays to the works	Early approval by Client	30%	Likely	2	Medium	2	4	Medium	15	30	60	35.0	10.5	NELC		Freyssinet risk	13
14	Nesting Birds or Bats	Contract delayed/stopped	Inspection made of structure to see if birds or bats are present before contract commences	15%	Unlikely	1	Medium	2	2	Low	6	12	30	16.0	2.4	NELC			14
15	Water supply not adequate for Hydrodemolition works	Additional means of bringing water to site (tankers etc)	Check with water company allowable volumes/existing pressure etc	25%	Likely	2	Medium	2	4	Medium	3	9	21	11.0	2.8	NELC		Tankers would be used to bring in/store water	15
16	Maintaining equal jacking loading into the bearings on the curved section	Increased cost and time for additional temporary and permanent works	Design development	25%	Likely	2	Medium	2	4	Medium	10	30	50	30.0	7.5	NELC			16
17	Bearings unable to meet specification	Non compliance with specification	Modify specification	15%	Unlikely	1	High	3	3	Low	5	10	20	11.7	1.8	NELC			17
18	Cost fluctuations for materials	Cost uncertainty	Secure material costs through early placement of orders	10%	Unlikely	1	Medium	2	2	Low	10	25	35	23.3	2.3	NELC			18
19	Traffic management if restricted running is required	Increased cost and/ or time	Engineers decision required	10%	Unlikely	1	Medium	2	2	Low	20	30	45	31.7	3.2	NELC			19
20	Colour matching of repaired areas is required	Increased cost and / or time due to painting columns	Engineers decision required	10%	Unlikely	1	Low	1	1	Low	7	14	21	14.0	1.4	NELC			20
21																			21



Mr J Longhurst
Head of Development
North East Lincolnshire Council
Unit 5, Acorn Business Park
Moss Road
Grimsby
DN32 0LT

20th February 2013

Dear Mr Longhurst

Re: Pinch Point Application – Cleethorpe Road Flyover/Riby Square Grimsby

I am writing to confirm the support of the Humber LEP for the application of "Pinch Point" funding by North East Lincolnshire Council for improvements to the Cleethorpe Road Flyover and Riby Square, Grimsby.

The project will enable the upgrading of a key strategic link on the North East Lincolnshire highway network, which through reducing congestion will improve connectivity into the Port of Grimsby and the Port of Grimsby East Enterprise Zone.

The project fits within the objectives set out in the Plan for the Humber, specifically through ensuring that the infrastructure supporting the ports in terms of road, rail, air and inland water is aligned with port side investment.

The LEP will continue to work closely with North East Lincolnshire Council to support the delivery of successful projects and to ensure that potential opportunities for growth are fully realised.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Chris Haskins'.

Lord Haskins of Skidby

Appraisal Summary Table			Date produced:		19-Feb-13		Contact:		
Name of scheme:			Cleethorpe Road Flyover & Riby Square AQMA					Name	Martin Lear
Description of scheme:			Cleethorpe Road Flyover Structural Maintenance and Riby Square, Grimsby Air Quality Management Area Improvements					Organisation	BBW/NELC
								Role	Promoter/Official
Impacts		Summary of key impacts	Assessment						
			Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp	
Economy	Business users & transport providers	The scheme produces journey time savings by enabling continuation of Cleethorpe Flyover as a local strategic link enabling efficiency of the highway network. Tourists, local residents and business users will benefit from the continuation of the link.	Value of journey time changes(£)				Moderately Beneficial		
	Net journey time changes (£)								
	0 to 2min	2 to 5min	> 5min						
	Reliability impact on Business users	Improvements associated with the scheme should result in improved journey time reliability by improving the flow of traffic and reducing the 'stop-start' movements that can negatively impact upon reliability and air quality at Riby Square junction. Average delays at scheme junctions reduce by implementing the scheme which will have a positive impact on air quality, bus punctuality and journey reliability.				Slightly Beneficial			
Regeneration	It allows the highway capacity for the Local Enterprise Zone Local Development Order to progress and contributes to the regeneration of Freeman Street by increasing accessibility. Freeman Street represents one of North East Lincolnshire's prime regeneration opportunities. Its central location in Grimsby Town Centre makes it an attractive location.				Moderately Beneficial				
Wider Impacts	A review of the potential wider economic benefits of the Project, based around the issues identified in DfT guidance, has found that the scheme will have a positive effect on local regeneration areas. This positive effect is attributed to improvements in accessibility to labour markets, customers and suppliers, reductions in journey times and improvements to journey quality and reliability. These improvements extend the distances people will be prepared to travel and reduce the costs of existing travel and will ease the movement of goods and people.				Moderately Beneficial				
Environmental	Noise	No impact expected				Neutral			
	Air Quality	North East Lincolnshire Council became a signatory to the Nottingham Declaration on Climate Change in March 2008. This is a voluntary commitment to address the issues of climate change by working towards reducing CO2 emissions by 80% by 2050. Emissions from transport account for over 11% of North East Lincolnshire's total carbon emissions. Increased numbers of vehicles pose a threat to local air quality and are detrimental to North East Lincolnshire's target of cutting emissions by 20% by 2015. An Air Quality Management Area (AQMA) has been declared on Cleethorpes Road, Grimsby. Local emissions need to fall by 33% within the AQMA Cleethorpes Road. The measures included within this bid will contribute to improving local air quality by reducing Riby Square junction congestion and offers value for money solutions to the specific AQMA issues.				Moderately Beneficial			
	Greenhouse gases	The scheme produces an overall saving in carbon emissions. This carbon saving is generated by reducing congestion at mitigated locations within the network and improving the free flow conditions.	Change in non-traded carbon over 60y (CO2e)				Slightly Beneficial		
	Change in traded carbon over 60y (CO2e)								
	Landscape	Any impacts are likely to be minimal and neutral. Construction-related impacts are anticipated to be short-term and therefore negligible.				Neutral			
	Townscape	Any impacts are likely to be minimal and neutral. Construction-related impacts are anticipated to be short-term and therefore negligible.				Neutral			
	Heritage of Historic resources	Any impacts are likely to be minimal and neutral. Construction-related impacts are anticipated to be short-term and therefore negligible.				Neutral			
	Biodiversity	Any impacts are likely to be minimal and neutral.				Neutral			
Water Environment	Any impacts are likely to be minimal and neutral.				Neutral				
Social	Commuting and Other users	The scheme produces journey time savings by improving network conditions and efficiency of the transport system. Consumer users will benefit from these improvements.	Value of journey time changes(£)				Moderately Beneficial		
	Net journey time changes (£)								
	0 to 2min	2 to 5min	> 5min						
	Reliability impact on Commuting and Other users	The scheme by design will improve the reliability of the transport network. Delays caused by the potential closure of the Flyover reduce by implementing the scheme which will have a positive impact on reliability.				Slightly Beneficial			
	Physical activity	Any impacts are likely to be minimal and neutral.				Neutral			
	Journey quality	Overall, journey ambience will improve across the area. Journeys will be easier, safer and more pleasant; pedestrians will benefit from improved crossings and pavements. Frustration will reduce due to an anticipated reduction in congestion through maintaining the Flyover.				Moderately Beneficial			
	Accidents	The scheme slightly reduces the number of accidents experienced within the area. The majority of these accident savings are generated by the proposed junction improvements.				Moderately Beneficial			
Security	Any impacts are likely to be minimal and neutral.				Neutral				
Affordability	Affordability impacts are likely to be minimal and neutral. Severerence will be reduced by keeping the Flyover in place.				Neutral				
Severance					Moderately Beneficial				
Option values	Enhances punctuality of public transport system.				Moderately Beneficial				
Public Accounts	Cost to Broad Transport Budget	The scheme request for central funding is 70% of scheme costs with 30% covered by Local Transport Plan funding.				N/A			
	Indirect Tax Revenues	Any impacts are likely to be minimal.				Neutral			

Local Pinch Point Fund Application Form Checklist



Scheme: Cleethorpe Road Flyover Structural Maintenance and Riby Square, Grimsby Air Quality Management Area Improvements.
Lead authority: North East Lincolnshire Council.

SECTION A

	Section / page	Guidance Ref
A3. Have you appended a map?	3	N/A
A6. Have you included supporting evidence of partnership bodies' willingness to participate in delivering the bid proposals?	N/A	Para 10-14
A7. Have you appended a letter from the relevant LTB(s) / LEP(s) confirming the priority of the proposed scheme? <i>[Optional]</i>	33	Para 10-14

SECTION B

	Section / page	Guidance Ref
B4. Have you enclosed a letter from an independent valuer to verify the market value land if land is being included as part of the non-DfT contribution towards scheme costs?	N/A	Para 40-42
B4. Have you enclosed a letter confirming the commitment of external sources to contribute to the cost of the scheme will be required?	N/A	Para 40-42
B6. Have you provided a completed Appraisal Summary Table in a format readable by Excel 2003?	34	Para 35-39
B6. Have you provided a completed Scheme Impacts Pro Forma in a format readable by Excel 2003? <i>[Small projects only]</i>	30	Para 35-39
B6. Have you provided relevant supporting material – and for large schemes – a WebTAG compliant bid?	N/A	N/A
B7. Have you attached a joint letter from the local authority's Section 151 Officer and Head of Procurement confirming that a procurement strategy is in place that is legally compliant and is likely to achieve the best value for money outcome?	35	Para 43-45
B8. Has a letter been appended to demonstrate that arrangements are in place to secure the land to meet the construction milestones?	N/A	N/A
B8. Has a Project Plan been appended to your bid?	25	Para 43-45
B11. Has a QRA been appended to your bid?	32	Para 40-42
B11. Has a Risk Management Strategy been appended to your bid?	28	Para 40-42
B12. Have you appended evidence of Stakeholder Analysis? <i>[Large projects only]</i>	N/A	Para 40-42
B12. Have you appended a Communications Plan? <i>[Large projects only]</i>	N/A	N/A
B13. Have you provided evidence of an integrated assurance and approval plan? <i>[Large projects only]</i>	N/A	Para 40-42

SECTION D

	Section / page	Guidance Ref
D1. Has the SRO declaration been signed?	22	N/A
D2. Has the Section 151 Officer declaration been signed?	22	N/A