

# Local Pinch Point Fund Application Form



Department  
for Transport

## 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:** Toll Bar A16 - 'Gateway to Growth'

**A2. Headline description:**

This project will enable the upgrading of the Toll Bar pinch point on A16 southern gateway entrance to North East Lincolnshire, a strategic link on the Lincolnshire County Council and North East Lincolnshire highway network. The current roundabout is over capacity at peak times and causes congestion for traffic entering the area from the A16. The bid enables the conversion to a traffic signalled junction including and enhancement of pedestrian crossings to improve road safety for access to the adjoining Toll Bar Academy. The associated reductions in congestion will also enable reliable access to the new economic growth area of 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:** 527705 404489

**Postcode:** DN35 4RZ



Toll Bar is situated on the A16 corridor between Waltham and New Waltham, Grimsby. The A16 is the local strategic road network link between Grimsby, Cleethorpes and Louth in Lincolnshire allowing access from locations to the south of North East Lincolnshire.



Scheme Bid	<input checked="" type="checkbox"/>
Structure Maintenance Bid	<input type="checkbox"/>

Scheme Bid	
Structure Maintenance Bid	

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

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 responsible 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 pinch point at Toll Bar by reducing congestion at the A16 gateway to North East Lincolnshire, allowing reliable access to the Local Enterprise Zones and creating opportunities for housing growth.**

### **B2. The Strategic Case**

#### **North East Lincolnshire has some significant challenges:**

- we have some 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 been 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

<http://www.nelincs.gov.uk/council/policies-and-strategies/transport-and-infrastructure/developing-local-transport-plan-3-ltp3> are the aims to support and facilitate local economic development, and reduce carbon emissions.

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) 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 existing congestion issues
- 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 creating capacity and reducing congestion of a local strategic junction at Toll Bar 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 and improvement to road safety.

#### **Scheme Objectives:**

- To reduce delays across the Grimsby and Cleethorpes border with Lincolnshire. The roundabout currently runs over capacity in the AM and PM peak periods.
- To accommodate traffic generations and increase journey reliability associated with the planned Local Enterprise Zone on Grimsby Dock, as well as housing development in the vicinity.
- To retain connectivity to support economic activity and growth in Grimsby and Cleethorpes.
- To enhance the quality of life of people living in, working in and visiting North East Lincolnshire.
- To increase road safety. The junction capacity is affected by uncontrolled large flows of pedestrian movements, with several accidents occurring as a result of uncontrolled crossing. This scheme will introduce a safe crossing provision. The plan below shows accidents at this junction over the last 5 years.

#### **Road Safety**

The current arrangement at Tollbar gives rise to a variety of serious road safety concerns that cannot be simply addressed. The road carries a large amount of traffic on a normal weekday, which is compounded by the 2,000 pupils who access the Tollbar Academy:

### **Pedestrians:**

There are no controlled pedestrian crossing facilities close to the school and as a result children tend to cross in large groups dominating the road with drivers then trying to force through. The northern leg is particularly problematic. The two lanes on approach often move at different speeds which has resulted in pedestrian casualties as they attempt to cross at the formal crossing. Drivers turning off the roundabout are also often faced with crossing children resulting in rear shunts on the roundabout itself.

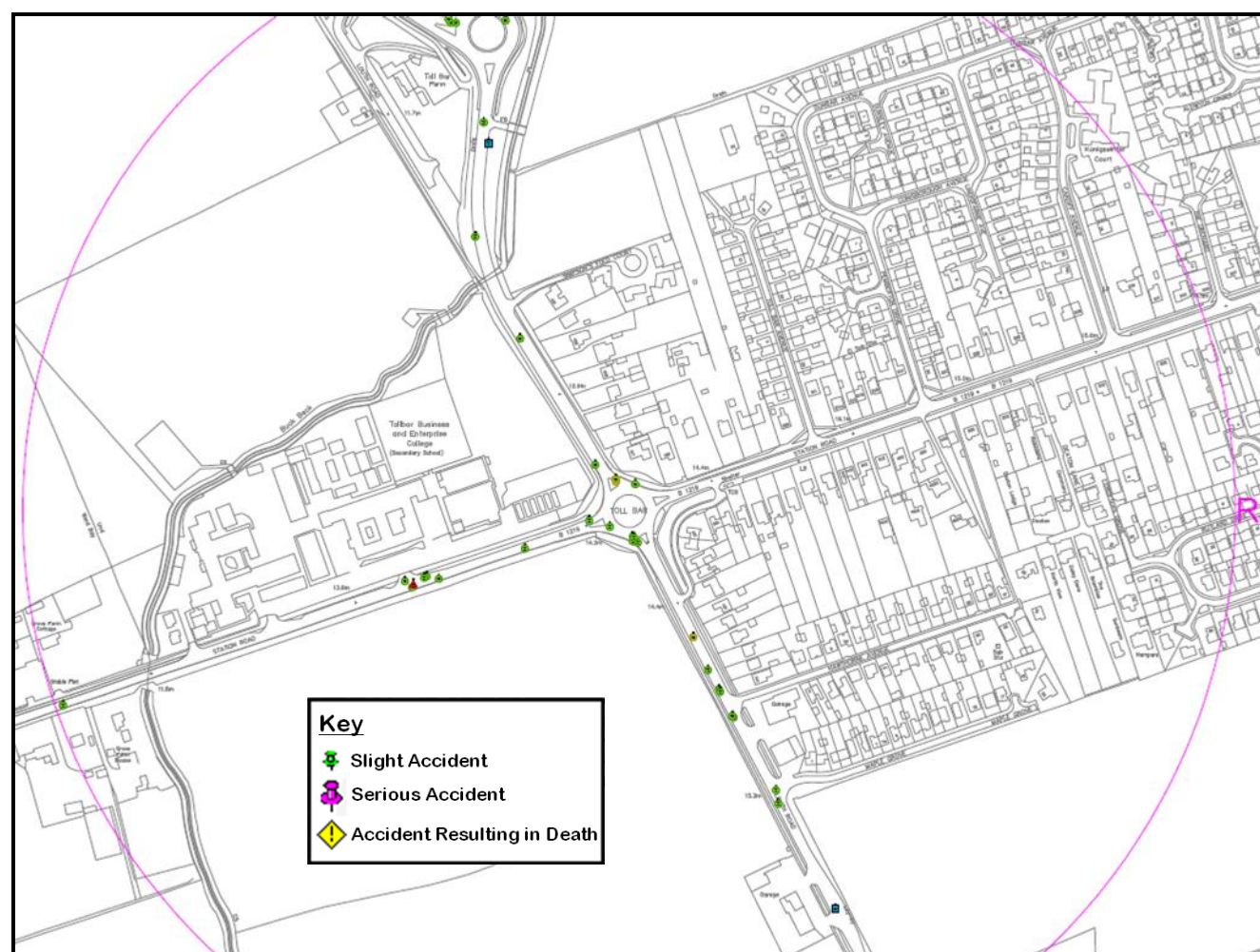
### **Cyclists:**

Cycling facilities have been provided in the adjacent footways at strategic locations however the formal crossing points are often blocked by waiting vehicles which results in child cyclists moving to the roundabout in an attempt to navigate the congestion.

### **Passengers:**

Children travelling to school by car are often dropped off at the roundabout while the parent is waiting in traffic, the parent then stopping the traffic to allow the child to move to the centre of the road. 3 of the more popular bus stops are located on the opposite side of the road to the school. Provision of crossing points will allow discharged children to cross in safety.

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



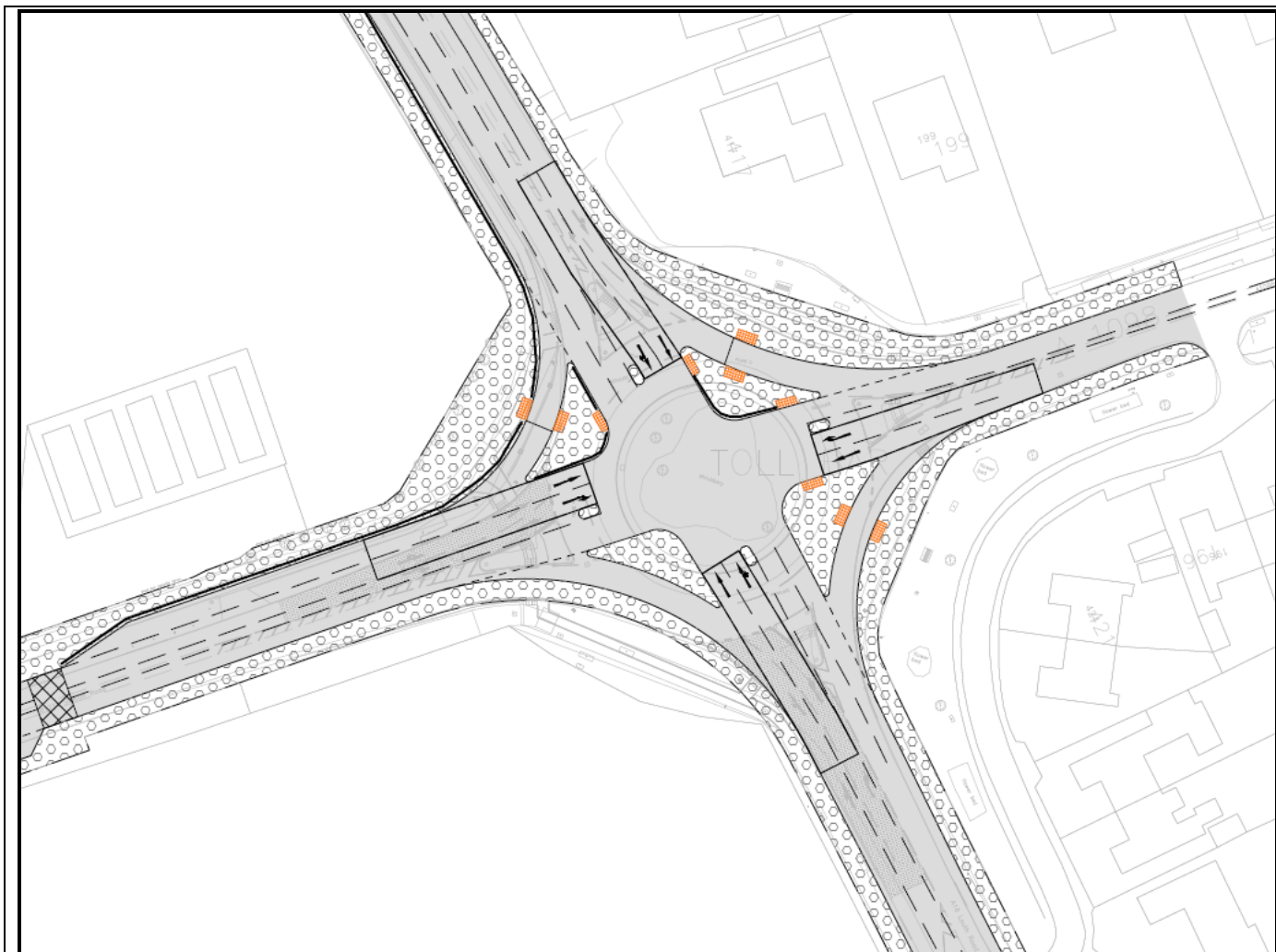


## Preferred Option

The design below is the preferred option for the scheme. This includes removal of the roundabout provision and replacement with a traffic signal controlled junction. Studies have shown that this layout provides additional capacity for the roundabout, and as such promotes housing and commercial development which cannot currently take place due to highway network capacity restrictions. Results from the modelling study in the attached pro-forma are inclusive of 680 additional housing units which could be enabled by this junction improvement, while still operating within the junction's full capacity. The modelling & turning assumptions have been taken from planning applications' transport assessments currently in various stages of the planning process for North East Lincolnshire Council, with the exception of traffic generated in the south, where it has been assumed that 70% of traffic will head north through Toll Bar. This figure has been considered appropriate by Lincolnshire Council.

This design also includes an offset pedestrian crossing outside of the school gates for southbound pedestrians, which is assessed as a separate stage stream for the traffic signal junction. This design provides safe crossing points for high volumes of pupils at Toll Bar Academy, for whom a perceived safety problem currently exists.

This scheme also includes provision of school drop-off infrastructure to the east and west of the junction, which has been identified as an issue which affects junction performance, with frequent school run drop-offs causing congestion and safety concerns. The safety audit on the existing junction layout shows a fatality at the school entrance point to the west of the junction, which provision of drop-off infrastructure will prevent from re-occurring. 2 serious accidents have also occurred at this junction over the last 5 years, which will also be prevented from reoccurring as part of this schemes design.

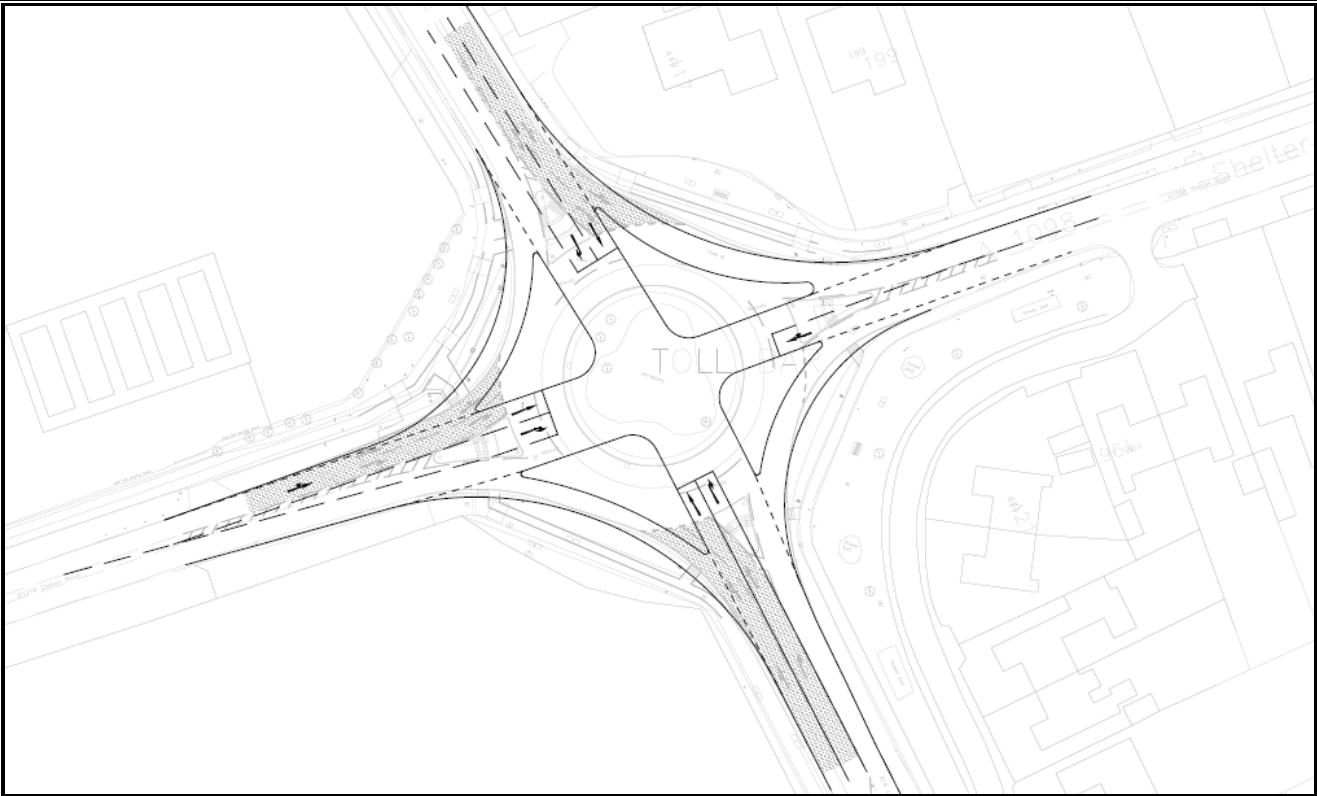


There is the potential to further increase future capacity of the junction by lengthening of two laned approaches. This will require land-take. However, all land indicated within this bid is within the current highway boundary and no land take is required for delivery of this scheme.

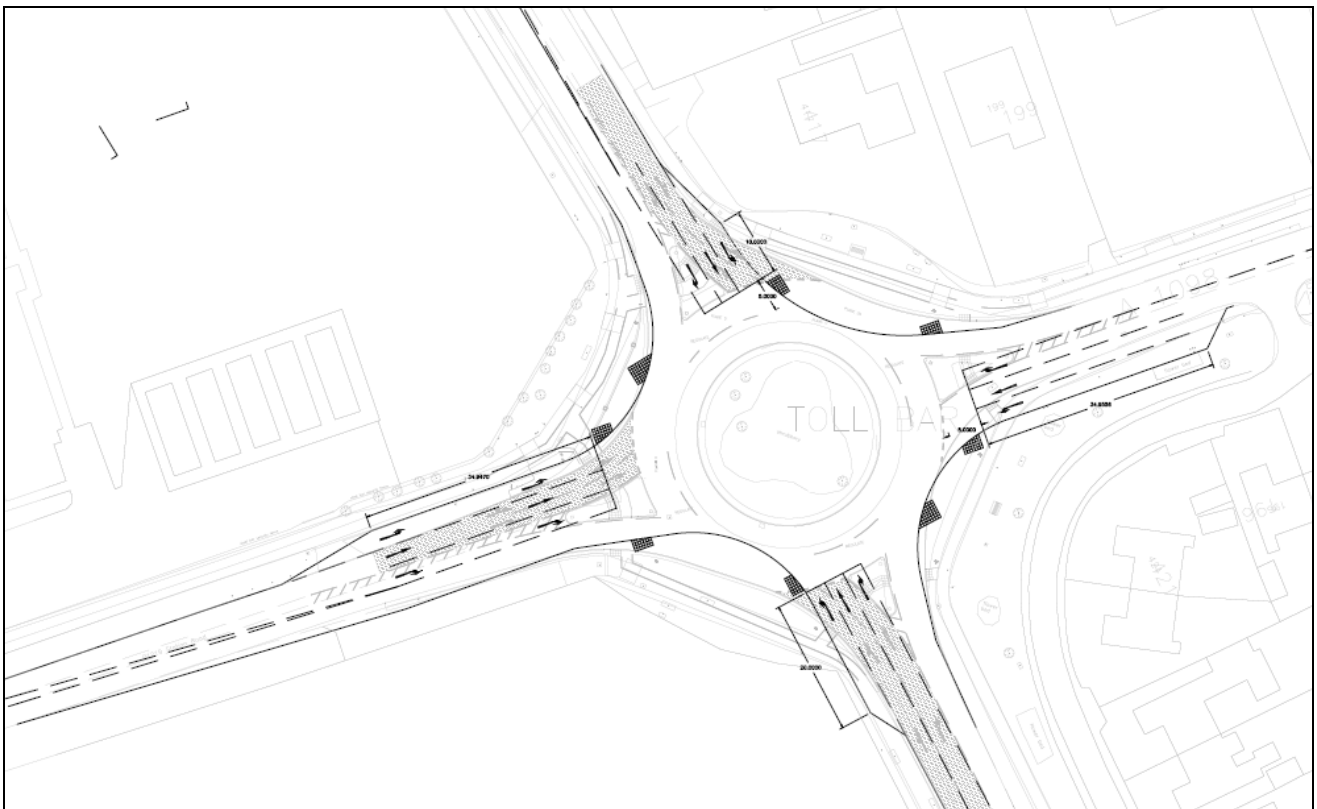
### Other Options Considered

The following junction design is similar to the preferred option, with several key differences. These include:

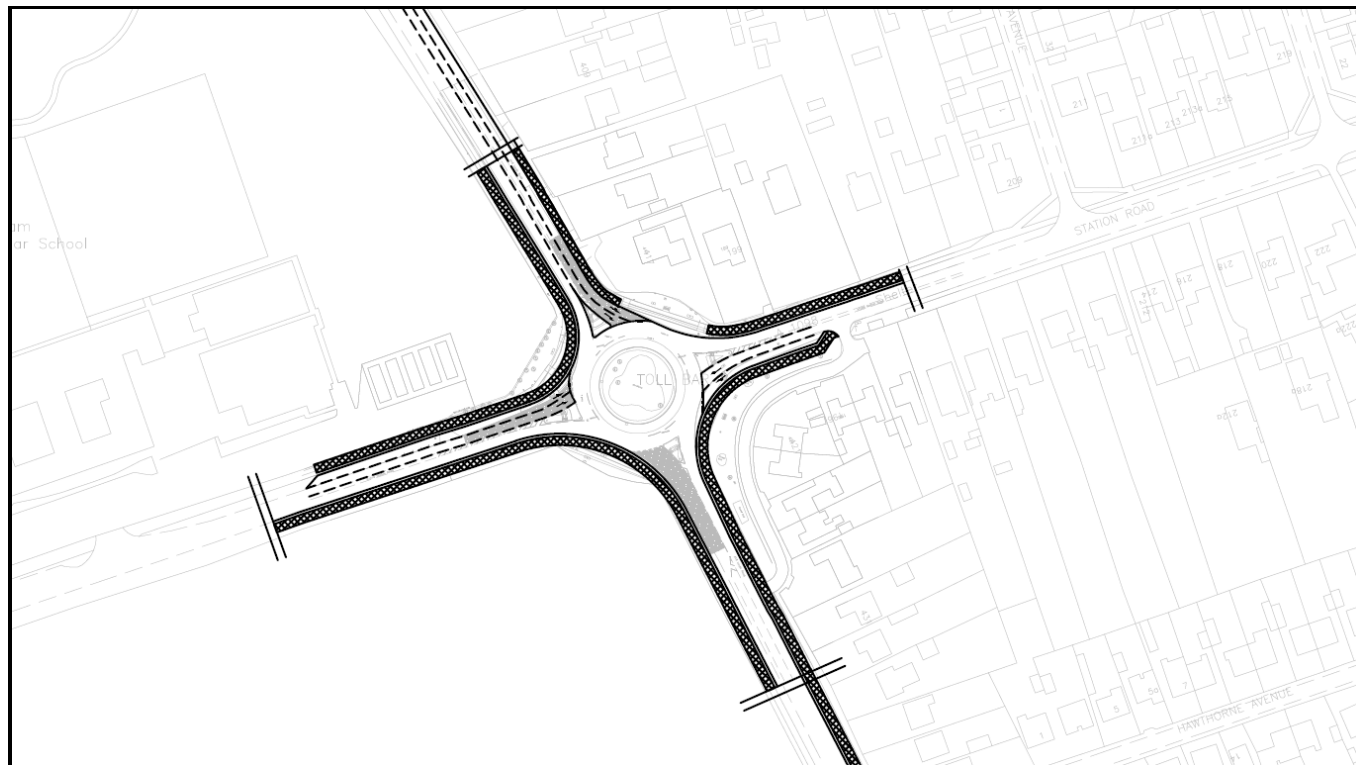
- Location of pedestrian crossing B1213 (western arm) included in main junction
- Only one exit lane from eastern approach
- Less capacity with lane allocations identified
- No space identified for traffic signal infrastructure (islands)
- Modelling results show junction still operates 'over capacity'.



The possibility of rotating green time all-signal junction has also been considered. This design has a primary focus on safety, with the pedestrian crossing points to the north and east of the junction able to safely enable heavy flows of pedestrian crossings at peak school access times. This design has been tested in LinSig and shows that all-red phases are required to enable the crossings, which have a detrimental effect on the capacity of the junction.



The following junction design has also been assessed. This considers the possibility of retaining the roundabout structure, and introducing either full-time or part-time pedestrian crossing points, which can be used to control flow through the junction at peak times. This concept was prompted by the suggestion that the roundabout currently performs adequately outside of peak hours, and could retain this functionality when pedestrian crossing movements are minimal (outside of key school access times).



- 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;**

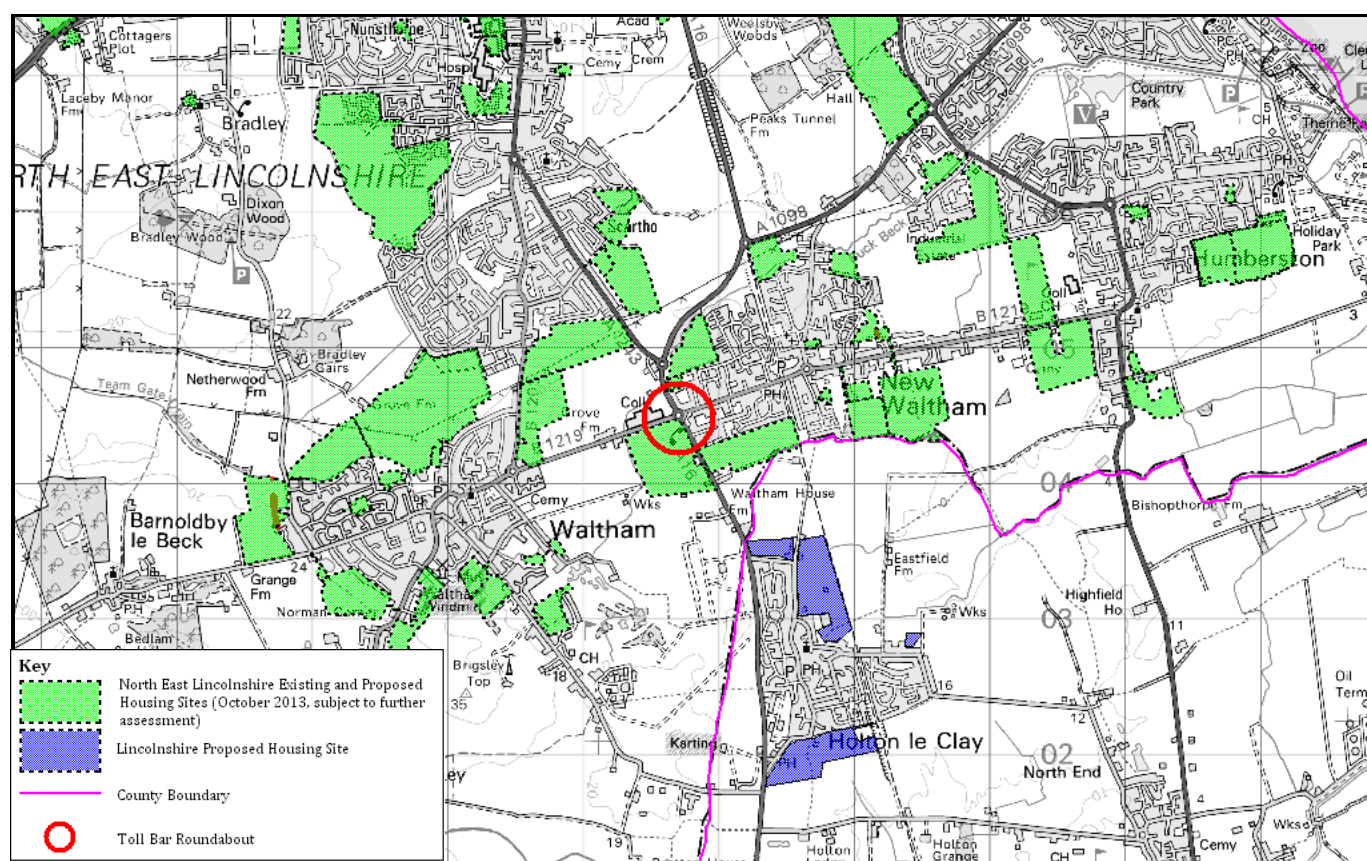
In 2010, NELC produced a report which recommended locally derived housing figures for inclusion in the then emerging Local Development Framework (LDF) Core Strategy of 410 dwellings per year up to 2017 and thereafter 520 dwellings per year. This figure was based



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. Toll Bar will play a crucial part in enabling future housing development.

North East Lincolnshire Council does not have an up to date local plan which identifies a supply of allocated sites or locations for growth. In addition, the Council has been unable to identify sufficient deliverable housing land to provide five years' worth of housing, a requirement of National Planning Policy. This has resulted in planning applications for large housing schemes coming forward early in the New Waltham / Humberston Area, when usually they would be considered at a strategic level as part of the plan making process. Capacity constraints identified within the local highway network have been shown to be a stumbling block in enabling such schemes to be delivered.

The plan below indicates several key housing sites which are dependent on capacity improvements to Toll Bar junction in order to progress. It is estimated in modelling assumptions that an upgraded junction could enable over 680 new houses to be delivered in North East Lincolnshire and/or East Lindsey. These additional housing units are assumed to be distributed from 120 in the north, 410 in the east, 100 in the south and 50 in the west. This infrastructure improvement is vital to the delivery of housing growth; this junction is pivotal to the western and southern arc of North East Lincolnshire, with failure to deliver a significant deterrent to potential developers of the significant numbers of potential housing units.





- 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 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.

- 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)?

Other potential solutions have been identified and tested. However, all identified solutions have been examined and shown to provide lower capacity potential. Alternative designs identified do not bring the junction to a standard 'within capacity'.

- 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.

This scheme does not impact on any statutory environmental constraints.

### 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	2014-15	2015-16	Total
DfT funding sought	1,315		
Local Authority contribution	563		
<b>TOTAL</b>	<b>1,878</b>		

**Table B: Cost estimates (Nominal terms)**

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Civils Works	562	25/10/13	Estimate
Traffic Signals & Signs	575	25/10/13	Estimate
Street Lighting	60	25/10/13	Estimate
Utility Diversion	50	25/10/13	Estimate
Preliminary	187	25/10/13	Estimate
Dayworks	15	25/10/13	Estimate
Design Fees	116	25/10/13	Estimate
Contingency	313		
<b>TOTAL</b>	<b>1,878</b>	<b>25/10/13</b>	<b>Estimate</b>

*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 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?

20% contingency has been allowed on initial cost estimates.

- 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 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**

- Congestion generated due to Toll Bar is reduced.
- Economic benefits of improving access to economically active areas in Grimsby town centre and along South Humber Bank (including enterprise zones and LDO site).
- Safety benefits of signalised crossing points.
- Enables housing development by removal of barriers

**Negatives**

- Slight negative impact on traffic outside of peak hours (still operates within capacity)
- Construction period (temporary) delays to significant numbers of vehicles

- A description of the key risks and uncertainties;

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

- 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 D.

*\* 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? [Appendix B](#) ☒ Yes ☐ No ☐ N/A

Has a description of data sources / forecasts been appended? [Appendix E](#) ☒ Yes ☐ No ☐ N/A

A Forecasting Report is attached in Appendix D

- 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? [Appendix F](#) ☒ Yes ☐ No ☐ N/A

- Other material supporting the assessment of the scheme described in this section should be appended to your bid. [As per 'description of data sources' Appendix E](#)

*\* 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.

- 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).

The Toll Bar A16 'Gateway to Growth', Risk Management Strategy is contained in Appendix G

- 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.

Scheme procurement will be governed by North East Lincolnshire Council's (NELC) constitutional Contract Procedures Rules (CPRs). When procuring goods, services and works from any public funds these rules and EU Procurement Regulations will apply. If the total value of the contract is less than £4.3m then NELC CPRs instruct Balfour Beatty Workplace (BBW) to invite 4 tenders via the YOR Tender electronic tender system. The NELC Regeneration Partnership also operate an "approved list" that will invite appropriate contractors with the capacity and technical capabilities to deliver the works on a rotational basis.

In 2014, BBW will be moving to tendering all its various work categories via a bespoke framework. This will meet all of its future works procurement requirements over the next four years. If this framework is in place NELC will be able to "call off" a 'Major Works Lot - £750,000



– OJEU threshold’. The top 7 ranking contractors that will have been evaluated on quality will then be invited via a mini completion to submit a competitively priced bid on receipt of specification and requirements

- 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.

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 Toll Bar junction improvements. 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? [Appendix A](#) ☒ 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
Detailed Design and Document Preparation	January - May 2014
Statutory Undertakers diversions	April - May 2014
Procurement Process	May – August 2014
Start of Works	September 2014
Opening date	February 2015

- 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.

[None required prior to funding allocation.](#)

**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 management 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

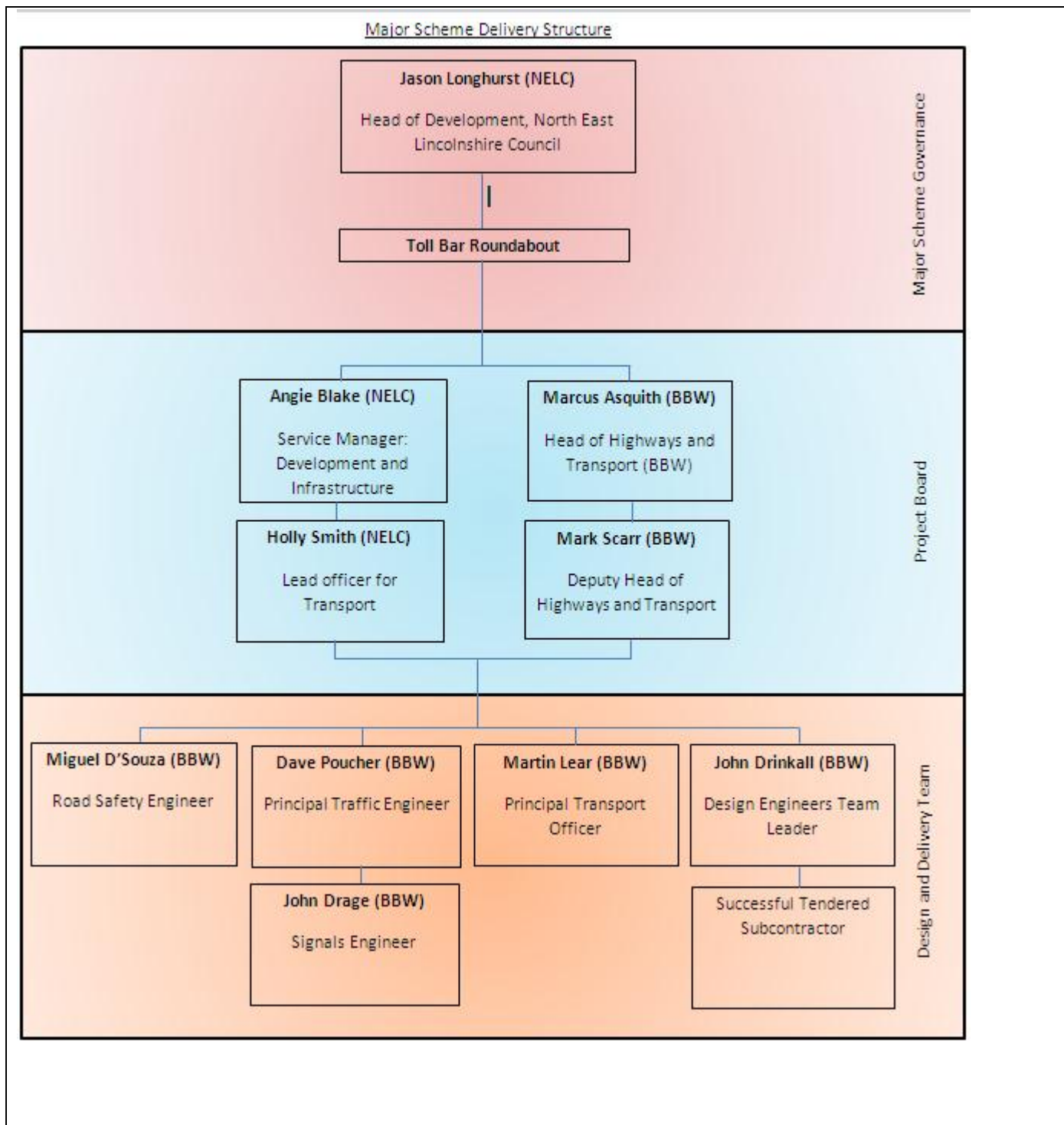
The Project Board has the overall responsibility for delivering the project and represents at managerial level the business, user and supplier interests of the project. The Project Board is accountable for the success of the project and has responsibility and authority for the project within the instructions 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?

[Appendix G](#)

☒ Yes ☐ No

Has a Risk Management Strategy been appended to your bid? [Appendix G](#)

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

Benefit	Description	Expected Realisation Date	Measure of Success
Improved junction capacity	Existing traffic flows can proceed through the junction with	Scheme Completion	Traffic count / LinSig Assessment
Improved journey times	Junction delay is lower than existing situation	Scheme Completion	Traffic count / LinSig Assessment
Increased safety	Accident reduction in longer term	Scheme Completion + Years 1 -5	Ongoing monitoring of accident statistics
Enabled housing development	Housing sites are granted planning permission and are able to demonstrate that Toll Bar operates within capacity with additional traffic generated	Scheme completion +year 1-2	Approved planning application for locally significant housing sites

### **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.**

## **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: Jason Longhurst

Position: Head of Development Services

Signed:



### **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: Stephen Barrett

Signed:



### **Submission of bids:**

For both small bids and large bids the deadline is 5pm, **31<sup>st</sup> October 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](mailto:steve.berry@dft.gsi.gov.uk)