

**Submission to the National Productivity Investment Fund
(NPIF) for the Local Road Network**



**Omega Highway Gateways
Junction Improvement Package**

June 2017

National Productivity Investment Fund for the Local Road Network Application Form



Department
for Transport

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

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

Applicant Information

Local authority name: [Warrington Borough Council](#)

Bid Manager Name and position: [Alan Dickin](#),
[Transport Planning and Development Control Manager](#)

Contact telephone number: [01925 442685](#) **Email address:** adickin@warrington.gov.uk

Postal address: [New Town House](#)
[Buttermarket Street](#)
[Warrington](#)
[WA1 2NH](#)

Combined Authority name: [Not applicable](#)

Name and position of Combined Authority Bid Co-ordinator:

Contact telephone number: **Email address:**

Postal address:

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

Please specify the weblink where this bid will be published:

<https://www.warrington.gov.uk/develop>

SECTION A - Project description and funding profile

A1. Project name: Omega Highway Gateways - Junction Improvement Package:

Junction 1: Burtonwood Road / Kingswood Road

Junction 2: Lingley Green Avenue / A57 Liverpool Road

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

A key component of the council's 'Warrington New City' plans, the schemes will ease congestion and enable new developments, ensuring Omega's economic potential as an employment and residential location is maximised.

Junction 1: widening Burtonwood Road / Kingswood Road junction

Junction 2: widening Lingley Green Avenue / Liverpool Road junction.

*Figure 1:
Burtonwood Rd/Kingswood Rd junction*



*Figure 2:
Lingley Green Avenue / A57 Liverpool Rd*



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

The improvements are located in north west Warrington, close to the OMEGA and Lingley Mere development sites, and form part of a key highway link connecting the sites to M62 J8 and A57. The area has experienced major housing and employment growth in recent years with significant further expansion planned.

Junction 1: Kingswood Rd / Burtonwood Rd

Junction 2: Lingley Green Avenue / A57
Liverpool Road

OS Grid Reference: SJ 57249 90558

OS Grid Reference: SJ 55456 88769

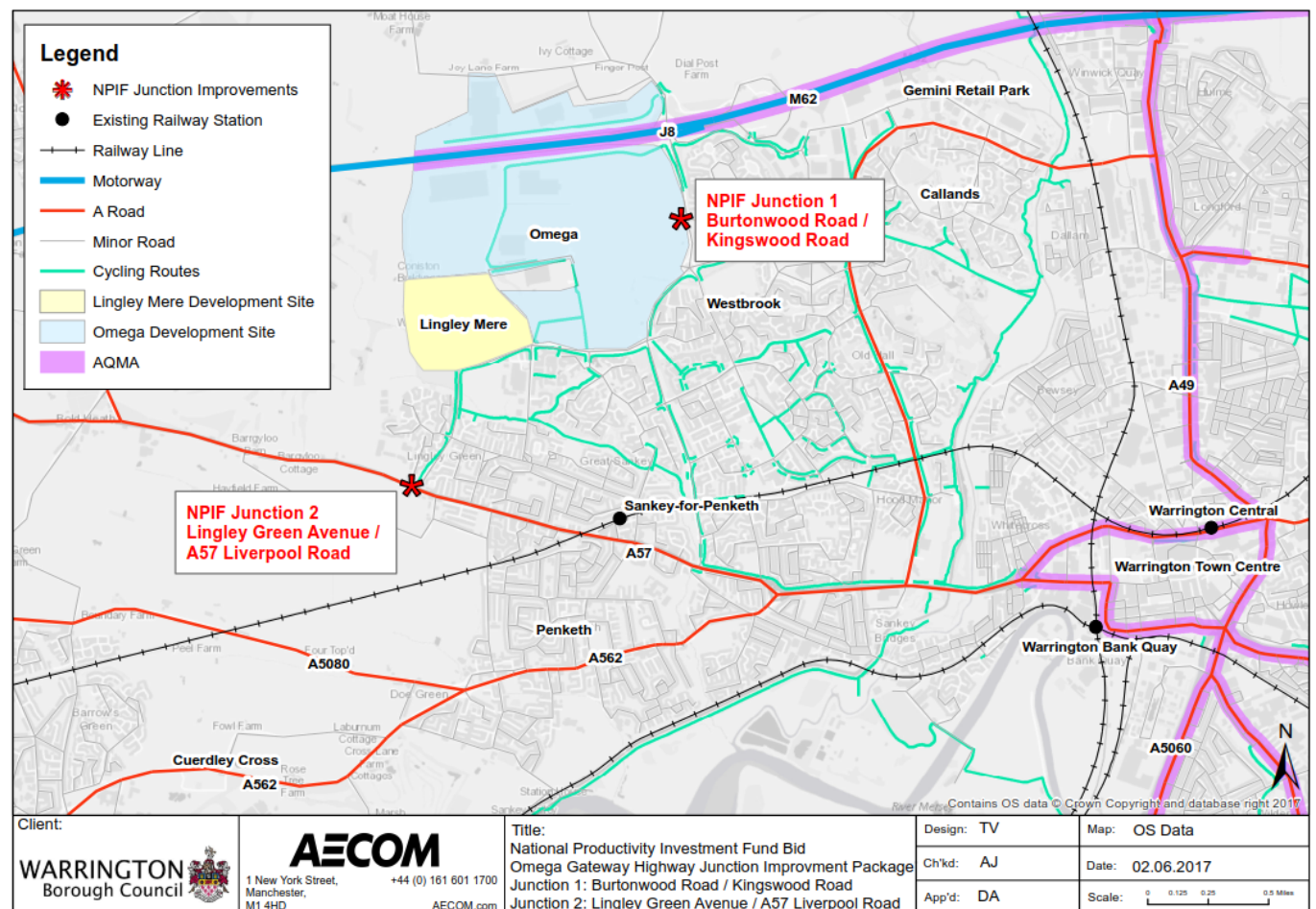
Postcode: WA5 3RN

Postcode: WA5 3LD

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

The locations of the proposed Gateway schemes are shown below and within *Appendix A*. Within *Appendix A*, separate plans are provided to illustrate existing transport infrastructure and connectivity; committed and delivered local highway schemes; proximity to air quality management areas and housing and employment sites.

Figure 3: Location of Proposed Omega Gateway Schemes



General arrangements drawings for the improvements are included in Appendix B.

A4. How much funding are you bidding for?

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

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

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

Yes No

As part of the development of the scheme, an Equality Impact Assessment (EIA) Proforma has been completed and is appended to the application in *Appendix C*. The junction improvements proposed have no specific impacts on any one gender or group of people and all Council Procurement and Delivery procedures will be in full accordance with the Council's Equality and Diversity Policy which has full regard to the Equality Act 2010.

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

Warrington Borough Council (WBC) will lead delivery for the package of works and has full support at officer and Member level.

Improvements will be delivered on land / adopted highways within the ownership of WBC as the local highway authority. In the case of Junction 1, land will also be acquired from OWL (developer) and the Homes Communities Agency (HCA). In the case of Junction 1, an alternative scheme design had been identified which could be delivered without the need for land acquisition.

Highways England has an interest in the efficient operation of access to/from the M62 Motorway, which is located approximately 500m north of the proposed junction upgrade to Kingswood Road/Burtonwood Road. WBC has a good working relationship with Highways England; this includes existing arrangements for the delivery of the M62 Junction 8 highway improvement scheme. Whilst not directly involved in the delivery of the works, through our existing relationship WBC will keep Highways England informed of changes to the local road network during construction.

A7. Combined Authority (CA) Involvement

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

Not applicable

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

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

A letter of support from the Cheshire and Warrington LEP is contained in *Appendix F*.

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

Yes No

Letters of support from Omega Warrington Limited is appended in *Appendix D*.

SECTION B – The Business Case

B1: Project Summary

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

Essential

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

Desirable

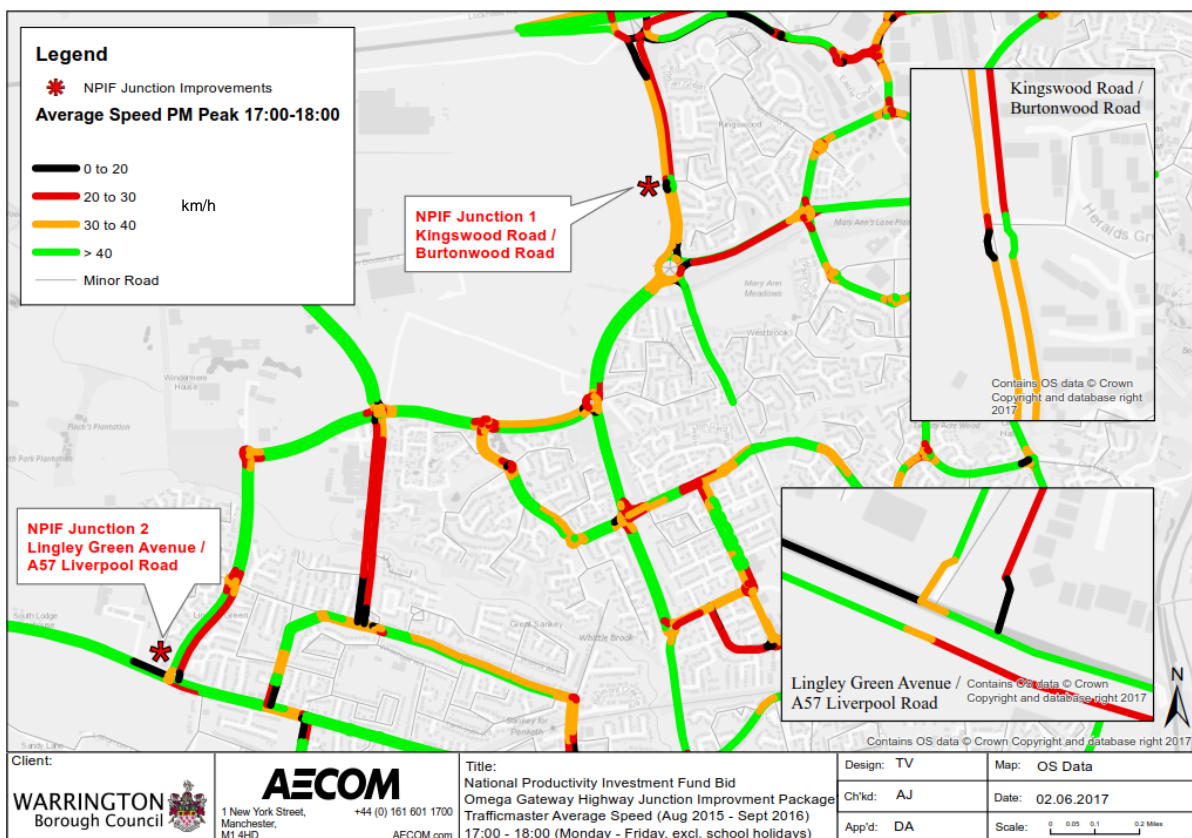
- Improve Air Quality and /or Reduce CO2 emissions
- Incentivising skills and apprentices
- Other(s), Please specify

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

a) What is the problem that is being addressed?

Rapid population growth, combined with employment growth in north west Warrington has contributed to additional traffic growth, resulting in capacity constraints on the local road network. Both junctions experience peak congestion and long queues which impact on access to the development sites (see Figure 4). Without intervention, congestion is predicted to worsen as the developments progress. To date funding has been secured for other locations in the vicinity (see Appendix A), however without these two improvements, the full economic potential of these key sites is at risk. A detailed analysis of the problems addressed is included in Appendix G.

Figure 4: Trafficmaster PM Peak Average Speed



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

Table 1 and 2 below provide a high level summary of the assessment of each scheme option against the NPIF objectives and key deliverability criteria. The primary reason for the alternative options being ruled out principally relates to the cost and degree of land-take and the resulting impacts on deliverability.

Table 1: Junction 1 - Burtonwood Road / Kingswood Road

Omega Highway Gateways - Junction Improvement Package Junction 1: Kingswood Road / Burtonwood Road	Do Nothing	Option 1	Option 2	Option 3
Do Nothing: existing network arrangements to be maintained	Do Nothing: existing network arrangements to be maintained	Widen carriageway eastwards Existing pedestrian refuge widened to accommodate 4m wide crossing	Similar to Option 1 but widen carriageway westwards	Central route between the extents of the other two options.
NPIF Objectives				
Ease urban congestion	x	✓✓✓	✓✓✓	✓✓✓
Unlock economic growth and job creation opportunities	x	✓✓	✓✓	✓✓
Enable the delivery of housing development	x	✓✓	✓✓	✓✓
Improve Air Quality and/or CO2 emissions	x	✓	✓	✓
Deliverability Criteria				
Engineering Feasibility	n/a			
Stakeholder Acceptability				
Stats	n/a			
Programme	n/a			
Option Assessment Outcome				
Recommendation			Preferred	

* ✓✓✓ – Strong Alignment; ✓✓ – Moderate Alignment; ✓ – Slight Alignment

Table 2: Junction 2 - Lingley Green Avenue / A57 Liverpool Road

Omega Highway Gateways - Junction Improvement Package Junction 2: Lingley Green Ave / A57 Liverpool Rd	Do Nothing	Option 1	Option 2	Option 3	Option 4
Do Nothing: existing network arrangements to be maintained	Do Nothing: existing network arrangements to be maintained	Additional 100m long Left Turn on Lingley Green Avenue	As Option 2 and short 11m long left turn lane on the A57 Liverpool eastbound approach arm	As Option 2 with 100m long left turn lane on the A57 Liverpool eastbound approach arm	As Option 3 and two lanes exiting the junction the A57 Westbound exit
NPIF Objectives					
Ease urban congestion	x	✓✓	✓✓✓	✓✓✓	✓✓✓
Unlock economic growth and job creation opportunities	x	✓	✓✓	✓✓✓	✓✓✓
Enable the delivery of housing development	x	✓	✓✓	✓✓✓	✓✓✓
Improve Air Quality and/or CO2 emissions	x	✓	✓✓	✓✓✓	✓✓✓
Deliverability Criteria					
Engineering Feasibility	n/a				
Stakeholder Acceptability					
Stats	n/a				
Programme	n/a				
Option Assessment Outcome					
Recommendation			Preferred		

* ✓✓✓ – Strong Alignment; ✓✓ – Moderate Alignment; ✓ – Slight Alignment

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

The primary expected benefits/outcomes are as follows:

- Facilitate employment and housing development. There is substantial consented development proposed within close proximity. Whilst not tied to the proposed improvements through planning conditions, the schemes would facilitate and ensure strategic housing schemes with 1,520 potential dwellings and over 92,500m2 of employment space reach their full potential (Table 3, Appendix G);

- support commuters travelling to employment sites during peak times, with queues to be reduced sufficiently to accommodate demand;
- improvements to air quality at peak times; and
- complement delivered, committed and proposed highway schemes in the vicinity (Appendix A).

Table 3: Proposed Development within 1 mile of proposed improvements

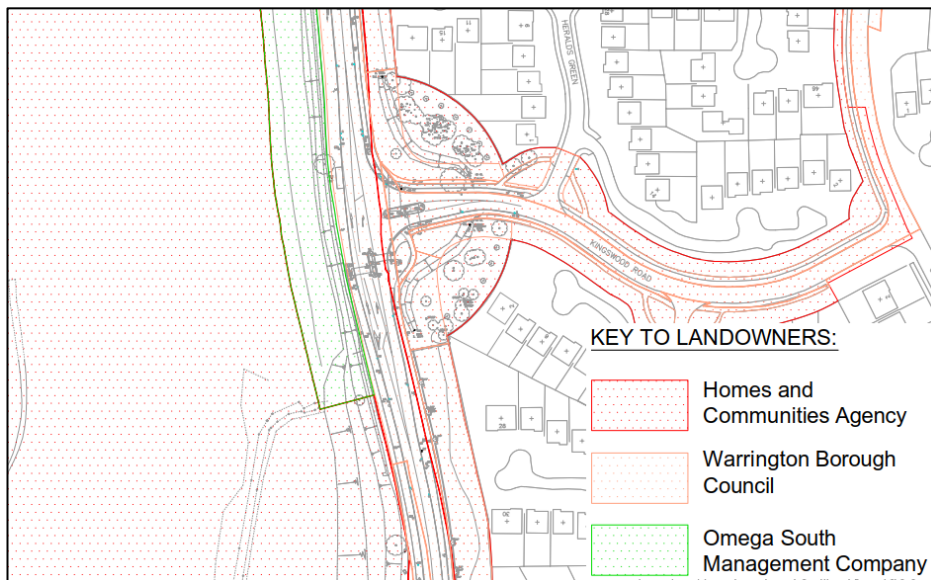
Development Name	Planning Application Ref	Employment m ²	Jobs	Housing Units
Dawson House Development	2011/18949	-	-	140
Front of Former Hewden Tool Hire	2013/21598	-	-	5
OMEGA Zone 3 & 6	2015/26469	Small retail/ restaurant units	1,289	1,100
OMEGA Plot 7C	2015/26884	33,091 (B8)		-
OMEGA Plot 1A	2016/27588	10,858		-
OMEGA Zone 7	2014/23290	22,297		-
Lingley Mere Phase 1	2013/21109	10,908 (B1)	135	-
Lingley Mere Phase 3	2013/21109	800 (B1) 1,600 (B2) 13,000 (B8)	293	-
Lingley Mere	2016/22223	-	-	275
OMEGA South West Extension GB Allocation (Preferred Development Option)	-	tbc	tbc	tbc

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

The package of works is not constrained or dependent on the delivery of any other scheme.

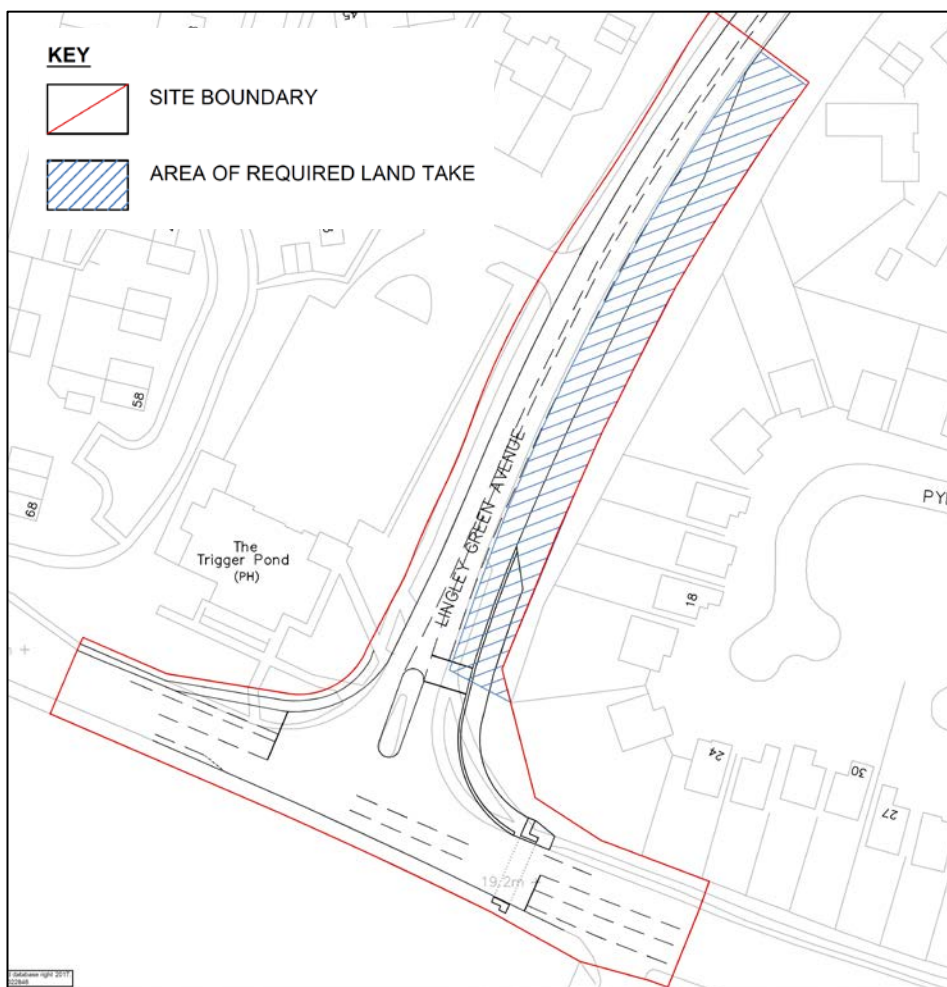
Junction 1: The preferred option requires the acquisition of additional land from OWL. OWL has confirmed in writing that they are supportive of the scheme and willing to negotiate on the transfer of the land. If a transfer could not be concluded, Option 1 could be delivered without the need for land acquisition whilst still providing a similar level of benefits.

Figure 5: Kingswood Road Land ownership boundaries



Junction 2: Land in the ownership of a third party, Wainhomes (North West) Ltd is required to deliver widening on Lingley Green Avenue. The council is currently in discussions with the landowner regarding the acquisition of the required land.

Figure 6: Lingley Green Avenue Land ownership boundaries



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

Junction 1: WBC will seek to identify alternative funding sources to deliver the works to maintain the proposed programme and capitalise on potential delivery efficiencies associated with existing works at M62 Junction 8. A lower cost solution is not anticipated.

Junction 2: If funding is not forthcoming, the scheme will not be progressed. Whilst WBC is prepared to commit £600,000 in match funding, it does not have the financial resource for full construction.

No investment would see congestion issues persist. **Partial funding award to deliver a single Gateway would however still deliver significant benefits to the area.**

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

As detailed in B6 (ii) the junction improvement at Kingswood Road / Burtonwood Road is located approximately 500m from a declared Air Quality Management Area (AQMA) along the M62 (WBC AQMA No.1). This AQMA is declared due to exceedance of the objective for NO₂ in Appendix A.

Both junctions will provide improvements in air quality with forecast reductions in CO₂ totalling 10,148 tonnes over a typical 60 year assessment period. The reduced levels of delay and standing traffic will also reduce emissions of PM₁₀ and NO_x.

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

Funding split by junction £000s	Junction 1	Junction 2	Package
Preliminaries	263	195	458
Bill of quantities	1,313	770	2,083
Inflation	19	15	34
Sub-Total	1,595	980	2,575
Working Area Overhead	146	88	234
Cumulative Total	1,741	1,068	2,809
Stage 3 Pre-construction works	10	-	10
Cumulative Total	1,751	1,068	2,819
Contractor Fee (2.50%)	44	27	71
SCAPE fee	9	3	12
Cumulative Total	1,804	1,098	2,902
WBC design, supervision, PM, TTRO's, TROs	163	232	395
Client Risk (QRA)	493	344	837
Statutory Undertaking	511	121	632
Monitoring and Evaluation	20	20	40
TOTAL	2,991	1,815	4,806

Table A: Funding profile (Nominal terms)

£000s	2017/18	2018-19	2019-20	Total
DfT NPIF funding sought	0	3,364	0	3,364
Local Authority contribution	150	1,091	200	1,442
Third Party contribution	0	0	0	0
TOTAL	150	4,455	200	4,806

Notes:

1) Department for Transport funding must not go beyond 2019-20 financial year.

2) Bidders are asked to consider making a local contribution to the total cost. It is indicated that this might be around 30%, although this is not mandatory.

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

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

Warrington Borough Council: committed to 30% of the total capital construction costs for the schemes (£1.44m). This is to be funded from the Council's capital programme, as approved by the internal Capital Investment Programme Group (CIPG) and the Executive Board Member for Highways, Transportation and Public Realm.

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

Not applicable – no other funding applications have been made for these schemes.

B5 Economic Case

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

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

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

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

Full details of assessments of both junctions are provided in *Appendix I* and include full Value for Money (VfM) assessments for both junctions.

The assessment of both junctions has followed a standard and appropriate approach in informing the impact of the proposed schemes to ensure it is robust and fit for purpose. LinSig models have been validated against existing count data, queue lengths and observations completed during site visits. Once validated, the models have been taken forward to assess and inform the impact of the schemes including the Value for Money assessment.

The benefits are realised as a result of journey time savings associated with the capacity improvements provided by additional lanes at both signalised junctions. Table 4 below presents the combined forecast Present Value Benefits, Present Value Costs and Benefit to Cost Ratio of the schemes (BCR).

Table 4: Identified Present Value Benefits and Costs (2010 Prices)

Location	Present Value Benefits	Present Value Cost	Benefit to Costs Ratio
AM	£8,970,841	£5,837,674	9.92
PM	£48,928,977		
Combined	£57,899,818		

The joint schemes are identified as providing very high value for money. The value of benefits identified in Table 4 above is considered a conservative estimate of benefits as only journey time benefits have been monetised as part of this assessment.

Savings in CO₂ have also been calculated as part of the assessment for both junctions but they have not been monetised. Full calculations are presented in Annex K of the A57 Liverpool Road / Lingley Green Avenue modelling report in *Appendix I*. The forecast saving in CO₂ over a typical 60 year assessment period are identified in Table 5.

Table 5: Forecast Savings in CO₂

Location	Savings in CO ₂ (Tonnes)
AM Peak	1,523
PM Peak	8,625
Combined	10,148

Reducing congestion and standing traffic at both junctions is also expected to have air quality benefits by reducing emissions of other harmful gases, such as PM₁₀ and NO_x, in locations close to residential properties. Therefore, the assessment of CO₂ emissions and air quality is considered to be conservative in the volume of forecast savings.

The key assumptions associated with the VfM assessment are as follows:

- All CO₂ savings are assumed at *idle speeds* as a result of reduced queueing and delays at both signalised junctions, this is considered a conservative estimate of the forecast reductions;
- Construction periods have not been included within the CO₂ assessment periods;
- Average values of time have been used to inform the VfM as trip purpose data was not available at the time of assessment;
- A 60 year assessment period has been used to derive all benefits. For schemes of such magnitude 30 years is sometimes used. However, given the high BCR values a 30 year assessment period is still likely to identify the scheme provides a very high value for money;

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

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

Has a **Project Impacts Pro Forma** been appended? Yes No N/A
(see [Appendix H](#))

Has a description of data sources / forecasts been appended? Yes No N/A
(see [Appendix I](#), include as part of the Appraisal Reports)

Has an **Appraisal Summary Table** been appended? Yes No N/A
(see [Appendix J](#))

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

All supporting modelling data and supporting data sources are contained in [Appendix I](#).

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

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

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

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

Not applicable – small project

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

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

Identified as 'Not Applicable' due to package of works being a "Small" scheme – however aligned to Question B5(b) see attached a completed Appraisal Summary Table in [Appendix J](#).

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

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

Not applicable - All Information has been referenced

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

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

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

Yes No

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

Yes No

The package of works is not located within an AQMA area. However, junction improvement 1 (Kingswood Road / Burtonwood Road) is located approximately 500m from a declared Air Quality Management Area (AQMA) along the M62 (WBC AQMA No.1) (see *Appendix A*).

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

Positive Neutral Negative

- Please supply further details:

The junction improvements are likely to have a positive impact on improving air quality and will reduce harmful emissions through the reduction of delays and standing traffic. Jointly the schemes will reduce emissions of CO₂ by 10,148 tonnes over a typical 60 year assessment period. To assess any reductions in emissions of NO_x and PM, the Emissions Factor Toolkit (v6.0.2) has been run. For Junction 2 it is estimated that the scheme could realise reductions in NO_x emissions of up to 8% and in particulates, PM₁₀ and PM_{2.5}, of up to 2% (based on 2017 data without and with scheme). Given that both junctions are located close to residential properties, the reduction in vehicle emissions is likely to have a beneficial impact on air quality and health.

The provision of improved crossing and cycle facilities at the Kingswood Road junction will also help to encourage walking and cycling trips which has the potential to further improve air quality as a result of any mode shift.

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

Yes No N/A

- Please supply further details:

WBC and our delivery partner Balfour Beatty are committed to ensuring that the local benefits of this project are wide and long-lasting. The construction of the two junction improvements will provide an invaluable opportunity to engage, train and inspire local people.

One the key elements of the Scape procurement route, through which this package of works is to be delivered, are key performance indicators around community engagement and use of local workforce and supply chain.

A real recent example of how successful this has been can be seen from the Birchwood Pinch Point scheme. This highway scheme was completed in the east of Warrington in 2016. Balfour Beatty identified a specific individual with the skills and responsibility for engaging local community groups, schools and colleges. Their role was to help the community gain an understanding and ownership of the works but also crucially, to open up opportunities for employment and training through apprenticeships and work experience placements.

Headline benefits for the Birchwood scheme, over 9 months were:

- 6 work experience placements;
- School/college visits covering over 350 pupils;
- 7 direct and new local jobs created;
- New apprentice role created within Balfour Beatty;
- Over 300 newsletters delivered locally;
- 1 volunteer event (Warrington Run); and
- £648 in kind and charitable donations to local groups.

To help explain how the KPIs under the Scape framework are set out, a summary of the Employment and Skills plan for Birchwood Pinch Point can be found at *Appendix K*. In this regard, a specific plan has yet to be prepared for this package of works, but would be produced if this funding application were successful.

B7. Management Case - Delivery (Essential)

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

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

Has a project plan been appended to your bid? Yes No

A project plan is included in *Appendix L*.

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

Has a letter relating to land acquisition been appended? Yes No N/A

A letter relating to land acquisition from Omega Warrington Limited is included at *Appendix D*. Discussions are ongoing with Wainhomes (North West) Ltd regarding the acquisition of land for Junction 2.

Should land required to deliver Junction Improvement 1 not materialise, then scheme option 1 could be progressed on adopted highways land within the ownership of WBC (as the local highway authority).

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

Table C: Construction milestones

	Estimated Date
Junction 1 – Kingswood Rd/Burtonwood Rd	
Start of works on site	19 February 2018
Opening date	11 June 2018
Junction 2 – Lingley Green Ave/Liverpool Rd	
Start of works on site	07 January 2019
Opening date	15 April 2019

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

Warrington East Transport Strategy Phase 1 - Birchwood Pinch Point (c. £5m): major junction improvement along the A574 Birchwood Way corridor at the Oakwood ('dog bone') and Moss Gate roundabouts, together with a new bus only link between Ordnance Avenue and Faraday Street. The scheme was delivered on time and to budget through funding secured as part of the Cheshire and Warrington Growth Deal, with contributions from WBC and Birchwood Park.

M62 Junction 8 Junction Improvement (c. £12m): throughout 2017, WBC, with delivery partner Balfour Beatty, will be delivering modifications to the alignment of local access routes as they connect to M62 Junction 8 and the provision of improvements to slip roads.

A49 Winwick Road / A50 Long Lane junction improvement scheme (c. £3m): complete removal of an overcapacity roundabout and replacement with a higher capacity and more efficient traffic signal junction, which provides for all vehicle and pedestrian movements. The scheme was delivered to time and budget and funded through the Local Transport Plan and developer contributions from the Orford Park Project and Carrington Wire development. The scheme was delivered on time and to budget. Note, if this project was delivered now, the cost of the scheme would be c. £5m.

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

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

Part 9 Class A of the Town and Country Planning Order 2015, General Permitted Development document states permitted development by highway authorities include:

The Carrying out by a highway authority –

(a) on land within the boundaries of a road, of any works required for the maintenance or improvement of the road, where such works involve development by virtue of section 55(2)(b)(g) of the act; or

(b) on land outside but adjoining the boundary of an existing highway of works required for or incidental to the maintenance or improvement of the highway.

Planning consent is therefore not required for improvements to both junctions.

Traffic regulation orders will be obtained and have been built into the programme and governance arrangements for the scheme to provide assurance that major actions with a material impact are subject to adequate review and control.

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

Not applicable

B9. Management Case – Governance (Essential)

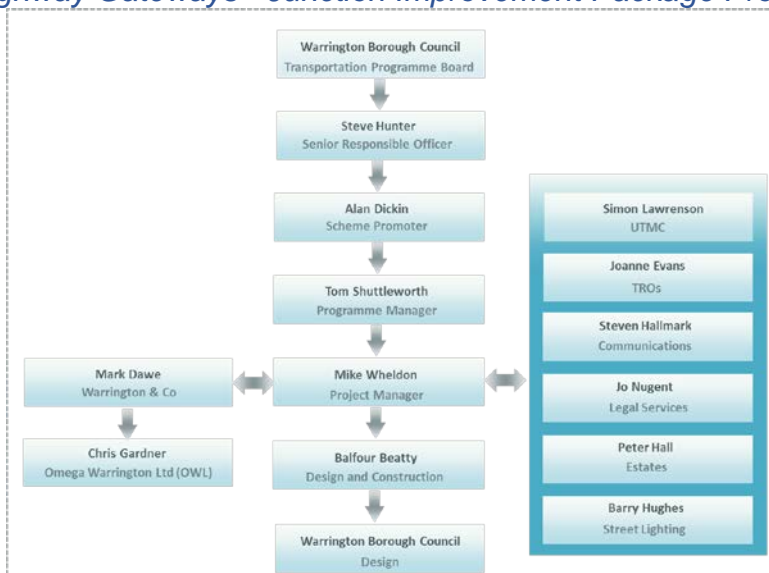
Please name those who will be responsible for delivering the project, their roles (Project Manager, SRO etc.) and responsibilities, and how key decisions are/will be made. An organogram may be useful here.

WBC's highway infrastructure capital programme utilise a Transportation Programme Board which operates to oversee and scrutinise delivery. The Transportation Programme Board will be accountable to the WBC Executive Board and Executive member for Highways, Transportation and Public Realm.

Figure 7: Governance



Figure 8: Omega Highway Gateways - Junction Improvement Package Project Team



Senior Responsible Officer (SRO): Steve Hunter has the overall accountability for ensuring that the two junction improvements meet their objectives and deliver the projected benefits on time and to budget. The SRO is a key leadership figure in WBC, with the necessary authority to make key decisions and drive the project forward.

Scheme Promoter: Alan Dickin is responsible for the progression of the scheme on a day-to-day basis, ensuring that both the key strategic objectives for the Programme and Project Managers are well defined. Alan will be a key contact for the scheme at a senior operational level.

Programme Manager: Tom Shuttleworth will report to the Programme Board and is responsible for planning, designing and proactively monitoring the progress of the overall programme of works for both junctions. This includes resolving issues identified by the Project Manager, overseeing governance and assurance, and managing interfaces between scheme components.

Project Manager: Mike Wheldon will be responsible for overseeing the delivery of the works, including the ongoing management of risks and issues on a day-to-day basis. Furthermore, Mike will be responsible for preparing project reviews, cost loaded schedules with associated gateway reviews and the production of monthly update reports in accordance with DfT requirements and Warrington's Project and Programme Management Processes.

Design and Construction: Balfour Beatty is anticipated to be WBC's design and construction partner engaged through the SCAPE National Civil Engineering Framework. This will ensure continuity and efficiencies with the work currently underway at M62 Junction 8. WBC will be responsible for design work for both schemes.

B10. Management Case - Risk Management (Essential)

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

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

Has a QRA been appended to your bid? Yes No

A separate QRA has been prepared for each junction improvement – see *Appendix M*.

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

A Risk Management Strategy is included at *Appendix N*.

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

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

Risk has been allocated as follows:

Junction 1: £493k (equates to 16% of the total costs); and

Junction 2: £344k (equates to 19% of the total costs).

The costs are taken from the QRAs developed for each scheme. The QRAs have been informed by recent delivery experience of local schemes, particularly the Birchwood Pinch Point scheme and M62 Junction 8 scheme.

b) How will cost overruns be dealt with?

Given the level of risk allowance, and Council's recent delivery experience with Balfour Beatty, we are confident that the costs will not exceed those presented. However, should a cost overrun occur, WBC would be prepared to commit additional funding to ensure the package of works is delivered.

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

Land acquisition: there remains a viable alternative for Junction 1 which can be delivered within Council owned land.

Delivery of works at M62 Junction 8 is a key dependency. Balfour Beatty is also Council's construction partner on this project limiting the impact on costs associated with delay to start.

Delivery of widening along Lingley Green Avenue at the junction of the A57/Lingley Green Avenue is dependent upon land acquisition from a third party, Wainhomes (North West) Ltd, with whom negotiations are ongoing. The scheme is currently expected to be complete in April 2019, but if negotiation took longer than anticipated, the programme could be extended further into 2019/2020. However, should agreement fail to be reached, improvements on the A57 arm of the junction could still go ahead to provide a partial benefit.

B11. Management Case - Stakeholder Management (Essential)

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

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

The Council will carry out consultation on Junction 1 during Autumn 2017 ensuring the various aspirations of the public and key stakeholders are taken into account throughout development and delivery of the project. Similar consultation on Junction 2 will follow in mid-2018.

Key stakeholders with an interest in the opportunity to unlock and maximise the economic potential of development land include:

- Omega Warrington Ltd: joint venture between Miller Developments and KUC Properties Ltd.
- Lingley Mere Business Park: partnership between United Utilities and Muse Developments;
- Warrington & Co: promote economic development and physical regeneration in Warrington.

b) Can the project be considered as controversial in any way? Yes No

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

Not applicable

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

Yes No

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

Warrington Borough Council held a number of public consultation events mid 2016 for the M62 Junction 8 scheme (project currently in delivery). Key issues raised through the consultation included a need for more capacity on local routes to cope with the additional traffic, with specific concern regarding the impact of the proposed development (particularly at the Omega and Lingley Mere sites) on surrounding roads such as Lingley Green Avenue and Burtonwood Road. An extract from the consultation material is presented below identifying the two junctions as part of future plans.

Figure 9: M62 Junction 8 Consultation Material

M62, JUNCTION 8

Ongoing improvements to Warrington's Transport network

The improvement plans for Junction 8 have been designed to take into account how the junction will operate over the next 10-15 years. The performance of the junction will be monitored and if further improvements are required, these will be considered in due course.

However, the council is aware that this scheme alone will not deliver the changes to the transport network needed to create and preserve this area as a high quality place to live and work. These plans are just one of a number of wider transport improvement schemes proposed for west Warrington.

Future plans

- Warrington West rail station at the southern end of Chapelford will be served by three trains per hour to Warrington, Liverpool and Manchester.
- Improvements at other local junctions include:
 - Westbrook Way / Burtonwood Road/Whittle Avenue
 - Whittle Avenue / Lingley Green Avenue
 - Omega Boulevard / Lingley Green Avenue
 - Liverpool Road / Lingley Green Avenue
 - Burtonwood Road / Kingswood Road
- Major improvements and enhancements to pedestrian and cycling networks have already been made in the area, but we understand even more improvements can be made to make jobs, homes, schools and community facilities easier to get to.

Continuing travel advice and support

The council also continues to provide dedicated support to employers, schools and residents to promote the take-up of greener, sustainable modes of travel. As an example, a great deal of success has already been made in promoting cycling to and from Omega North; the warehousing and logistics businesses on the site are reporting strong numbers of workers who now cycle to work.

Illustrative images only

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

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

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

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

B12. Management Case – Local MP support (Desirable)

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

Name of MP(s) and Constituency

1 **Helen Jones MP, Warrington North** Yes No
2 **Faisal Rashid MP, Warrington South** Yes No

A letter of support from each MP is contained within *Appendix E*.

B13. Management Case - Assurance (Essential)

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

Section 151 Officer

Assurance is provided through declaration in Part D of this application.

Warrington Financial Assurance Processes

Aligned to our defined scheme authorities; any contracts greater than £250,000 issued for the delivery of the two junction improvements will require Executive Board Approval.

All procurement activities will be undertaken in accordance with the Warrington Borough Council Corporate Procurement Guide to provide assurance that contracts are engaged and managed in line with legislation.

The SRO, together with the Project Management Team will be responsible for containing the costs of the junction improvements within the approved capital cost envelope.

Warrington Gateway Process

The delivery of the scheme will be monitored through Warrington's "Gateway Process." The gateway process is embedded within the authorities' project delivery programmes as a control to review complex, strategically important or high-risk infrastructure projects at critical points in their development and delivery before key decisions are made. The gateway stages have been adapted to meet the stages under the SCAPE framework as follows:

- Stage 1: Feasibility Stage
- Stage 2: Pre-Construction Phase
- Stage 3: Construction Phase

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

Not applicable - small project

SECTION C – Monitoring, Evaluation and Benefits Realisation

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

WBC will be responsible for monitoring and evaluation to ensure the scheme represents value for money to the taxpayer and that it meets its intended outcomes and impacts, in accordance with DfT published guidance and the C&W LEP Assurance and Accountability Framework.

WBC have produced an Investment Logic Map and set out a monitoring evaluation approach that captures key outcome metrics linked to the NPIF objectives, it is presented below in Figure 10 and a larger version is presented in *Appendix O*.

Figure 10: Investment Logic Map




Table 4: Monitoring and Evaluation Measures


NPIF Objective	Measure	Target	Data	Owner
Ease urban congestion	Queue Lengths	↓	Traffic Counts / Survey	Warrington Borough Council
	Journey Time	↓	Trafficmaster journey time data	Warrington Borough Council
Unlock economic growth and job creation opportunities	Sqm of new employment space	↑	Planning completions	Warrington Borough Council
Enable the delivery of housing development	Number of new dwellings	↑	Planning completions	Warrington Borough Council
Reduced CO2 Emissions	CO2 (Tonnes) emitted	↓	Traffic Counts / Survey	Warrington Borough Council
Increased number of cyclists	Volume of Cyclists	↑	Traffic Counts / Survey	Warrington Borough Council

Reporting will occur in two phases: upon scheme delivery; and one year after scheme delivery. The assessment works completed will form a baseline, do nothing comparator.

Monitoring and evaluation budget: £20,000 for each scheme (included in project costs).

SECTION D: Declarations

D1. Senior Responsible Owner Declaration	
<p>As Senior Responsible Owner for Steve Hunter I hereby submit this request for approval to DfT on behalf of Warrington Borough Council and confirm that I have the necessary authority to do so.</p> <p>I confirm that Warrington Borough Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.</p>	
Name: Steve Hunter	Signed: 
Position: Transport for Warrington Service Manager	

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

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

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