

WARRINGTON EAST PHASE 3 TRANSPORT PROJECT

A bid to the National Productivity Investment Fund (NPIF)

June 2017

Application form



Warrington East Phase 3 Transport Project

Contents

Part A - NPIF Application form

Part B - Appendices

- 1. General Arrangement drawing of the project**
- 2. Equality Analysis**
- 3. Letter of support from Cheshire and Warrington LEP**
- 4. LMVR for Warrington East phase 2 project**
- 5. Project Impacts Pro Forma**
- 6. Project AST**
- 7. Example of an Employment and Skills Plan - KPIs**
- 8. Project Plan**
- 9. QRA**
- 10. Risk Management Strategy**
- 11. Post Opening Project Evaluation (POPE) – Birchwood Pinchpoint**
- 12. Letter of support from Woodland Trust**
- 13. Letter of support from local MP**
- 14. Letter of support from Highways England**

National Productivity Investment Fund for the Local Road Network Application Form



Department
for Transport

Applicant Information

Local authority name(s)*: **Warrington Borough Council**

**If the bid is for a joint project, please enter the names of all participating local authorities and specify the lead authority.*

Bid Manager Name and position: **John Nichol** (Principal Transport Planner)

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

Contact telephone number: **01925 443867**

Email address: **jnichol@warrington.gov.uk**

Postal address: **Floor 3 New Town House
Buttermarket Street
Warrington
Wa1 2NH**

Combined Authorities

If the bid is from an authority within a Combined Authority, please specify the contact, ensure that the Combined Authority has provided a note ranking multiple applications, and append a copy to this bid.

Name and position of Combined Authority Bid Co-ordinator:

Contact telephone number:

Email address:

Postal address:

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

Please specify the weblink where this bid will be published:

www.warrington.gov.uk/develop

SECTION A - Project description and funding profile

A1. Project name: Warrington East Phase 3

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

Upgrade of the eastern gateway into Warrington and the Birchwood Enterprise Zone. Project consists of new traffic signals on Junction 11 of the M62 and the partial widening of the A574 Birchwood Way to reduce peak hour traffic congestion and improve road safety.

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

The project is located on the A574 Birchwood Way and includes Junction 11 of the M62. Birchwood is a major employment area, and includes the recently announced Enterprise Zone. It is home to 12,000 residents and the 400 businesses located in the area employ 17,000 people from across the region.

OS Grid Reference: SJ669931

Postcode: WA3 6UJ

Figure 1. Warrington East transport projects phases 1 to 3

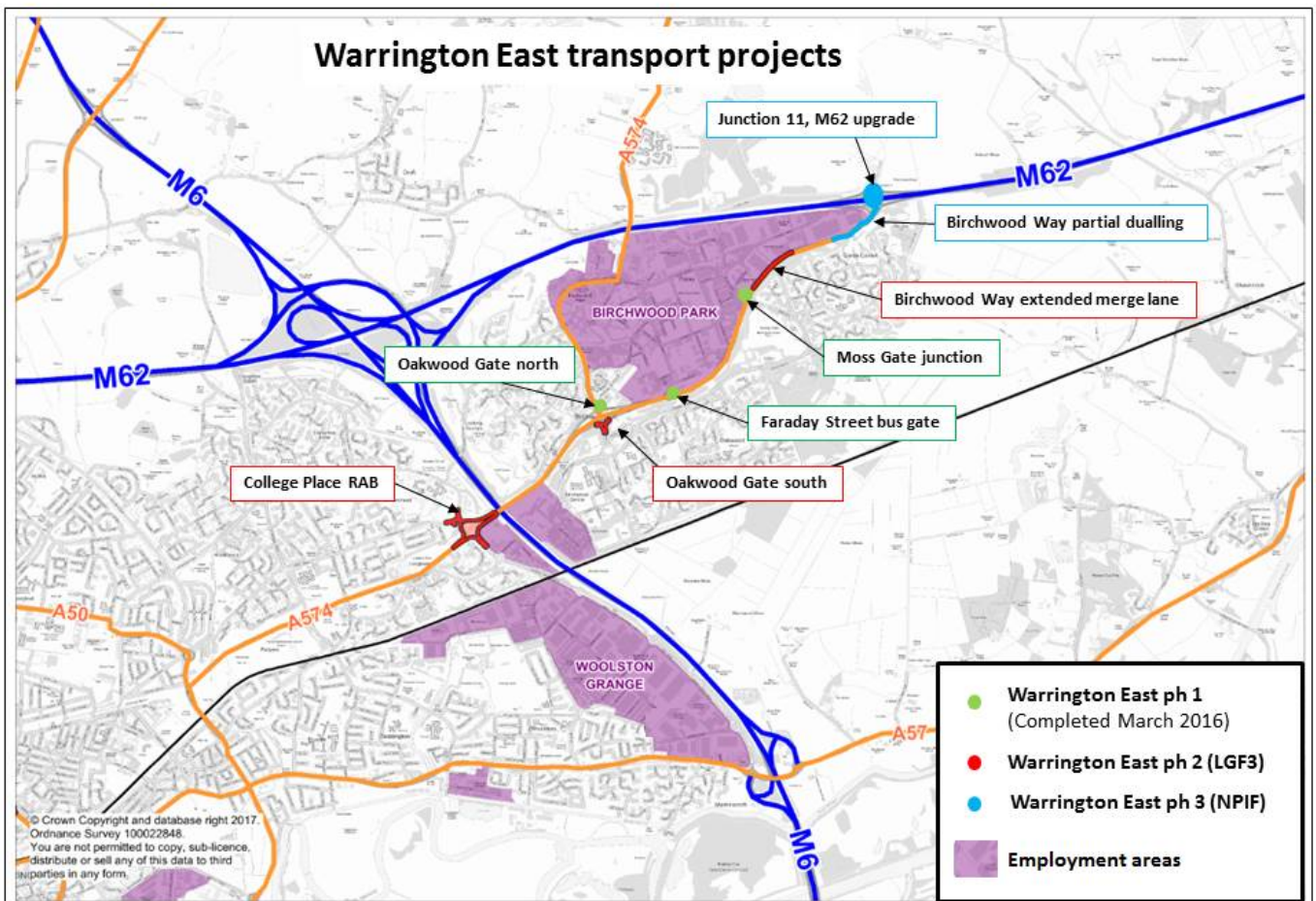
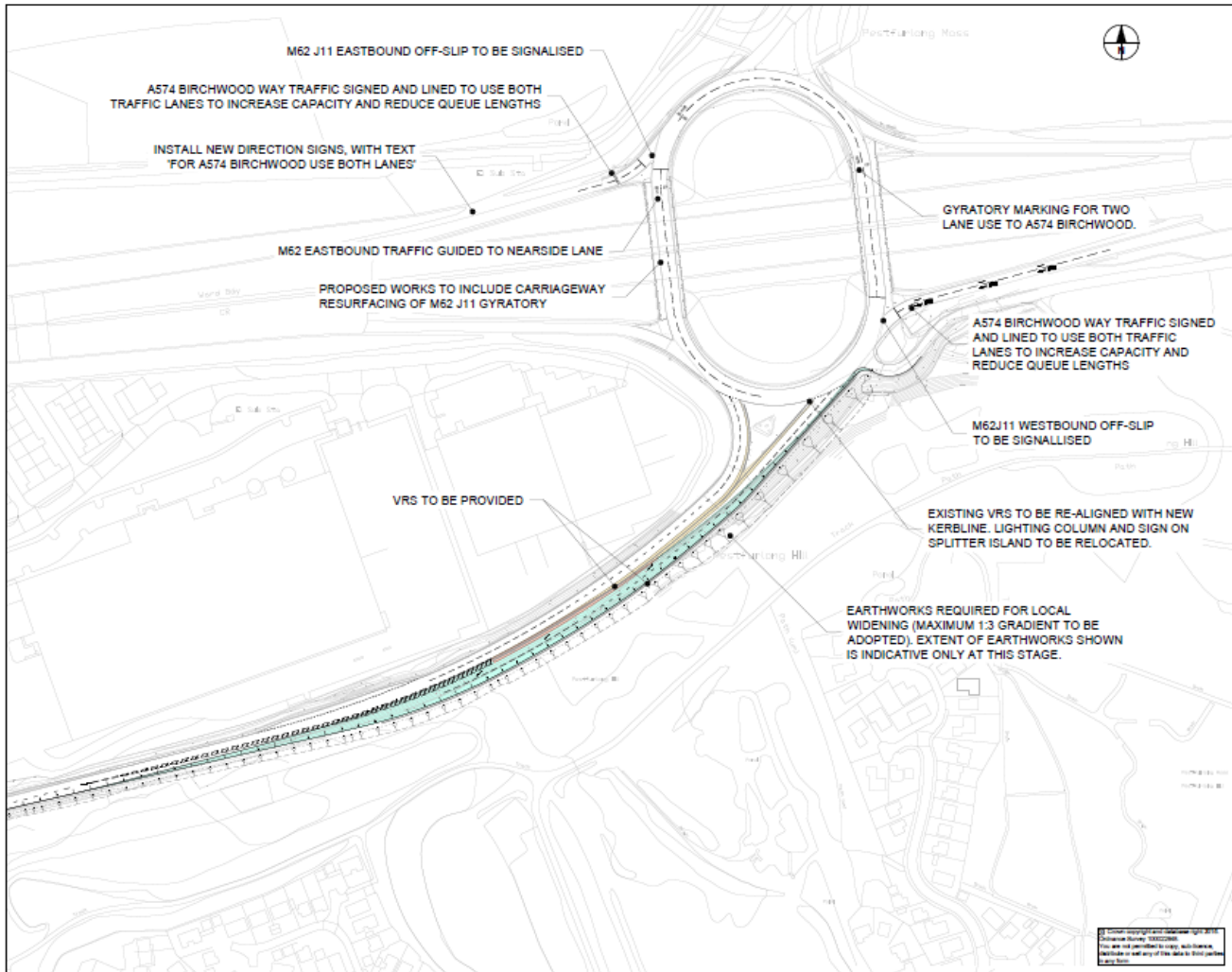


Figure 2. The General Arrangement drawing of the proposed project. This is replicated in Appendix 1.



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

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

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

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

Yes No

The proposed improvements have no specific impacts on any one diversity group. 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. An Equality Analysis report is appended to the application in Appendix 2.

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.

We will be working with Highways England as they are responsible for the Strategic Road Network which includes the junctions with local roads. The Highways England Major Projects Team will be actively involved because of the planned work on the Managed Motorway Project J10-12 of the M62 which is due to commence from 2020 onwards.
A letter of support is provided in Appendix 14.

A7. Combined Authority (CA) Involvement

Have you appended a letter from the Combined Authority supporting this bid? **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

Refer to Appendix 3

For proposed projects which encourage the delivery of housing, have you appended supporting evidence from the housebuilder/developer? **Not applicable**

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), Improved access to leisure opportunities

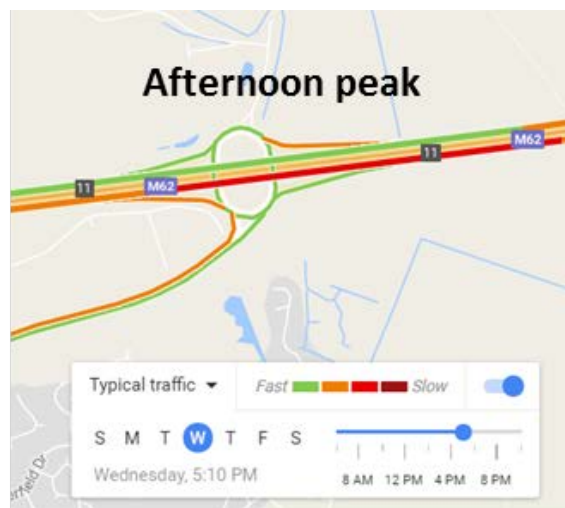
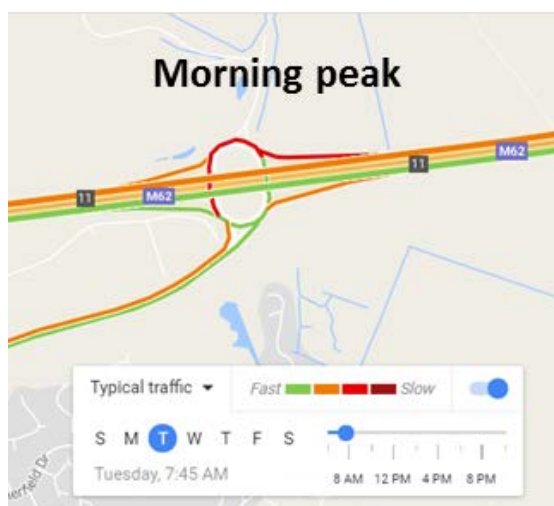
B2 : Please provide evidence on the following questions (max 100 words for each question):

a) What is the problem that is being addressed?

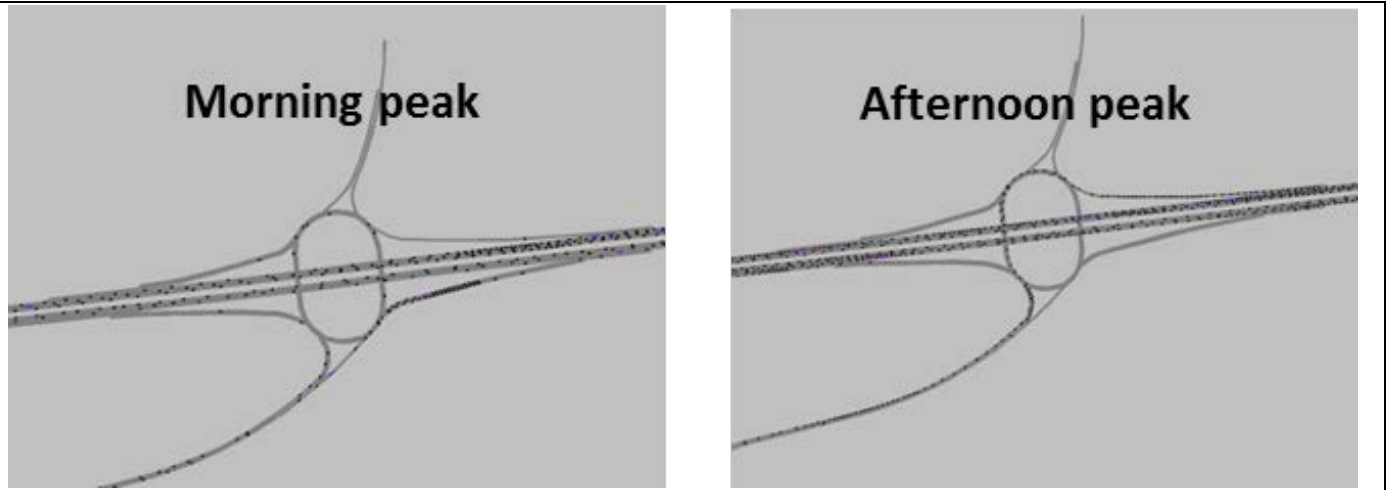
This section of the A574 Birchwood Way experiences two major problems during the peak:

- (i) PM Peak hour congestion experienced on Eastbound A574 Birchwood Way to J11 (M62).
- (ii) AM Peak hour congestion experienced on both M62 off slips to J11 (M62)

This is illustrated from the Google maps traffic view provided below for this corridor:



Using the VISSIM traffic model developed for the A574 Birchwood Way corridor as defined in the LMVR (Appendix 4) the traffic situation was confirmed as showing significant peak hour traffic congestion in 2028 as follows:



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

Do nothing – There would continue to be peak hour traffic congestion issues on the junction slip roads due to the inability of junction 11 to accommodate the traffic. [Rejected]

Do minimum – This involves the improvement of visibility site lines and lane markings on the junction and Birchwood Way to improve safety and driver behaviour. Though useful for road safety reasons, it doesn't address the highway capacity problems. [Rejected]

Do something – Junction treatment with traffic signals, road markings, improved lighting, re-surfacing and the widening of Birchwood Way to dual carriageway standard for 300m. [Preferred]

Do something max – the scheme is part of a fully dualled Birchwood Way to the Moss Gate junction in Birchwood and linking with the Warrington East phase 2 project. Whilst very desirable in terms of outcomes and stakeholder aspirations, this is currently unaffordable. [Rejected]

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.

- Eases traffic congestion and reduces delay for vehicular traffic. Measured using journey time savings from the monitoring and evaluation stage (see section C2);
- Improves air quality at peak times. Measured using annual air quality monitoring programme (see section C2);
- Provides network resilience to support future residential and commercial development in the Birchwood ward. The Warrington Local Plan Preferred Development Option has identified around 60 new homes and over 8.5 ha of new or re-allocated employment land which would benefit from improved highway infrastructure along the A574.
- Improves attractiveness of east Warrington as a place to live and play with improved access to the reclaimed Biffa landfill site (now a public open space) north of Junction 11.

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

Land for a dualled A574 scheme leading into the centre of Warrington was safeguarded by the New Town Commission and remains in Warrington Borough Council ownership. However the

scheme would require access across Woodland Trust land and permission has been obtained in principle pending detailed investigations and surveys.

- 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)?

As outlined in part b) a low cost scheme could be developed involving improvements to the road markings and clearing back of vegetation in the highway verges to improve visibility. The street lighting is due to be replaced under the Council's street lighting programme and the roundabout (though not critical) could be resurfaced to improve highway safety. However, these works would not address the highway capacity issues.

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

The junction and link improvements is located directly on and up to 500m from the M62 which has been declared as an Air Quality Management Area (AQMA) by Warrington Borough Council (WBC AQMA No.1). This AQMA is declared due to exceedance of the objective for NO2.

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

Table A: Funding profile (Nominal terms)

£000s	2018-19	2019-20
DfT funding sought	1,000	3,000
Local Authority contribution	650	850
Third Party contribution		
TOTAL	1,650	3,850

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 costs of the scheme (£1.65m). This is to be funded from the Council's capital programme, as approved by the internal Capital Programme Investment Group (CPIG) and the Executive Board Members 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.

This scheme was the subject of an initial bid for a £35m Warrington East phases 2-4 project for the LGF3 Growth deal for Cheshire and Warrington in July 2016. The constraint on the funding available required the overall project to be scaled back and the individual elements prioritised. This resulted in the deferment of the dualling of the northern section of Birchwood Way and the signalisation works at junction 11. This latter element is the subject of this Phase 3 NPIF application.

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:

- **Air quality issues**

The scheme is designed to improve congestion and reduce queueing traffic within the Warrington motorway AQMA and could significantly improve air quality and CO2 emissions. Increased congestion leads to higher levels of stop-start traffic with increased fuel usage and therefore emissions. The Defra Emissions Factor Toolkit (v6.0.2) has been used to estimate the indicative changes in emissions with the scheme with an improved journey time. By estimating an increased average speed through the route with a change of average speed from 25 Kph to 50 Kph, and by using DfT traffic data, the change in emissions has been estimated. From this, scheme could approximately result in NOx reductions of around 30%, CO2 reductions by 25% and fine particulates PM2.5 by up to 8%. (This uses the 2016 DfT data and the 2016 fleet emission data.)

- **Key risks and uncertainties**

These are provided in the AST developed for the Warrington East phase 2 project and shown in Appendix 6. The key risks and uncertainties relate to the accuracy of the journey time data extracted using Traffic master and the traffic flow data collected using the Council's Automatic Traffic Counts (atcs).

- **Traffic modelling**

The project has made use of the VISSIM traffic model developed by Mott MacDonald transport consultancy for the overall Warrington East Transport Project. The LMVR for the model is provided as an appendix to this submission (Appendix 4) and shows the scope, data sources, calibration and validation processes and the junction and link performance. The LMVR was assessed and signed off by WSP Ltd who have been appointed by the Council to provide a scrutiny and technical role as regards the traffic model and Full Business Case for the Warrington East phase 2 transport project.

** 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
(Appendix 5)

Has a description of data sources / forecasts been appended? Yes No N/A
This is included within the **LMVR** (Appendix 4)

Has an **Appraisal Summary Table** been appended? Yes No N/A
(Appendix 6)

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

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

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

Not applicable is this application is for a Small Project.

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

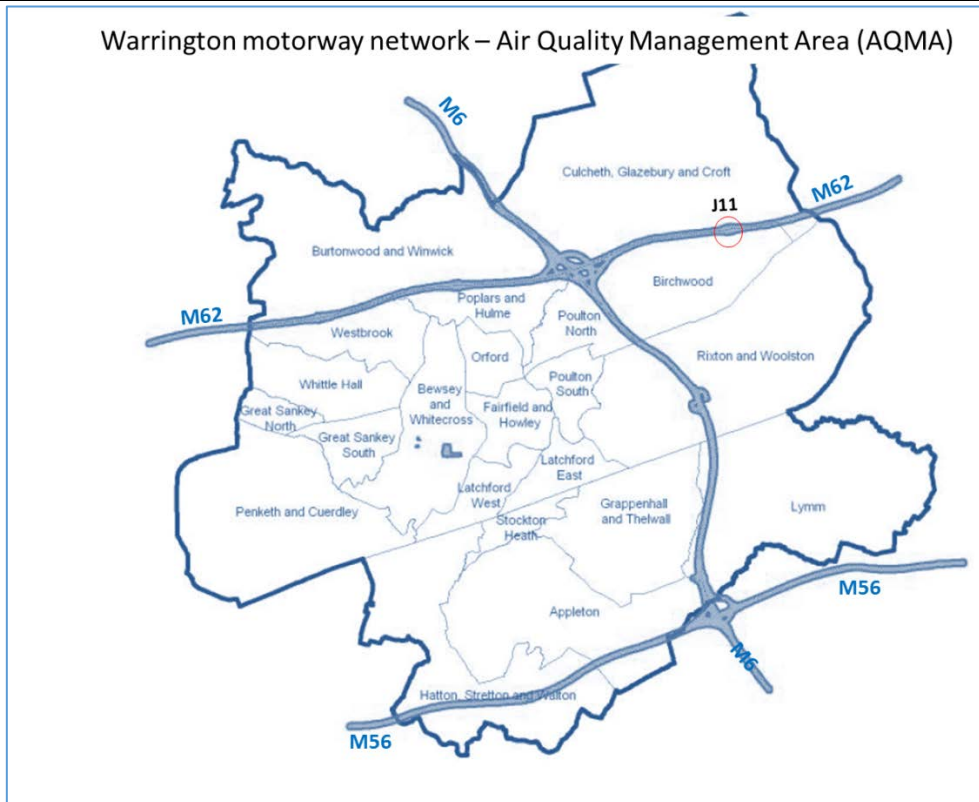
ii) Is there one or more Air Quality Management Areas (AQMA) in the area where the project will be implemented? AQMA must have been declared on or before the 31 March 2017

Yes No

The Warrington motorway AQMA is one of two AQMA defined by the Council as stated on the following webpage:

https://www.warrington.gov.uk/info/201090/environmental_issues/2024/air_quality_and_pollution

Warrington motorway network – Air Quality Management Area (AQMA)



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

- Positive Neutral Negative

The project is expected to improve journey times based on the experience of the Warrington East phase 1 project though this has not yet been quantified for the phase 3 project. This will improve fuel efficiency from reduction in stop-start traffic and reduce resultant emissions directly within the AQMA. By smoothing flows this will result in a positive action to improve air quality and greenhouse gas emissions from the transport sector.

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

- Yes No N/A

- 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 junction improvements will provide an invaluable opportunity to engage, train and inspire local people.
- One of 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 Warrington East phase 1 Project (the Birchwood Pinch Point scheme), details of which can be found at www.warrington.gov.uk/birchwoodpinchpoint . This package of highway schemes was completed in March 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. The work led to the project being awarded the Social Values award by the Chartered Engineers Contractors Association (CECA) in June 2016.

- **Headline benefits for the Birchwood scheme during its 9 months construction period 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 7. 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

Provided as Appendix 8

- 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

All highway works are expected to take place within the highway boundary and no third party land is required. However access would be necessary across land owned by the Woodland Trust for which a licence would be obtained. The Council has a good relationship with the Woodland Trust as it has previously worked with them for the Warrington East phase 1 project (Birchwood Pinchpoint) and is currently in discussions as regards access licences and a Dedication Order for the phase 2 project. A letter from the Woodland Trust is provided in Appendix 12.

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

Table C: Construction milestones

	Estimated Date
Start of works	April 2019
Opening date	February 2020
Completion of works (if different)	

- 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. A 12 month project evaluation study concluded that the projects have met all performance targets including improved journey times and reduced carbon emissions. It was recently awarded the CIHT Transportation project of the year, received a Bronze Considerate Constructors award, and also received the CECA Social Values Award. Details of the project can be found at www.warrington.gov.uk/birchwoodpinchpoint.

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 this project. A Certificate of Permitted Development will be obtained for the project.

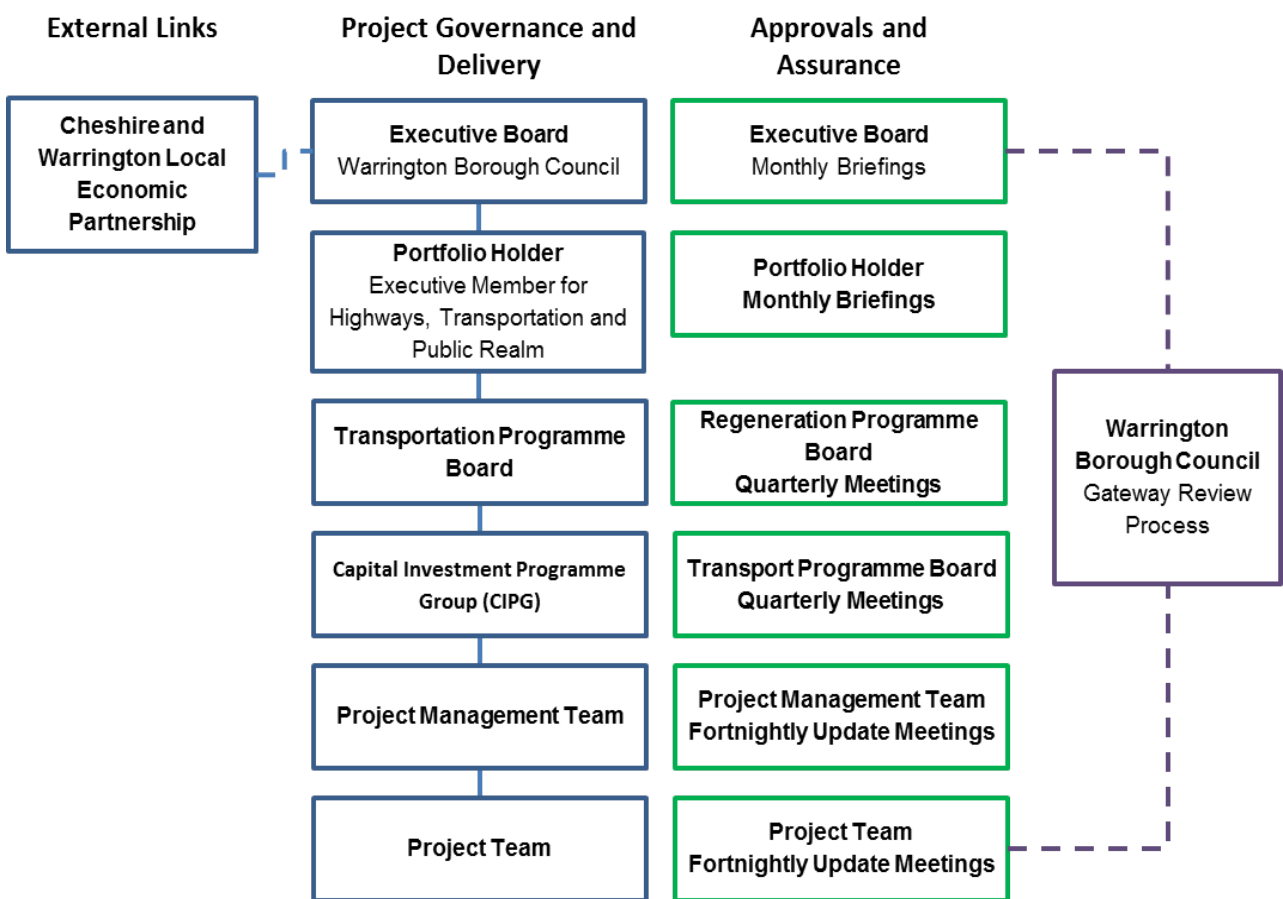
Traffic regulation orders will be obtained and have been built into the programme and governance arrangements for the scheme to provide assurance that major actions with a material impact are subject to adequate review and control.

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.

Figure 1. Project Governance Structure – Whole Project



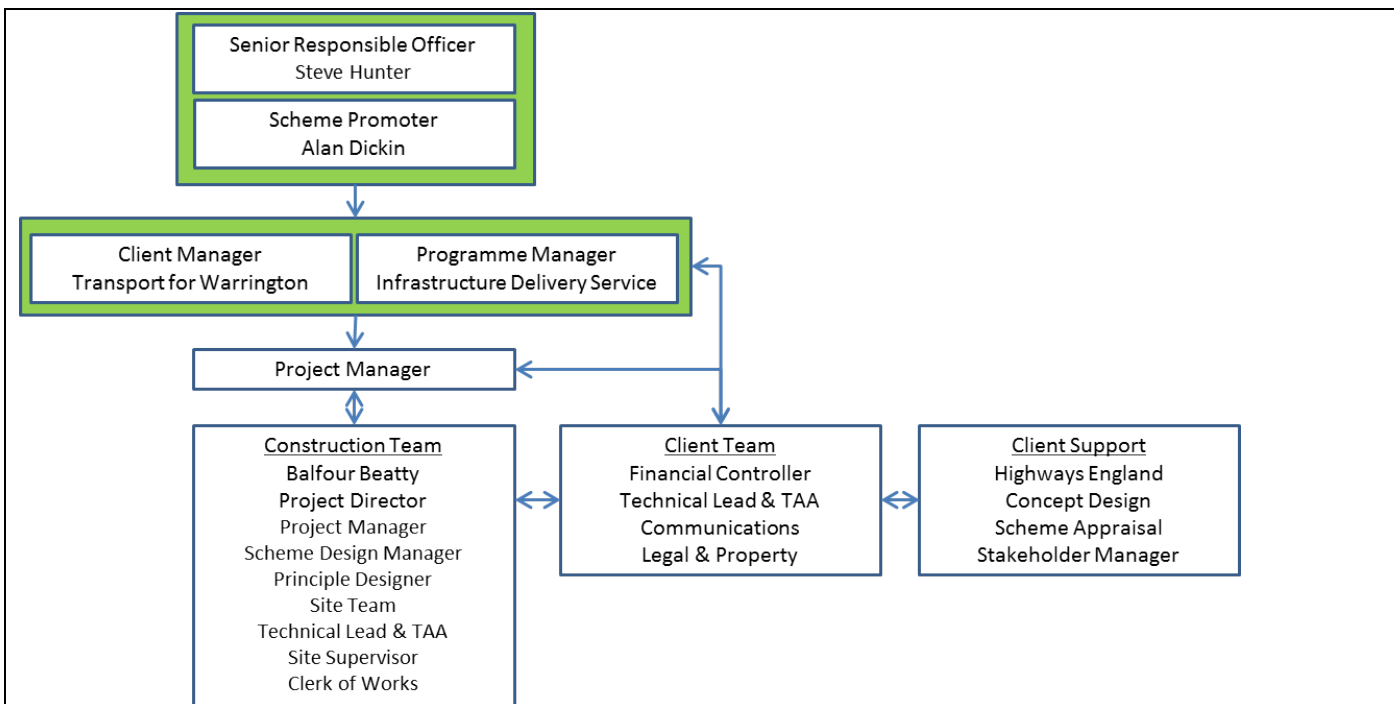


Figure 2. Project Governance Structure – Project Management Team & Project Team

Senior Responsible Officer (SRO): Steve Hunter has the overall accountability for ensuring that the project meet its objectives and deliver the projected benefits on time and to budget. Steve is the Service Manager for the Transport for Warrington business unit and has the necessary delegated financial and operational 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 is the Team Manager for Transport Planning.

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. This includes resolving issues identified by the Project Manager, overseeing governance and assurance, and managing interfaces between scheme components.

Project Manager: Clive Arnold 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, Clive 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.

Principal Designer: Mott MacDonald will be appointed as the scheme designer which follows on from their role as designer for the Warrington East phase 2 project.

Principal contractor: Balfour Beatty is anticipated to be the project principal contractor and will be engaged through the SCAPE National Civil Engineering Framework. This will ensure continuity and efficiencies with the work currently planned for the Warrington East phase 2 project.

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
[Refer to Appendix 9](#)

Has a Risk Management Strategy been appended to your bid? Yes No
[Refer to Appendix 10](#)

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:](#)

[Total value of risks is £1.037k \(equates to around 19% of the total costs\).](#)

[The costs are taken from the QRA developed for the scheme and provided in Appendix 9. The QRA has also been informed by recent delivery experience of local schemes, particularly the Warrington East phase 1 scheme and the 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?

[As outlined in the Risk Management Strategy the key risks to the project timescales and cost include the following:](#)

Land permissions from the Woodland Trust. [Early discussions have already taken place due to access across land being required for the phase 2 project. A good relationship exists as land was acquired previously for the phase 1 \(Birchwood Pinchpoint\) Project.](#)

Contaminated land. [Much of the New Town development of Birchwood was built on former MOD land and therefore site investigations will need to be vigilant in checking for contaminated material. Asbestos was found during the works for the Phase 1 project and therefore this has been costed for within the QRA.](#)

Ecological risks. [There is a risk to the programme should protected species be found which would require attention in terms of their protection or relocation.](#)

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.

Warrington Borough Council has already programmed a Stage 2 stakeholder consultation exercise for December 2017 for the Warrington East phase 2 project. It is proposed that plans for the phase 3 project would be appended to this exercise to ensure the various aspirations of the general public and key stakeholders are taken into account throughout development and delivery of the project.

The key stakeholders with an interest in this project include:

- Birchwood Enterprise Zone - because of the benefits to the local economy
- Birchwood Forum – because of the interest shown by local businesses including the nuclear industries based in Birchwood.
- Highways England - because of the benefits to the strategic road network
- 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

- 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 Stage 1 public consultation exercise in May/June 2017 for the Warrington East phase 2 project. This included 8 public events and an online feedback survey to gauge the views of stakeholders to the draft proposals. There was over 70% support to the partial dualling of the A574 Birchwood Way north of the Moss Gate junction to address the daily peak hour congestion experienced by commuters and hauliers. The extension of this scheme to include the Phase 3 elements (the subject of this bid) was highlighted at the events and also received public support.

- 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

Helen Jones MP, Warrington North Yes No

[Letter of support is provided in Appendix 13](#)

B13. Management Case - Assurance (Essential)

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

[The Council's section 151 Officer has completed Section D of this application.](#)

[Warrington Financial Assurance Processes](#)

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. As this project is valued at over £250,000 then it will require Executive Board Approval.

The SRO, together with the Project Management Team will be responsible for containing the costs of any two 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 project monitoring and evaluation to ensure it represents good 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.

The following KPIs will be monitored to measure the project benefits:

- Traffic counts;
- DfT Trafficmaster journey time and speed data; and
- Jobs and homes completions (number of new dwellings / sqm of new employment space).
- Social values KPIs as defined by Balfour Beatty – Appendix 7.

Reporting will occur in three phases: scheme delivery; one year after scheme delivery; and four years after scheme delivery.

An example of the Post Opening Project Evaluation (POPE) report for the Warrington East phase 1 project is provided in Appendix 11

A fuller evaluation for large projects may also be required depending on their size and type.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for [*project 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 [*name of authority*] will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Steve Hunter

Signed:

Position: Service Manager
Transport for Warrington



D2. Section 151 Officer Declaration

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

- has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the project
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided for this bid in 2020/21.
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller project bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place
- confirms that if required a procurement strategy for the project is in place, is legally compliant and is likely to achieve the best value for money outcome

Name: 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 type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Land acquisition letter (if applicable)	<input checked="" type="checkbox"/> Yes	<input 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