

# National Productivity Investment Fund for the Local Road Network Application Form



Department  
for Transport

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

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

## **Applicant Information**

**Local authority name(s)\*:** Lancashire County 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:** Janet Wilson, Commissioning Manager

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

**Contact telephone number:** 01772 538647    **Email address:** janet.wilson@lancashire.gov.uk

**Postal address:**

Lancashire County Council  
PO Box 78  
County hall, Fishergate  
Preston PR1 8JX

## **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:**

<http://www.lancashire.gov.uk/council/finance/capital-programme-updates/national-productivity-fund.aspx>

## **SECTION A - Project description and funding profile**

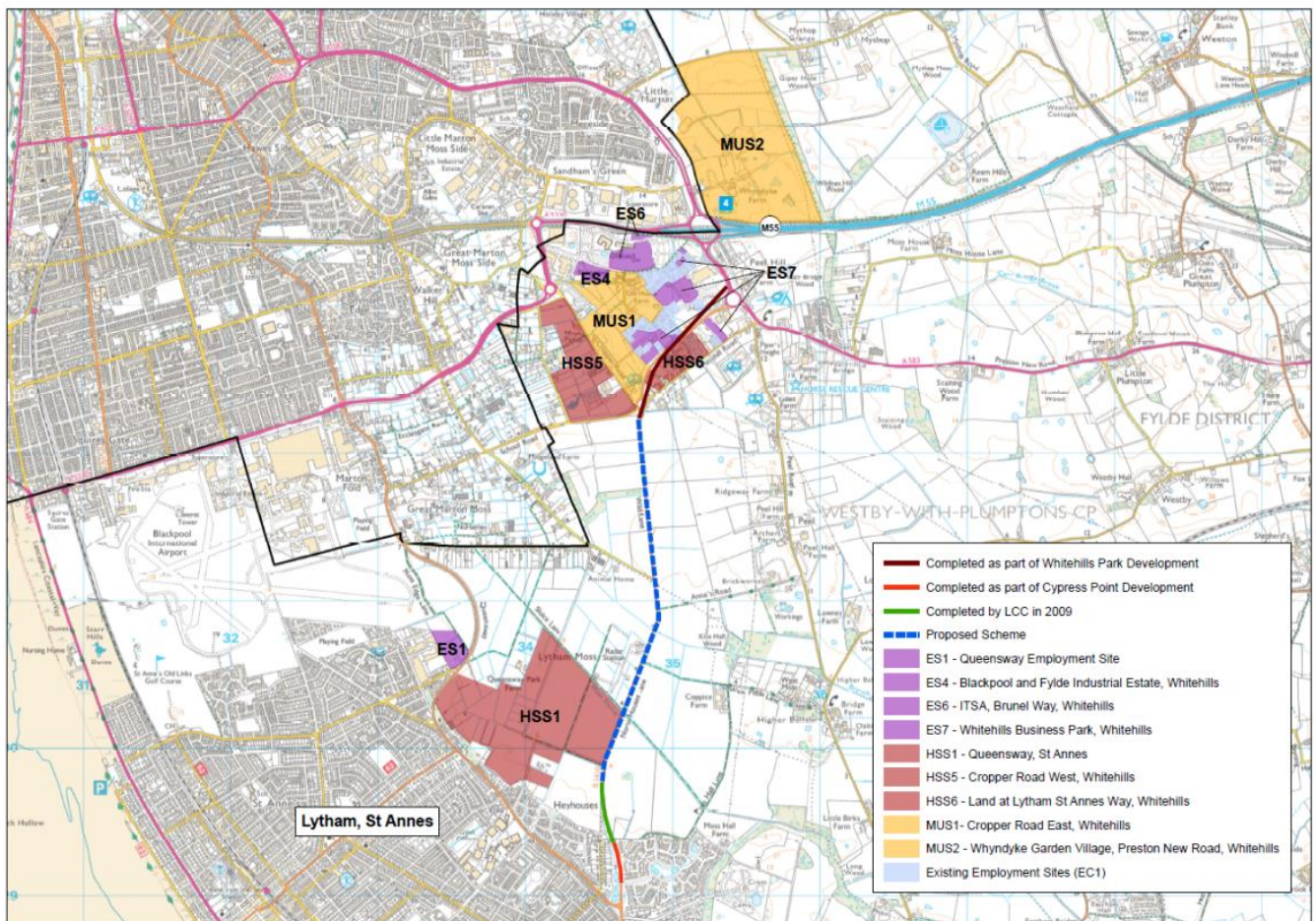
### **A1. Project name: M55 Heyhouses Link Road**

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

The scheme will deliver a direct, modern standard road between M55 Junction 4 at Peel Hill and the Heyhouses area of St Annes, replacing the substandard Wild Lane/North Houses Lane moss road, providing significantly improved access by all transport modes to local development sites and support the tourism sector.

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

The scheme is located north of St Annes, which currently suffers from congestion, poor connectivity and constrained development opportunities. It will deliver improved and reliable travel by all modes for local and longer distance trips and enhance accessibility, creating a more desirable location for greater investment in housing and employment.



OS Grid Reference: [SD 34859 31247](#)

Postcode: [FY4](#)

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

Please see location map above, also appended as **Appendix A**.

**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

Please see **Appendix B**

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

The county council is working closely with the housing developer, Kensington Developments Limited, Fylde Borough Council and the Homes and Communities Agency (HCA) to co-ordinate expedient delivery of the road, as well as ensuring that the project meets the priorities and objectives of Blackpool and Fylde councils, Highways England, the Lancashire Enterprise Partnership (LEP) and local businesses and developers.

**A7. Combined Authority (CA) Involvement**

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

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

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

Please see **Appendix C**

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

☒ Yes ☐ No

Please see **Appendix C**

## **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?

There is currently no direct, modern standard road link between the M55 motorway and Lytham St. Annes. Access using alternative routes is circuitous and congested leading to unreliable journey times. The most direct route via Wild Lane/North Houses Lane is a narrow moss road with limited passing places but has been closed on safety grounds since 2013. Current provision cannot satisfy expected network demands resulting from significant employment and housing growth in the immediate vicinity, including the Blackpool Airport Enterprise Zone, Whitehills Business Park and a strategic housing location with in excess of 1,600 new dwellings proposed.

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

An alternative highway-based intervention includes reconstruction of the failed section of Wild Lane. This has been considered but rejected as it would not prevent other sections of the road failing in the future and corridor constraints would remain. This option does not satisfy local/wider objectives. There are no practical alternative routes that could be upgraded or improved.

Options based solely on improving public transport, walking and cycling links have been discounted as they won't deliver the highway capacity required to support the scale of development proposed.

Full details of options considered and rejected are provided in the SOBC (**Appendix D**).

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

- Directly unlocks 1,150 homes at Queensway development;
- Enables delivery of Queensway employment site;
- Supports employment of up to 2,000 people by improving accessibility to two existing business parks;
- Provides greater connectivity to Blackpool Airport Enterprise Zone;
- Relieves congestion at M55 Junction 3 and on local corridors;



- Discourages strategic traffic from using local routes;
  - Reduces journey length and vehicle emissions ;
  - Satisfies highway requirements of existing and planned development sites;
  - Delivers journey reliability;
  - Improves pedestrian, cyclist and equestrian facilities;
  - Increases GVA by £25m up to 2035.
- c) Are there any related activities that the success of this project relies upon? For example, land acquisition, other transport interventions requiring separate funding or consents?

The success of this project does not rely upon any related activities.

- d) 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)?

The council will consider repairing Wild Lane. However, this won't address significant constraints outlined above or satisfy demands generated by future housing and employment growth, resulting in a likely highway objection to development that has direct impact on key corridors.

It is not viable for the developer to accelerate delivery of the link road (and subsequent housing) due to its cost. The developer would be constrained by a slower build-out rate governed by their ability to finance the road before they can build beyond a trigger point of 375 houses, a condition of the planning permission for adjacent housing development.

- e) 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 scheme does not impact on any statutory environmental constraints.

**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	3265	1735
Local Authority contribution	0	2700
Third Party contribution	8980	4781
<b>TOTAL</b>	<b>12245</b>	<b>9216</b>

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.

### Local Authority Contributions

- £1.7m Lancashire CC - Approved in principle subject to a successful NPIF bid outcome
- £1.0m Fylde BC – Approved (See **Appendix C**)

### Third Party Contributions

- £1.98m LEP Local Growth Fund – Funding agreed in principle subject to a Business Case with BCR >2. See **Appendix C**
- c£4.78m Highways England Growth and Housing Fund – Scheme has progressed to second stage of competitive funding process. Investment decision expected at end of August 2017
- £7.0m Developer (Kensington) – Agreed. **See Appendix C**

*NB other local contributions as a result of development may be secured but cannot be guaranteed.*

**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.**

None

## **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 CO<sub>2</sub> 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

### **Overview**

An economic assessment of the scheme has been undertaken in line with the principles set out in WebTAG to understand the benefits of the scheme. The appraisal considers the transport user benefits of the scheme and their comparison to the cost (Benefit to Cost Ratio) and also considers dependent development benefits in terms of land value uplifts and Gross Value Added (GVA) gains.

A brief description of the modelling and economic assessment approach is provided below. Full details are contained in the Economic Case section of the Strategic Outline Business Case

(SOBC), appended to this form at **Appendix D**, and the Modelling and Economic Assessment Report appendix within the SOBC itself.

As part of the development of the SOBC, the methodologies and results have been reviewed by both an independent assurance team and Highways England. Further details of this assurance process are available on request.

## Methodology

### Benefits

Traffic modelling was undertaken using a spreadsheet-based route choice 'logit' model. The model was developed to derive changes in traffic flows and journey times as a result of the scheme. It used generalised costs of travel calculated from journey time and distance information of each competing route in the study area, along with observed traffic count data. The model was used to predict travelers routing decisions with and without the new Link Road is in place. The model has been audited by both an experienced independent assurance team and by Highways England.

The model is based on parameters from the July 2016 WebTAG databook. Traffic counts were uplifted using a locally NTEM adjusted Road Traffic Forecast 2015 (RTF15) approach to derive 2019 (predicted opening year at the time of analysis) and 2034 design year forecasts for Without and With the Scheme scenarios.

Quantification of the scheme's benefits was undertaken in a spreadsheet-based appraisal tool developed in line with WebTAG, using July 2016 databook economic parameters. Benefits were calculated over a 60 year appraisal period from 2022 to 2081.

### Costs

The scheme cost was estimated at £26.4m, as described above. In addition, an allowance has been included for the cost of maintaining the road over a 60 year appraisal period.

The scheme will be partially funded through £7m of contributions from the developer Kensington Developments Limited. As these contributions mean that part of the scheme cost ultimately comes from the private sector rather than government funding, these contributions are subtracted from the overall scheme costs. However, the developer contributions are also subtracted from the transport user benefits accruing to business users and providers

In order to use costs in the economic appraisal, all costs have been rebased to 2010 market prices and discounted to 2010 to provide a Present Value of Costs (PVC).

The final scheme costs input into the economic analysis are shown below,

Cost	PVC
Scheme Cost	£18.1m
Maintenance Cost	£0.5m
Developer Contribution	-£5.9m
<b>Total PVC</b>	<b>£12.7m</b>

## Impacts of the scheme

The overall results of the economic assessment for the scheme are summarised in the table below:

Element		Benefits
MEC – Noise		-£7,066
MEC - Greenhouse Gases		-£34,548
MEC - Journey Quality (Congestion)		-£403,592
MEC - Infrastructure Maintenance		-£7,647
Accidents		£1,702,700
Economic Efficiency: Consumer Users (Commuting)	Travel Time	£5,390,824
	VOC	-£98,688
Economic Efficiency: Consumer Users (Other)	Travel Time	£35,292,199
	VOC	-£646,083
Economic Efficiency: Business Users and Providers	Travel Time	£12,264,564
	VOC	-£224,523
	Developer Contribution	-£5,908,753
Wider Public Finances (Indirect Taxation Revenues)		£138,879
<b>Present Value of Benefits (PVB)</b>		<b>£47,458,266</b>
Broad Transport Budget		£12,704,519
<b>Present Value of Costs (PVC)</b>		<b>£12,704,519</b>
<b>Net Present Value (NPV)</b>		<b>£34,753,747</b>
<b>Benefit to Cost Ratio (BCR)</b>		<b>3.7</b>

The results show that the majority of benefits come from journey time savings. With a **BCR of 3.7**, the M55 Heyhouses Link Road scheme can be shown to deliver ‘**High**’ Value for Money, as outlined in DfT guidance.

In addition to the user benefits, a benefit of **£38m** due to **dependent developments** has been calculated. This incorporates the planning gain associated with the land value uplift at Queensway residential and employment developments, and the loss in amenity value of the land in its existing use. In line with WebTAG guidance, this corresponds to a **Moderate Beneficial** impact.

The scheme would also directly support 1,150 dwellings and 3.8Ha of employment land, which would provide **GVA benefits of £66m** to the local economy over the period to 2035. £25m of this is due to accelerated delivery of the housing and employment sites that the funding would facilitate.

There are also expected to be Local Air Quality benefits, as the scheme will provide benefits to a number of competing corridors by reducing congestion and delays thus reducing vehicle emissions. However, these benefits have not been quantified at this stage.

Full details of the economic assessment are provided in the Appraisal Summary Table (**Appendix E**) and SOBC Chapter 2 (**Appendix D**).

### Risks and Sensitivities

Although the modelling process was not undertaken using a full WebTAG-compliant strategic traffic model, the modelling and economic approaches has been independently audited by experienced assurers and by Highways England.

Additional sensitivity tests were undertaken to represent a lower traffic growth scenario, and the exclusion of any benefits calculated during weekends. The BCRs for these sensitivity tests are **3.4** and **2.5** respectively, which still represent 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

Please see [Appendix F](#)

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

For a full description of modelling data sources / forecasts, please see Chapter 2 of the SOBC ([Appendix D](#)) and the Modelling and Economic Assessment Report appended to the SOBC itself.

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

Please see [Appendix E](#)

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)**

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.

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

- 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.*

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

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

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

☐ Yes ☒ No

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

☐ Yes ☒ No

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

☐ Positive ☒ Neutral ☐ Negative

- Please supply further details:

The scheme will provide benefits to a number of competing corridors by reducing congestion and delays thus reducing vehicle emissions.

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

☒ Yes ☐ No ☐ N/A

- Please supply further details:

- The procurement exercise will be undertaken in accordance with the county council's approved Social Value Policy & Framework which complies with the Public Services (Social Value) Act 2012. Ten per cent of the tender evaluation score will be based on Social Value Objectives as set out in the framework, focussing mainly on promoting training and employment opportunities for people in Lancashire and promoting environmental sustainability.

- Please see the link to: [LCC Social Value Policy & Framework](#)

## **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

Please see [Appendix G](#)

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

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

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

**Table C: Construction milestones**

**Estimated Date**

Start of works	06/07/18
Surcharging commencement	26/09/18
Road Construction commencement	21/04/21
Wild Lane Sustainable Route commencement	21/10/21
Opening Date	23/02/22
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)

LCC has a strong track record of project delivery using similar contracts methods to those proposed for the M55 Heyhouses Link Road. Examples include:

**Bay Gateway (Heysham to M6 Link Road): Approved budget £130.2m.**

There was an unavoidable delay of three months to the start of works due to a legal challenge to the Development Consent Order, which was granted in Spring 2013 after the examination in public held in summer 2012. Adverse weather in December 2015 (Storm Desmond) also impacted on the delivery timescale. The final outturn cost is forecast to be £142.8m.

**Burnley Pendle Growth Corridor: Approved Budget £13.317m**

The scheme is currently under construction and forecast to be delivered on time and within budget.

**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.

**Key dates are shown below:**

The scheme underwent a Public Inquiry between 10<sup>th</sup> and 19<sup>th</sup> January 2012. The planning permission for the road has been protected by a meaningful start on site earlier in 2017. The planning permission for the Queensway residential development has also been protected by a meaningful start earlier in 2017 as considered acceptable by Fylde council as local planning authority.

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

- Environment Agency (EA) – Awaiting consent, on or prior to 11<sup>th</sup> July.

- Flood Risk Management - Awaiting consent on or prior to the 30<sup>th</sup> June.
- Structures Consent – Full structures agreement on provision of EA consent (11<sup>th</sup> July).

## 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.*

A project-specific governance structure is being created based on established and operating arrangements for schemes currently being delivered by the county council.

Delivery of the project will be overseen by a Project Board. The Project Board will be responsible for managing the development and delivery of the project and will include representatives from the following organisations.

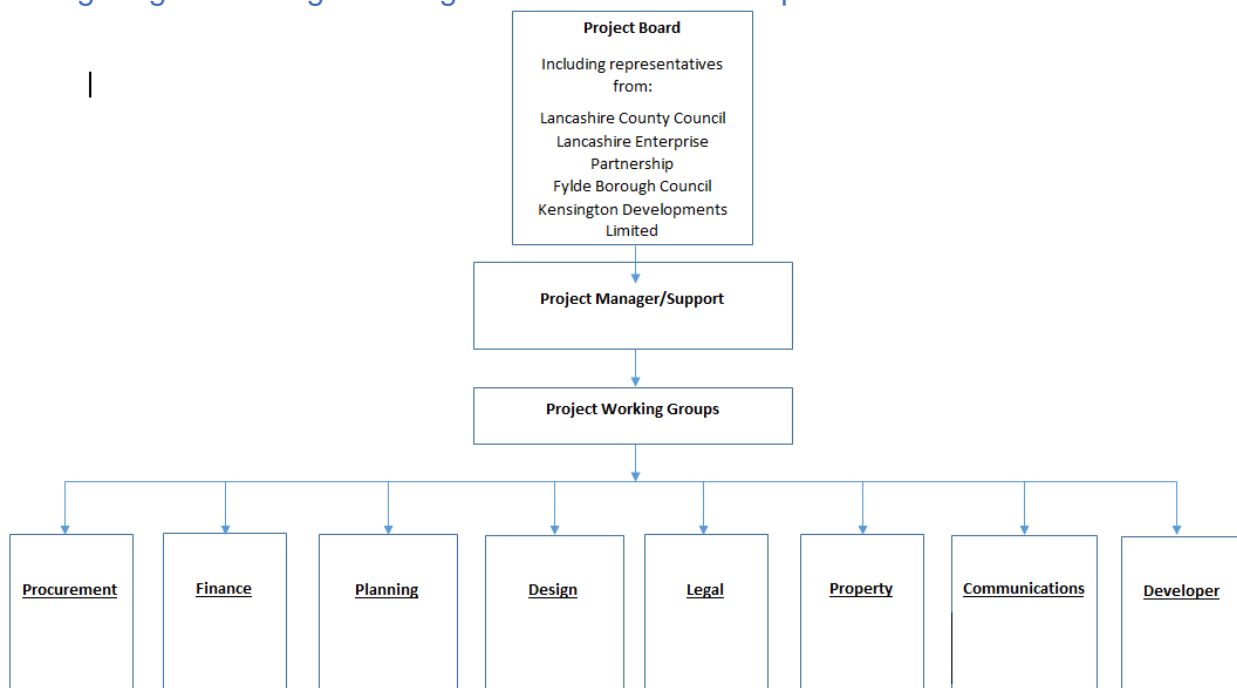
- Lancashire Enterprise Partnership
- Lancashire County Council
- Fylde Borough Council
- Kensington Developments Ltd

The Project Board will be chaired by Lancashire County Council

The Senior Responsible Owner is Director of Community Services from Lancashire County Council

The Project Manager is responsible for commissioning the main works contracts and other elements of the scheme including land assembly, permissions and approvals.

An organogram setting out the governance structure is provided below:



## 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

Please see [Appendix H](#)

Has a Risk Management Strategy been appended to your bid?

☒ Yes

☐ No

Please see [Appendix H](#).

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

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

A QRA was undertaken, resulting in a risk allowance of £3.7m included in the scheme cost estimates (based on P50 value). The Risk Register is provided in [Appendix H](#).

An Optimism Bias uplift of 3% is applied to the current estimate, which is appropriate at this stage of scheme development.

b) How will cost overruns be dealt with?

Efforts will be made to contain any projected cost overruns within the overall project budget. The county council accepts responsibility for meeting any costs over and above the DfT contribution and other funding partners that cannot be mitigated.

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

The key risk to timescale relates to the settlement of ground during the pre-construction surcharging period, and therefore variation in the quantities of surcharging required.

Additional high value risks from the QRA include:

- Excavated earth unsuitable for re-use (£1m)
- Landowner agreement risks (£400k)
- Delayed tendering process (£250k)

### **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 county council is developing a communications strategy (Appendix F of appended SOBC) to inform people on proposed works and progress, via media relations, e-communications and contractor communications.

Key stakeholders identified include:

- Kensington Development – landowner and developer
- LCC – scheme promoter
- Fylde BC – Local Planning Authority and part funder
- Highways England – prospective part-funder
- Homes & Communities Agency – part financier to the developer
- Blackpool Council – adjacent local planning and transport authority
- LEP
- Environment Agency – maintenance of water courses and drainage
- Blackpool Airport EZ

- 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)

Public support for the scheme (residential and link road) was summarised in the SoS Decision Notice (2012):

*“Significant weight should be attached to the 5,700 letters of support. They unequivocally support both schemes and there is not one representation made by any person approached that the process was unacceptable or misleading.”*

*The support has been fully analysed and, specifically, some 4,000 people who live in the locality have indicated support for the scheme. There is also, understandably, overwhelming support from business interests. The support bears out the outcome of the public exhibition where 83% of respondents supported the housing and road schemes”.*

- 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

Please see SOBC in **Appendix D** (Communications Plan is Appendix F to SOBC itself)

### **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 [Mark Menzies \(Fylde\)](#)

☒ Yes

☐ No

2 [Gordon Marsden \(Blackpool South\)](#)

☒ Yes

☐ No

[Please see letters of support in \*\*Appendix C\*\*](#)

### **B13. Management Case - Assurance (Essential)**

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

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

[Assurance and Approvals Plan provided in Section 5.4 of SOBC \(\*\*Appendix B\*\*\)](#).

## **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.

[LCC will monitor and evaluate the scheme delivery and its intended outcomes and impacts. Full details are provided in Section 5.8 of the SOBC \(Appendix D\).](#)

[A Monitoring and Evaluation\(M&E\) methodology report has been developed. This describes how each metric \(e.g. housing unit completions\) will be evaluated and when, and the data collection requirements. Logic mapping has been developed to aid understanding how the scheme will achieve its anticipated benefits. Both these items are included in the SOBC.](#)

[Evaluation results will be published in 1 and 5 year reports. An evaluation manager will be nominated to manage the M&E process.](#)

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

## SECTION D: Declarations

### D1. Senior Responsible Owner Declaration

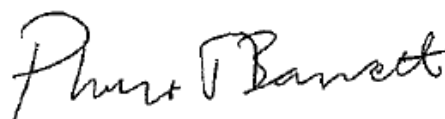
As Senior Responsible Owner for [project name] I hereby submit this request for approval to DfT on behalf of [name of authority] and confirm that I have the necessary authority to do so.

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: Phil Barrett

Signed:

Position: Director of Community Services



### 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: Neil Kisson

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
<a href="#">See Appendix A.</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
<a href="#">See Appendix C</a>			
Housebuilder / developer evidence letter (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
<a href="#">See Appendix C</a>			
Land acquisition letter (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" 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
<a href="#">See Appendix F</a>			
Appraisal summary table	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
<a href="#">See Appendix E</a>			
Project plan/Gantt chart	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
<a href="#">See Appendix G</a>			