

Monitoring, Evaluation and Benefits Realisation

Monitoring and evaluation of the project will build on the Benefits Realisation Plan (BRP, described in the following section, which shows how the intended outcomes will be measured and assessed. It will draw upon best practice guidance including DfT's *Monitoring and Evaluation Framework for Local Authority Major Schemes* (2012) and cognisant of the requirements of the *Tees Valley Single Pot Assurance Framework* (2016) . Through an evaluation of the scheme, Hartlepool Borough Council will seek to:

- Understand whether and how the scheme's main objectives have been achieved, exceeded or not reached;
- Provide transferable evidence that may be used to inform future decision making on similar transport schemes; and
- Improve the efficiency and effectiveness in the delivery of future schemes based on the lessons learnt from this scheme.

An initial BRP has been produced to identify, track and compare the various benefits expected to be delivered. The scheme objectives have been used to develop the initial "desired outputs, outcomes and impacts" for the project. These desired outputs, outcomes and impacts are the actual benefits that are expected to be derived from the project. Given the scheme objectives identified, the BRP focuses upon the delivery of new housing, congestion relief, and the impact on journey times and safety. To determine whether the benefits are being realised, the desired outputs, outcomes and impacts have been converted into measurable indicators of scheme benefits, as set out in Table 6.2. An initial view of the data required to measure the extent to which benefits are being realised is also shown in the table. A full BRP will be prepared as part of the next stage of works in conjunction with a detailed Monitoring and Evaluation Plan.

Scheme Objective	Desired Outputs	Desired Outcomes	Desired Impacts
<p>Objective 1: To support the diversification and growth of the Hartlepool economy by unlocking the potential for significant levels of new housing on the north western edge of Hartlepool;</p> <p>Objective 2: To relieve pressure on the existing A179 and A689 routes from Hartlepool to the A19 through the creation of a third good quality access from the A19;</p> <p>Objective 3: To reduce the number of accidents and associated casualties on this section of the A19;</p> <p>Objective 4: To support the aspirations of Highways England to turn the A19 into an “Expressway” from the A168 to the A1;</p> <p>Objective 5: To protect the integrity and character of Elwick village (part of which is a Conservation Area), through significantly reducing the number of cars passing through the village to and from the A19.</p>	<p>A new over bridge and compact grade separated junction at Elwick North junction with the A19. In addition a new by-pass to the north of Elwick village.</p>	<p>Accommodation of traffic growth resulting from new housing developments and improved accessibility of Hartlepool from the A19.</p> <p>A reduction in the number and severity of incidents for all road users</p> <p>Quicker and more reliable journey times on the A19.</p> <p>Enhancement in the setting of historic assets and street environment of Elwick Village</p>	<p>An efficient and safe local and strategic road network</p> <p>Increase in the number of housing units directly delivered</p> <p>Increase in construction jobs</p>

Ref No	Benefit (Desired Output/Outcome/Impact)	Benefit Indicator	Target	Specific Data Requirements
Desired Output				
1	Scheme related highway and pedestrian/cycling infrastructure improvements	% completion of scheme		Completion records
Desired Outcomes				
2	Accommodation of traffic growth resulting from new housing developments and improved accessibility of Hartlepool from the A19	Available capacity of A179 and A689 routes Impact on journey times	Additional capacity on the A179 and A689 to allow housing growth	Traffic surveys/AIMSUM Modelling Outputs Journey time surveys
3	A reduction in the number and severity of incidents for all road users	Number of people killed and seriously injured	40% reduction by 2020 in line with Highways England's general target.	STATS 19 data.
4	Quicker and more reliable journey times on the A19.	Average travel times between A689 and A179 Number of at grade junctions with central reserve gaps	Average travel times of a "mile per minute" by 2025 Closure of all central reserve gaps by 2025	Journey time surveys Completion records
5	Enhancement in the setting of historic assets and street environment of Elwick Village	12 Hour traffic flows in Elwick Village (Elwick Road)	Decline in traffic flows over 12 hour period and in morning and evening peak hours (targets to be decided)	Traffic surveys Resident surveys

Desired Impacts				
6	An efficient and safe local and strategic road network	Defined by 2-4 above	Defined by 2-4 above	Defined by 2-4 above
7	Increase in the number of housing units directly delivered	Number of housing units directly delivered	Delivery of 2000 housing units by 2031	
8	Increase in construction jobs	Number of construction jobs created/supported.	Create or safeguard over 3000 jobs by 2031	