

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)*: Hartlepool 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: Tony Hanson, Assistant Director (Environment and Neighbourhood Services)

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

Contact telephone number: 01429 523400

Email address: tony.hanson@hartlepool.gov.uk

**Postal address: Civic Centre
Victoria Road
Hartlepool
TS24 8AY**

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: Mark Wilson

Contact telephone number: 01642 524453

Email address: Mark.Wilson@teesvalley-ca.gov.uk

**Postal address: Cavendish House
Teesdale Business Park
Stockton-on-Tees
TS17 6QY**

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: The bid will be published on the Council's transport, streets and parking page which can be located at https://www.hartlepool.gov.uk/info/20016/transport_streets_and_parking

SECTION A - Project description and funding profile

A1. Project name:

Elwick Bypass, Overbridge and Compact Grade Separated Junction

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

Capital works to provide an overbridge and compact grade separation at the current Elwick North junction to the A19, replacing two existing at-grade crossings of the expressway route, and a new by-pass to the north of Elwick village which incorporates approximately 1.1km of new single 2 lane all purpose road.

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

The new by-pass will be located to the north of Elwick Village in the borough of Hartlepool. It will run from a point on the existing Elwick Road to the east of the village to a new compact grade separated junction located at an existing at grade priority junction with the A19 expressway.

OS Grid Reference: 444923 532742 (GSJ) to 446177 532821

Postcode: TS27

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 map is provided as 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

An Equality Analysis was undertaken for the Local Plan, that this project plays a significant role in delivering and a copy is provided 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.

As described further in Section B2, Highways England has been fully involved to date in the development of the scheme, given the capacity and safety benefits on the A19, and Section B9

outlines how they will continue to play full part in the delivery of the scheme and a supporting letter from Highways England is provided in Appendix 3 and a further letter of support from PD Ports is provided as Appendix 4.

A7. Combined Authority (CA) Involvement

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

The supporting letter is provided as Appendix 5 and a Tees Valley Combined Authority Supporting Note is provided as Appendix 6.

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

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

The supporting letter is provided as Appendix 7.

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

Yes No

Supporting letters are provided by Tunstall Homes as Appendix 8 and CM Yuill as Appendix 9.

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 –

To reduce the number of accidents and associated casualties on the A19;
To support the intention of Highways England to turn the A19 into an “Expressway” route from the A168 to the A1; and
To protect the integrity and character of local villages by removing through traffic.

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

a) What is the problem that is being addressed?

Highways England has placed holding directions on planning applications for proposed residential developments to the North West of Hartlepool as identified in the emerging Local Plan, citing concerns as regards the impact that the additional traffic generated would have on safety at two existing at-grade junctions with the A19 (Elwick Crossroads). Both junctions have capacity and safety issues at present. Without being able to deliver these housing developments, the Council will not be able to achieve their housing targets as set by Government to support housing growth and promote economic development.

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

The scheme consists a new junction on the A19 expressway and a by-pass. Highways England looked at possible options for the junctions on the A19 in the vicinity of Elwick Village and which identified five options in November 2014, all including a compact grade separated junction, allowing the closure of the central reservation to stop right turn manoeuvres at the junctions. The Council subsequently developed four options for the by-pass alignment, which, combined with the previous junction options, gave three distinct alternatives that were assessed using the EAST assessment tool and against agreed project objectives to provide a preferred option.

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.

Through strategies such as the Tees Valley Strategic Economic Plan and Hartlepool Economic Regeneration Strategy, and supported initiatives including the Tees Valley Enterprise Zone scheme, Hartlepool has been identified as playing a significant role in attracting investment in a number of growth sectors. Economic growth will be accompanied by increased housing growth

in locations attractive to both developers and future residents. The emerging Hartlepool Local Plan has identified the need to deliver an additional 2,400 dwellings, this scheme will support these growth ambitions enabling delivery of approximately 1,500 dwellings and a new strategic infrastructure route from Hartlepool to the A19.

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?

A Strategic Outline Business Case for the scheme was prepared in 2016, and work has since commenced to identify the optimum route of the by-pass and on the detailed design of the new road and the compact grade separated junction. Negotiations with landowners are advanced in respect of land acquisition for the scheme. Both activities use funding of £600,000 allocated through Growing Places Fund to facilitate the work, underlining the Council's and the Combined Authority's commitment to the scheme and the significant housing growth and economic benefits that will accrue.

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)?

The strategic housing allocation could not be developed to its full capacity, and therefore alternative housing sites would need to be identified through the Local Plan process, which could be in less sustainable locations and may in themselves require other infrastructure funding to improve the road network. Closure of the existing at-grade crossings on the A19 could be taken forward in isolation to mitigate safety concerns but this would reduce accessibility for local residents, increase traffic on unsuitable rural roads, and add to forecast capacity pressures on the A179 and A689 junctions with the A19, further undermining the Local Plan.

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.

At the current stage of design, the scheme will not impact upon any statutory environmental constraints. Elwick Fish Ponds (between Elwick Village and the A19) that are a Scheduled Ancient Monument will be unaffected by the proposals but will be considered as part of the detailed design process. There are no Local Air Quality Management Zones identified in Hartlepool.

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	£10,000	0
Local Authority contribution	0	£7,400
Third Party contribution	0	0
TOTAL	£10,000	£7,400

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.

Any shortfall in project costs after DfT contributions will be prudentially borrowed by the Local Authority. It is intended that the repayable costs will be recovered from the developers of the circa 1,500 dwellings that are currently included in the Local Plan, and which will directly benefit from the infrastructure improvements, through Section 106 agreements. It is anticipated at this time that the prudential borrowing will commence in 2019-20.

- 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.

Growing Places Fund 2016 – £600,000 awarded for design and land purchase costs
Expression of Interest to Tees Valley Combined Authority for Investment Funding – yet to be determined (expected September 2017).

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

* *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

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

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

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.

As noted above, a Strategic Outline Business Case (SOBC) was prepared for the scheme in 2016. The following provides a summary of the key findings of the SOBC in relation to the specific points above.

Approach

The initial BCR has been assessed using a proportionate WebTAG compliant approach drawing on the following:

- Business users and providers travel time and vehicle operating cost impacts;
- Greenhouse gas emissions;
- Commuting and other users travel time and vehicle operating cost and accident impacts; and
- Cost to the broad transport budget; and changes in indirect taxes.

Traffic inputs to the economic assessment have been derived from the Tees Valley Multi-Modal Model which has been developed following the principles set out in WebTAG. A Validation Report has been prepared which indicates the model is suitable for testing highways schemes in the Tees Valley Region, although further refinements are planned to this modelling framework. Travel time, vehicle operating cost and greenhouse gas benefits have been assessed using DfT's Transport User Benefit Appraisal (TUBA 1.9.6 with economic parameters file 1.9.6) software program.

Accident benefits have been assessed using based upon the analysis within the GD04 Safety Risk Assessment prepared for Highways England and the methodology within Highways England's Project Appraisal Report (PAR6.3) for determining accident benefits.

Key Assumptions

- The opening year for the scheme has been assumed to be 2020.
- Recommended 'default' parameters and values have been used in the TUBA assessment (including appraisal period and discount rates) with appropriate annualisation factors calculated.
- Currently only a core scenario has been considered.
- Construction costs have been derived using unit rates. In addition to basic construction costs, allowance has been included for costs associated preliminaries, utilities, land and design/supervision.
- An allocation has been made for optimism bias that is equivalent to 37% for the scheme as a whole.

The overall PVB and PVC for the scheme, as well as the calculation of the scheme NPV and initial BCR, are set out in the table below:

Monetised Element	Present Value (£000s 2010 prices)
User Benefits	68,505
Accidents	1,746
Greenhouse Gases	475
Wider Public Finances (Indirect Tax Revenues)	-1,159
<i>Sub-Total PVB</i>	<i>67,566</i>
PVC	19,756
Scheme NPV	49,810
Initial BCR	3.52

The scheme, with an initial BCR of 3.5, represents a project with **High** value for money. The Value for Money Statement provides a summary of the key outputs from the appraisal of the scheme, and is set out in the table overleaf:

Monetised Impacts	Assessment
Monetised Benefits	For the purpose of this business case, the PVB reflects highway user benefits and accident benefits PVB = £67.8 million (2010 prices)
Costs	For the purpose of this business case, the PVC reflects the capital cost of the scheme, including land, preparation and design/supervision costs as well as an allocation for real inflation, risk and optimism bias. PVC = £19.8 million (2010 prices)
Initial Benefit Cost Ratio	Scheme NPV = £ 49.8 million (2010 prices) Initial BCR = 3.52
Non-monetised Benefits	In addition to the monetised benefits the scheme will also provide: <ul style="list-style-type: none"> • Significant improvements in severance; • Significant improvements in journey quality; • Dependent Development.
Direct Economy Impacts	The scheme will open up land for housing development that will have significant value for the local economy, with the delivery of construction jobs.
Key Risks/Sensitivities	<ul style="list-style-type: none"> • Land acquisition and requirement for planning permission; • Integration with development sites; • Availability of required design and management resources.
Value for Money Category	In conclusion, based on the scheme's monetised and non-monetised benefits and the initial BCR, the overall VfM category for the scheme is High.

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

The current version of the AST is provided as Appendix 10.

- 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 outputs from the TUBA software have been utilised to assess the impacts of the scheme on Greenhouse Gas emissions. The TUBA results indicate the scheme will deliver a PVB of £475,000 due to the change in carbon dioxide equivalent (CO_{2e}) emissions as a result of the scheme.

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

Yes No N/A

- Please supply further details:

The Council's Economic Regeneration team provides a dedicated business support service to local companies and actively promotes a number of initiatives to strengthen the local labour market. Further information is available at www.investinhartlepool.co.uk.

The Council promotes the recruitment of local people as employees or placement trainees / apprentices in relation to the construction within the borough, the use of Targeted Training and Employment Charter to encouraged though the planning system to ensure the recruit of local people. This would be agreed by the contractor and the Council before any work commences on site as part of the scheme, or with a developer as part of any Section 106 agreement related to the housing that the scheme would unlock.

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

The current version of the project plan is provided as Appendix 11. The project plan takes account of the accelerated delivery route for schemes funded through the National Productivity Investment Fund, but also recognises the required Highways England processes for the element of the scheme that affects the Strategic Road Network.

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

The letter is provided as 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 by-pass works	September 2018
Start of works on compact grade separated junction	April 2019
Closure of central reserve gaps	October 2019
Scheme open to traffic	April 2020
Completion of works (if different)	April 2020

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)

The Council has successfully managed the delivery of two major Coastal Schemes at the Town Wall and the Headland in Hartlepool in recent years, with the Town Wall project winning the North East Institution of Civil Engineers Robert Stephenson Award earlier this year.

Additionally we have designed, project managed and delivered a coastal defence scheme for Redcar and Cleveland Council and are currently doing the same for North Tyneside Council, while we have also designed and project managed the A66 Middlesbrough By Pass and the Guisborough By Pass schemes for Middlesbrough and Redcar and Cleveland Councils.

This demonstrates the Councils experience and ability to manage and deliver complex civil schemes by using well understood methods of construction and engineering.

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.

None

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

Planning Permission – the application is due to be submitted imminently, this can be done as soon as the final route for the by-pass is determined. In the meantime, the scope of information required to be submitted with the application is being assessed. The application will take 13 weeks so it is feasible to have all permissions in place within the timescales of project commencement.

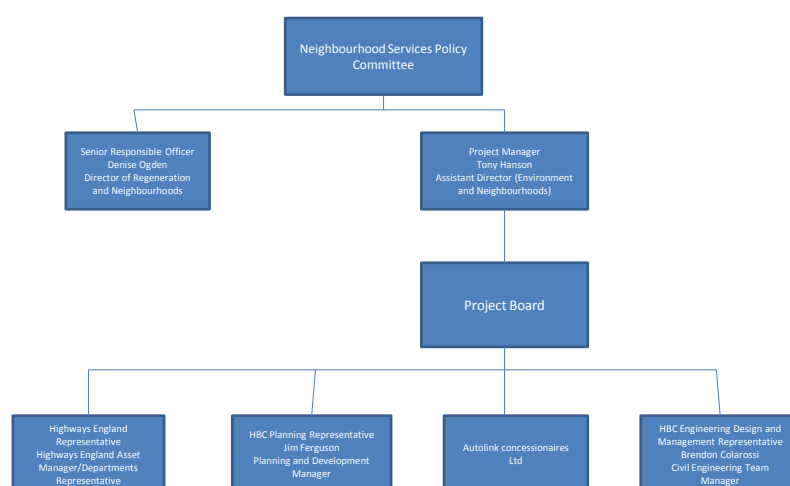
B9. Management Case – Governance (Essential)

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.

An organogram is included below, with the following being key named individuals already associated with the project:

Senior Responsible Officer – Denise Ogden, Director of Regeneration and Neighbourhoods
 Project Manager – Tony Hanson, Assistant Director (Environment and Neighbourhood Services)

Project Board – Hartlepool Borough Council (appropriate team members), Highways England, Autolink Concessionaires Representative (for A19), Tees Valley Combined Authority, Tees Valley Local Authorities.



Senior Responsible Owner – will provide a key link between the Neighbourhood Services Committee, Project Board and wider Project Team. The SRO is responsible for overall delivery of the scheme.

Project Manager – will focus on delivery of the programme with particular focus on managing the technical team. The PM will work with the SRO to deliver each component of the delivery scheme.

Project Board – will receive regular updates on the project and advise the project team of changes in political / organisational thinking to guide the project strategically. The board will meet on a monthly basis.

Project Team – will be responsible for delivering specific work packages contributing to the overall project delivery. Key stakeholder will feed back into the project team and project board through those channels identified in the Communications Plan. It is likely that some of the work packages will be delivered through external consultants procured through established professional services frameworks that are available for use by the Council.

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

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

The current version of the QRA is provided as Appendix 13.

The current version of the Risk Management Strategy is provided as Appendix 14.

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?

The risk allowance of 10% has been included within the overall estimate. The Bypass and Overbridge will both be designed and Project Managed by the Council's Engineering Design and Management Team who have detailed knowledge of the scheme, the design, and the land, ensuring that they are in a position to act swiftly to rectify any issues that may arise. The team also have an excellent working relationship with contractors and their engineers have both designed and supervised large Civils / Infrastructure projects within the Tees Valley Area including the A66 Middlesbrough By Pass, Guisborough By Pass and the Hartlepool Headland and Town Wall Sea Defence Projects.

b) How will cost overruns be dealt with?

The Contracts to construct the Bypass and the Overbridge will be two separate contracts to give the Council the flexibility to 'value engineer' the second contract should the need arise. Both contracts will be awarded under a NEC 3 Option B formal contract which will include a detailed Bill of Quantities that is priced by the contractor. The process operates an 'early warning' system where the Contractor is obliged to report any issues that are a variation to the works and they must also provide a costing for the changes within 24 hours allowing any changes to be quickly factored into the budget. Payments will be made via a monthly Valuations of works carried out.

The project team will receive regular financial reports including expenditure forecasts and an evaluation of costs against budget will be carried out at each stage of the design and procurement process to identify any potential overspends as early as possible. All costs have been prepared based on robust planning assumptions and a contingency has been included within the project cost for any unforeseen circumstances. The Council understands that it will be responsible for any overspends on the project and in the unlikely event that this did occur the Council would provide provision for this within its Medium Term Financial Strategy.

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

Land Purchase Negotiations – Land purchase negotiations are progressing and monitored closely to minimise the risk of any delays. Compulsory Purchase Orders are not expected to be required and contracts will be awarded when a clear start date on site is confirmed. Contingencies will be used to fund any additional costs associated with the land purchase to minimise any delay and ensure that key milestones are met.

Unforeseen Ground Conditions – Concise Site Investigation at the detailed design stage will minimise this risk and any necessary changes can be incorporated within the design and funded from contingencies.

External considerations and restrictions on the A19 by Highway Agency – the bridge can be designed to cause minimum disruption on the A19 during construction and it is envisaged that most of the Bypass can be constructed without causing disruption on A19.

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 following key stakeholders have been identified:

- Hartlepool Borough Council
- Highways England;
- PD Ports
- Tees Valley Combined Authority;
- Tees Valley Unlimited (LEP);
- Local landowners;

- Housing developers; and
- Elwick and Dalton Piercy Parish Councils.

A range of consultation activities have been undertaken with key stakeholders. The scheme is also included in the Local Plan document that has been formally consulted upon and has been submitted to the Secretary of State for examination. It is also identified in the Local Infrastructure Plan which supports the Local Plan.

A Stakeholder Management Plan is currently being prepared, but an update on this process is provided as Appendix 15.

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)

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

A Communications Plan for the scheme is being developed and will incorporate the Stakeholder Management Strategy, as outlined in Appendix 15, to ensure the public and key stakeholders are kept informed. Methods of communications will be through a combination of letter, press releases, public events, formal public consultation and through the Council's website (including online surveys).

A key element of the Communications Plan will be to keep stakeholders informed on the progress of the project and to gain feedback. The Council and its consultants will be available to meet with individuals if required, particularly those directly affected by the project. So far consultation has taken place with Highways England, the relevant housing developers and local landowners. The scheme is also included in Local Plan document which has been submitted to the Secretary of State for examination.

It should also be noted that consultation with Elwick Parish Council, both as part of the ongoing work on this scheme and through liaison over the Rural Neighbourhood Plan, have been positive and it seems there is good local support for the scheme from the residents of the village. Decisions on when and how to communicate will be made in the Project Board meetings. Information provided to the public will always be in a non-technical and accessible format. A feedback register will be set up and kept up to date to track how the scheme is viewed. This will be regularly shared at monthly Project Board meetings.

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 **Mike Hill, Hartlepool**

Yes

No

2

Yes

No

3

Yes

No

A supporting letter from the MP is provided as Appendix 16.

B13. Management Case - Assurance (Essential)

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

As Section 151 Officer, I, Chris Little, can confirm that the appropriate assurance systems are in place to manage this critically important project for the Council, and we will follow the model identified in the Governments Infrastructure and Projects Authority Assurance Toolkit to ensure that it is successfully delivered on time and to budget. A copy of the Council's Annual Governance Statement is provided as Appendix 17 and a letter confirming the Council's financial support of this project is also provided as Appendix 18.

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.

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

The project will be subject to a programme of before and after monitoring and evaluation. This will build on the Benefits Realisation Plan (BRP) that has been prepared and be defined within a detailed Monitoring and Evaluation Plan. The current version of the BRP is provided as Appendix 19.

The SRO will take overall responsibility for the monitoring and evaluation of the project, with the Project Manager taking responsibility for the delivery and programming of the evaluation programme. This will include the procurement of specialist consultancy support and survey contractors to evaluate, report, collect and collate the necessary information, respectively.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for the Elwick Bypass, Overbridge and Compact Grade Separated Junction Scheme I hereby submit this request for approval to DfT on behalf of Hartlepool Borough Council and confirm that I have the necessary authority to do so.

I confirm that Hartlepool Borough Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Denise Ogden

Signed:

Position: Director of Regeneration and Neighbourhoods



D2. Section 151 Officer Declaration

As Section 151 Officer for Hartlepool Borough Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Hartlepool Borough Council

- 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:



Signed: 30th June 2017

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

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