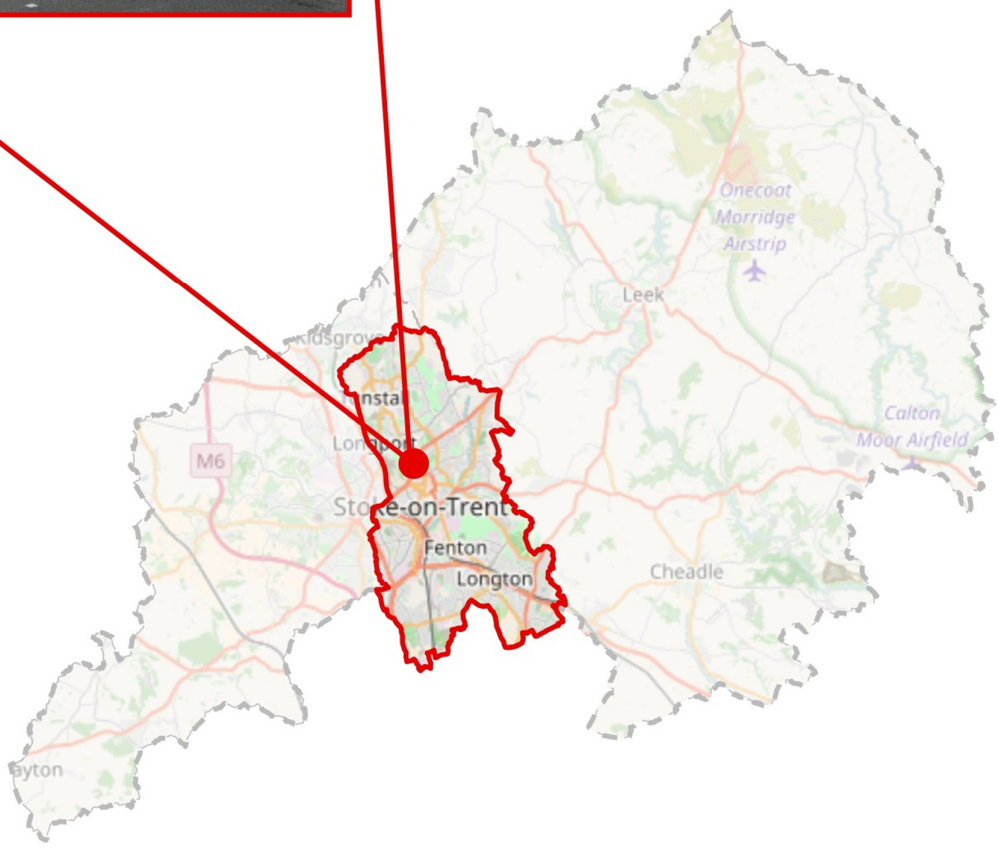
Cobridge Junction Improvement Scheme



National Productivity Investment Fund for the Local Road Network Application Form

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)*: City of Stoke-on-Trent 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: Malcolm Dawson, Strategic Manager: Highways & Transportation Services

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

Contact telephone number: 01782 232421
Email address: malcolm.dawson@stoke.gov.uk

Postal address: Place, Growth and Prosperity, Civic Centre, Glebe Street, Stoke-on-Trent, ST4 1HH

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.

Not Applicable.

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 web link where this bid will be published:
www.stoke.gov.uk/directory_record/333042/cobridge_junction_-_national_productivity_investment_fund_application_form

SECTION A - Project description and funding profile

A1. Project name: Cobridge Junction Improvement Scheme

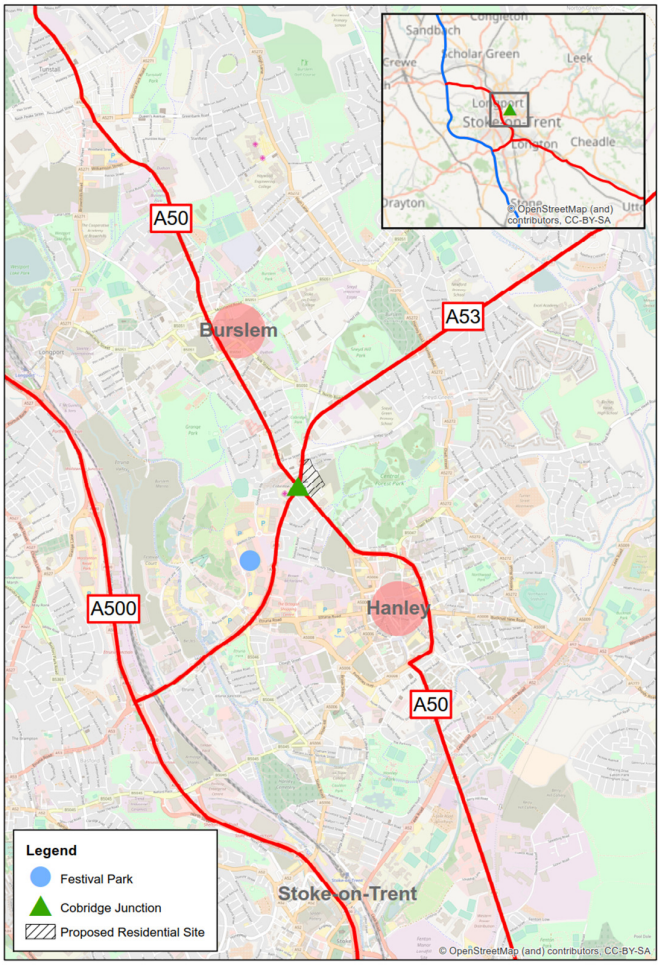
A2: Please enter a brief description of the proposed project (no more than 50 words)

Widening and realignment of the existing Waterloo Road/Cobridge Road A50/A53 junction and an upgrade of signals using smart technology will reduce congestion, improve journey time reliability and serve new development set to come forward in the area. Improvements to support active travel will also be implemented.

A detailed description of the scheme, along with design drawings, is provided in **Appendix A**.

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

The junction is a site where two strategic major roads intersect, the A50 and A53. It is located in Stoke-on-Trent and acts as a gateway to the city centre and local hubs. The City Council has identified the junction as a major highway improvement through their LTP and capital programme.



OS Grid Reference: Easting 387607, Northing 348554
Postcode: ST1 5EQ

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 refer to **Appendix B**.

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

All activities undertaken by Stoke-on-Trent City Council (SoTCC) are carried out in accordance with the duties imposed by the Equalities Act. The Council is satisfied that this scheme is a needs-led programme of interventions which is not subject to external influences. The project will benefit all people, businesses and road users across the city. Please refer to **Appendix C** for the Equality Assessment.

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.

SoTCC is not planning to work with partnership bodies on this project. However, key stakeholders will be consulted throughout the planning and delivery of the scheme, as set out in Section B11.

A7. Combined Authority (CA) Involvement

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

Not applicable.

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

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

Please refer to **Appendix D**

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

☐ Yes ☒ No

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 (1)
☒ Unlock economic growth and job creation opportunities (2)
☒ Enable the delivery of housing development (3)

Desirable
☒ Improve Air Quality and /or Reduce CO_2 emissions (4)
☐ Incentivising skills and apprentices

☐ Other(s), Please specify -

The numbers indicated above have been used in the development of a Logic Map to demonstrate how each of the NPIF objectives will be achieved as a result of the scheme. This is shown in **Appendix E.**

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

a) What is the problem that is being addressed?

The strategic junction suffers from significant congestion during peak periods. In addition, short right turn filter lanes result in unnecessary queuing on all arms. The lack of connectivity for NMUs (crossings not being integrated into the signal timings) results in the junction being a deterrent to active travel and is a pinch point along a strategic bus corridor.

Future growth within the city centre and at development locations close to the junction will exacerbate congestion issues, worsening existing air quality exceedances. The prioritisation of private vehicles at the junction also deters people from using more sustainable transport options.

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

The preferred option includes widening and realignment at the junction to allow increased capacity, whilst simultaneously upgrading signals using smart technology. This will unlock economic growth and housing delivery, ease urban congestion and improve air quality. The preferred option has been developed iteratively to ensure optimised benefits to all transport modes.

One alternative is to deliver no intervention. This would see worsening congestion as a result of traffic growth, and hinder housing and job development in the area. Lower cost alternatives include minor improvements to either highway capacity or more sustainable transport modes. Neither alternative reflects the ambitions of SoTCC.

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.

Improved efficiency and operation of the Cobridge junction will improve journey time reliability and reduce congestion, making the area more appealing to investment and enhancing economic prosperity. The scheme will improve accessibility to development sites and connectivity to the urban centre and Strategic Route Network as well as supporting and encouraging multi-modal travel.

The scheme will improve access to a proposed 193 house site which forms part of a wider 1,200 Housing Zone across the city, city centre regeneration including the Unity Walk 435,000 sq. ft. retail and leisure development (600 new jobs), and Smithfield.

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

Land acquisition is required to widen the lanes. At present, there is a risk associated with obtaining a building located on the junction, as this land is needed in the northern section of the junction widening scheme. Land would be acquired by agreement if possible, or through the use of regeneration CPO powers.

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 project has been highlighted as a major road improvement scheme in the LTP. Encouraging active travel and sustainable travel use has also been highlighted as a main objective in the Core Strategy and as such the project needs to integrate both initiatives in its design plan.

A lower cost solution would result in either infrastructure or signal upgrades being compromised. Journey time reliability will not improve in the long term, which will have negative impacts on making the area attractive for investment and hinder economic prosperity. This lower cost solution would not deliver the objectives for the scheme and would therefore not be implemented.

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 lies within an existing AQMA and is targeted in the AQAP[1] for traffic management improvements. As noted below, the Air Quality at the junction is as follows:

Location	Site Type	Monitoring type	2012	2013	2014	2015	2016
			Nitrogen dioxide concentration (ug/m^3)				
344 Waterloo Road	Roadside	Diffusion Tube	51	43	44	51	48

The scheme will deliver a positive impact by reducing congestion and queuing traffic, thus leading to less stationary vehicles. This will contribute to SoTCC meeting objectives in the AQAP and will be monitored using the diffusion tubes.

[1] *2014 Air Quality Action Plan, Stoke-on-Trent City Council*

A positive impact would also occur from more residents being encouraged to use active travel modes, reducing the number of vehicles on the highway network. **Appendix F** provides an outline Environmental Impact Assessment.

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	Total
DfT funding sought	970	1,120	2,090
Local Authority contribution	2,738	775	3,513
Third Party contribution	0	0	0
TOTAL	**3,708**	**1,895**	**5,603**

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.

SoTCC have made a commitment to fund £3.5m towards the scheme, as outlined through the Medium Term Financial Strategy 2017/18 – 2019/20 and Council Tax Setting 2017/18 Report, approved by Full Council on 23 February 2017. This scheme has been identified as a priority transport scheme for the Council due to the resulting economic and environmental benefits to the City.

The commitment made by SoTCC will fund the development, design and part of the construction phase of the project. The DfT funding is sought to finance the remainder of the scheme.

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.

No other funding applications have been submitted for this scheme.

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_2 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

This section provides a proportional overview of the costs and benefits associated with the preferred scheme. The economic case includes the appraisal of the proposed improvements to Cobridge Junction, including the delays which are likely to occur due to traffic demand associated with the forthcoming residential development of 193 dwellings; in addition to background growth predicted using TEMPRO Growth Factors (version 7.2).

Modelling Approach

In order to complete the economic appraisal for the Cobridge Junction improvement scheme, a junction assessment (LINSIG) model was built for the proposed junction widening and signal cycle alterations for the morning and evening weekday peak periods in 2020 (opening year), 2026 and 2035 (design year). The AM Peak used in the models is set at 7.45am to 8.45am and the PM Peak is set at 4.30pm to 5.30pm. The traffic modelling technical note and outputs can be viewed in **Appendix G**.

The following table outlines the delay results for all demand traffic, comparing the Do Something (scheme) to the Do Nothing (without scheme) scenario at the junction. The delay represents totals hours of delay (for all vehicle classes) for each peak hour modelled. The results are based on the LINSIG modelling.

Table 1: Total Delays in the Do Nothing and Do Something Scenarios

	Do Nothing (Existing Layout)		Do Something		Difference	
	AM	PM	AM	PM	AM	PM
2020 Total Delay (hrs)	162	182	160	167	-2	-15
2026 Total Delay (hrs)	237	272	173	181	-60	-91
2035 Total Delay (hrs)	610	438	215	251	-395	-187

The results show that total delay at the Cobridge junction reduces in the Do Something scenario compared to the Do Nothing in 2020, 2026 and 2035. In addition, the results demonstrate that the benefits of the scheme increase between 2026 and 2035 due to increasing demand due to economic growth in the area, indicating that the scheme provides sustainable improvements that are resilient to increases in traffic through the junction.

The Scheme Impacts Proforma, contained in **Appendix H**, outlines the key performance indicators of the Do Nothing and Do Something scenarios.

Economic Appraisal

Using the modelling results and guidance from WebTAG, an economic appraisal has been undertaken to provide monetary benefits for the scheme to compare against the scheme cost. The traffic demand has been classified for each turning movement across all junctions into the following:

- Cars
- LGVs
- OGVs
- PSVs

This has been calculated by using the proportions of each user class from the traffic surveys used in the LINSIG modelling.

The above total delay outputs for each scenario have been applied to the proportion of each vehicle class. From this, the delay for each vehicle class has been multiplied by the value of time, in accordance with WebTAG guidance[2]. This has enabled a total cost of delay to be calculated for each peak hour in 2020, 2026 and 2035, as shown in the following table.

Table 2: Total Delay Costs in the Do Nothing and Do Something Scenarios

	Do Nothing (Existing Layout)		Do Something	
	AM	PM	AM	PM
2020 Total Delay Cost (£/hour)	£440	£473	£430	£438
2026 Total Delay Cost (£/year)	£707	£765	£495	£508
2035 Total Delay Cost (£/hour)	£2,042	£1,093	£656	£748
2020 Total Delay Cost (£/year)	£111,203	£119,665	£108,706	£110,823
2026 Total Delay Cost (£/hour)	£178,946	£193,572	£125,318	£128,429
2035 Total Delay Cost (£/year)	£516,718	£276,639	£165,989	£189,118

Between the Do Something and Do Nothing scenarios, costs for delay are reduced for the total traffic travelling through the junction during both the morning and evening peaks. These results reflect the delay reductions outlined in the results above.

Using WebTAG guidance, the benefits provided from the scheme in terms of reduction in delay at the junction have been calculated for an appraisal period of 60 years. A number of assumptions were made in relation to the value of the delay benefits:

- It is estimated that the full benefits experienced in 2035 will decrease annually for 15 years until 2050; and
- After 2050, 50% of the benefits provided in 2035 will continue to be experienced until the end of the appraisal period.

The monetary value of benefits across the appraisal period and the real costs were discounted back to 2010 values, in accordance with WebTAG guidance. This then provided the Present Value of Benefits and costs. The results of the economic appraisal are as follows:

[2] https://www.gov.uk/government/publications/webtag-tag-data-book-march-2017

Table 3 Economic Appraisal	
Present Value of Benefits (£000s)	£10,119
Scheme Costs (£000s)	£5,050
Net Present Value	£5,068
Benefit Cost Ratio	2.00

The Benefit to Cost Ratio shows there is a clear economic benefit for the junction in terms of reducing congestion and delay at a junction with the wider strategic route into and out of Stoke City Centre. The Benefit Cost Ratio demonstrates a '**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 refer to **Appendix H**.

Has a description of data sources / forecasts been appended? ☒ Yes ☐ No ☐ N/A
Please refer to **Appendix G**

Has an ***Appraisal Summary Table*** been appended? ☒ Yes ☐ No ☐ N/A
Please refer to **Appendix I**.

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 refer to **Appendix I**

- 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 improvements to the junction will have a positive impact upon emissions as queues and delays for vehicles will be reduced along the A50 and A53. The inclusion of pedestrian crossings at all arms and cycle stop lines/cycle lane infrastructure will support mode shift and reduce reliance on the car for some journeys by making the junction more appealing to those who may consider travelling by active modes.

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

☐ Yes ☐ No ☒ N/A

- Please supply further details:

Not applicable.

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

Yes, please refer to **Appendix J**

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.

Not Applicable.

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	**January 2018**
Statutory Diversions	**January 2018 – May 2018**
Mobilisation	**May 2018 – June 2018**
Phase 1 works	**July 2018 – December 2018**
Phase 2 works	**March 2019 – October 2019**
Opening date	**October 2019**

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

The City Council has an excellent track record delivering transport schemes of similar types and values, especially through its Local Transport Capital Programme and Local Sustainable Transport Project. The Council has just completed a series of transformational public realm improvements to many of the City Centre streets and plazas with a value of over £10m. The City Council also recently successfully delivered a £4.8m Cycle Stoke project, and £15m City Centre Bus Station. Last year the City Council delivered a £365,000 improvement to facilities for non-motorised users and efficiency of the signalised junction of the A50 Potteries Way and A5008 Bucknall New Road, on time and on budget, linking the city centre to existing and proposed new residential areas to the east. Larger recent projects successfully managed and delivered include the £270m Building Schools for the Future programme.

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.

SoTCC consents have already been obtained, with no expiry date or conditions attached.
In addition, the following consents and conditions have been made regarding the scheme:

- Approval/consent to acquire and demolish two properties affected by the works. These properties have now been acquired and one so far demolished;
- To negotiate the purchase of any land, property and rights affected by the property required for this scheme. Where such property is offered to the City Council in advance of any proposed Compulsory Purchase Order on the same terms and conditions as if any Compulsory Purchase Order had been confirmed and Notice to Treat served or General Vesting Declaration was in force;
- To enter into detailed negotiations with affected land owners regarding acquisition of third party land required for the scheme;

- Subject to achieving value for money, negotiating the completion of land transfer of the land into City Council ownership;
- To make any appropriate 90% Advance Payments where so requested under the statutory land compensation code as would be applicable if any Compulsory Purchase Order had been made or was in force;
- Approval to complete the voluntary acquisition of any land or property affected by the schemes outlined in Appendix 1, subject to terms having been agreed; and
- Confirmation from the Planning Authority that Planning Permission is not required for this scheme.

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

Outstanding statutory powers/consents are set out below with indicative dates for undertaking and completing each:
- Planning permission for the demolition of two 3rd party properties.
- Council approval to invite and award tenders. Planned dates are for January 2018 and May 2018 respectively.
- Advertise Traffic Regulation Orders, November 2017.

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.

Please refer to **Appendix K** for the organogram.

An existing Transportation Infrastructure Board (TIB), Chaired by the Cabinet Member for Regeneration, Highways, Transport and Heritage, supported by the Director of Place, Growth and Prosperity, Assistant Director (Operations) and Assistant Director (Regeneration, Planning and Development) will oversee the programme from a strategic perspective and provides scrutiny and direction of this programme at a high level.

A Transportation Advisory Group attended by Officers from multi-disciplinary teams has been established and reports directly to the TIB.

A dedicated Programme Manager will be appointed to project manage the overall programme of work and chair the Programme Working Group. This role will have personal responsibility for ensuring the project is delivered to budget, timescales and achieve the required outcomes / outputs. This role will also oversee the work of a largely internally resourced multi-disciplinary project team.

The City Council has access to various existing Consultancy Framework contracts should it need to supplement its resources or require specialist advice at any time. These include the Midlands Highways Alliance Professional Services Contract, the SCAPE Framework and the ESPO Professional Services Contract.

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 refer to **Appendix L** for the Risk Register and **Appendix M** for the QRA.

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

Please refer to **Appendix N**

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

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

A 25% Optimism Bias and 10% contingency has been applied to the project to cover price increases, programme management and risk elements outlined above.

b) How will cost overruns be dealt with?

Stoke-on-Trent City Council understands that the level of investment from the NPIF will be capped at £2.09m for this scheme and as such any cost overruns will be dealt with through the wider project financing, principally internal Council budgets.

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

The main risk associated with this scheme is land acquisition which could significantly delay the progress of this scheme. The QRA explores the costs associated to this risk further.

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.

Stoke-on-Trent City Council will consult with stakeholders on scheme designs, hold regular public update meetings and use local media to circulate information, in relation to temporary scheme impacts such as traffic/pedestrian management arrangements. Key stakeholders include the following

- Mercedes, Magnet and other Local Businesses
- Local Councillors
- Head of Forest Park School
- Emergency Services
- Local Residents Association
- 3rd Party Landowners
- Bus Operators – First Potteries
- NMU Representatives – Living Streets, Sustrans and Cycling UK
- Staffordshire Chamber of Commerce

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

B12. Management Case – Local MP support (Desirable)

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

Name of MP(s) and Constituency

1	☐ Yes	☐ No
2	☐ Yes	☐ No
3	☐ Yes	☐ No

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.

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.

Junction operation will be monitored by traffic surveys which will determine changes to queues and delays. UTC data from the signal upgrade will also provide continuous information. In addition, cycling, bus routes and pedestrian counts will be undertaken. Air Quality will be consistently monitored by the diffusion tubes set on Waterloo Road, with more to be added in the vicinity in the near future.

Wider monitoring will be undertaken through the LEP Programme Office should additional LGF funding be sought for a wider project and through the LTP.

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 Cobridge Junction Improvement Scheme I hereby submit this request for approval to DfT on behalf of Stoke-on-Trent City Council and confirm that I have the necessary authority to do so. I confirm that Stoke-on-Trent City Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Barry Brockbank	Signed:
Position: Assistant Director, Operations Division | Place, Growth and Prosperity	

D2. Section 151 Officer Declaration	
As Section 151 Officer for Stoke on Trent City Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Stoke on Trent City 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: Nick Edmonds	Signed:

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

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