

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)*: **Bolton 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 Fairhurst
Senior Engineering Manager**

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

Contact telephone number: **01204 336470**

Email address: **Malcolm.fairhurst@bolton.gov.uk**

Postal address: **Department of Place
Highways and Engineering
3rd Floor Paderborn House
Civic Centre
Bolton, BL1 1US**

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.

Combined Authority Bid Co-ordinator: **Nicola Kane
Head of Strategic Planning and Research**

Contact telephone number: **0161 2441246**

Email address: **nicola.kane@tfgm.com**

Postal address: **TfGM
2 Piccadilly Place
Manchester, M13BG**

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

Please specify the weblink where this bid will be published:

www.greatermanchester-ca.gov.uk/npif-bid

SECTION A - Project description and funding profile

A1. Project name: Church Wharf Access/Link Road, Bolton Town Centre

A2 : Please enter a brief description of the proposed project (no more than 50 words)
Church Wharf Access/Link Road will formulate a 300m long single carriageway link from River Street to Church Bank. Primarily the link will provide access to Church Wharf regeneration site but also redirect traffic from Bradshawgate as part of a transport movement philosophy and wider town centre regeneration approach.

A3 : Please provide a short description of area covered by the bid (no more than 50 words)
The Corridor is to the east of the town centre running parallel to the A666 St Peters Way. The area is currently a green buffer strip that has an existing public footpath that runs its length. The topography enables the route to utilise the existing viaduct arch under the railway.

OS Grid Reference: **SD7209**

Postcode: **BL2 1BX**

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.

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

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.

N/A

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

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

Yes No

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?

New residential/office development is proposed at the Church Wharf regeneration site to the north east of the town centre and at the Trinity regeneration site to the south east. The two sites will generate traffic onto the existing inner highway box of Bradshawgate where existing bus movement is constrained by congestion issues and associated air quality issues. The Town Centre Transport Strategy proposes a new link road between the two regeneration sites with the benefit of transferring trips from Bradshawgate enabling the implementation of public realm improvements and bus priority measures.

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

Options modelled have included a do-minimum (existing and new generated traffic using the existing highway network) and a do-something (implementation of a link road). The do minimum option would not aid the delivery of the Town Centre Transport Strategy in implement bus priority measures on Bradshawgate and improved public realm to reduce road width and improve the pedestrian environment. Bradshawgate will form a key route from both sites into the core of the town centre.

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.

The link road will enable the delivery of 500 new residential units and employment at the Church Wharf regeneration site and a mix of office and residential development at the Trinity regeneration site in the town centre. The link will then also enable the delivery of the bus priority measures and supporting public realm on Bradshawgate in accordance with the Town Centre Transport Strategy.

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?

The proposal is very deliverable. The entirety of the link road will be within the land ownership of the Local Highway Authority and therefore require no third party land or planning permission as this will be covered by permitted development rights. Funding contribution will be from the town centre regeneration fund that is in place and immediately available.

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)?

Without the NPIF funding, the link road could not proceed until such time as another funding source is found. The delay may either result in the delay of delivering the Town Centre Transport Strategy proposals for Bradshawgate which is linked to the £48m relocation of the bus station in Bolton town centre. Alternatively the impact on traffic from the proposed developments on the town centre transport network may result in the delay of bringing forward the regeneration sites or limiting the level of development acceptable prior to the link roads implementation, and therefore unlocking more land for development.

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 scheme is focused on enabling bus priority and implementation of public realm as part of an important existing and future town centre gateway. The benefits of this are improved air quality in the heart of the town centre close to key pedestrian areas. The modelling work also demonstrates a benefit in reduced CO2 emissions associated with the vehicle kilometre reduction through the implementation of the scheme.

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	1190	810
Local Authority contribution	375	375
Third Party contribution		
TOTAL	1,565	1,185

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.
The Council's contribution of £750k spread over two years is committed from its capital budget. The contributions are spread over the 2018/19 and 2019/2020 financial years.
- 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.
The scheme was part of the LGF3 Minor schemes package. However following the allocation of LGF3 to GM, GMCA decided that this should be used to fund elements of the major schemes only.

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; **see B10 (c)**
 - 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
Please refer to appended documents

** Small projects bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if available.*

Transport for Greater Manchester has undertaken modelling as contained in the attached impact pro-forma. The modelling assesses the benefits of connecting a link road from River Street to Church Bank to assess the benefits and potential diversion to this route. However it

should be noted that Church Bank will form the edge of the Church Wharf regeneration site. Master planning work for the Church Wharf site proposes a link continuing through the site to the A676 Folds Road. The modelling has not assessed the benefits of this continued link until certainty over its path. Therefore the modelling without this additional link noted minor journey time savings. However it must be noted that this route forms part of a wider Town Centre Transport Strategy to enable the development of regeneration sites, enable the implementation of bus priority measures associated with the new £48m bus interchange and the removal of through traffic from the heart of the town centre on the inner highway box associated public realm improvements to the benefit of pedestrians. Whilst no air quality readings has been submitted as part of this bid, the removal of through traffic in the heart of the town centre will undoubtedly have benefits to air quality CO2 emissions where there is a greater concentration of pedestrian movement in association with the removal of through traffic and congestion at signal junctions along Bradshawgate which is reliant on the implementation of the new link road.

A risk register is submitted as part of this bid document, but the Council emphasises the benefits of this scheme in terms of its deliverability. Land required for the implementation of the new link road is all within the ownership of the Local Highway Authority. The provision of a new link has been discussed with the Council's Development Management Section and agreement has been reached that the scheme can be delivered under permitted development rights. Work to date on the scheme has established minimal statutory undertaker equipment that would require diversion and therefore have minimal impact on cost/timescale for delivery. The route will traverse under the existing Bolton to Blackburn Rail Line, although an existing viaduct arch will be sufficient to accommodate the route with no works required to the viaduct structure.

b) Small project bidders should provide the following in annexes as supporting material:

- | | | | |
|--|---|-----------------------------|------------------------------|
| Has a Project Impacts Pro Forma been appended? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Has a description of data sources / forecasts been appended? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Has an Appraisal Summary Table been appended? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> 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.

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 project results in a modest reduction in CO2 emissions associated with the vehicle kilometre reductions.

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

Yes No N/A

- Please supply further details:

The construction framework contract which will be used to deliver the scheme required contractors to provide details of their employment and training policies and how they develop their staff. All the contractors on the framework have comprehensive training and development programmes in place. Many have commitments to take on local workers including apprenticeships every year.

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

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	Nov 18
Statutory Undertakers Diversion Start	Nov 18
Start of Main Civils Works	Feb 19
Opening date	Oct19
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)
St Peters Way Challenge Fund Scheme (£7.4m). The scheme involved resurfacing the road and improving safety fencing etc. Scheme due to complete on schedule by March 2018.

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.
Scheme has all consents necessary. It is within the existing highway boundary (for St Peters Way) so does not require Planning Approval or land acquisition.
- b) Please list if applicable any outstanding statutory powers / consents etc. including the timetable for obtaining them.
None required.

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.

(See Organogram)

SRO – John Kelly (Asst Director – Highways and Engineering)

Project Manager – Malcolm Fairhurst

Project Board – Bolton Council representatives – Director of Place, Asst Director – Highways and Engineering (SRO), Project Manager, Design Team Lead.

The project board will meet monthly. The Project Manager will report to the Board. Day to day governance of the project will be the responsibility of the Design Team Leader and Project Manager. Decisions requiring an increase in cost of £20K will need to be sanctioned by the Project Board.

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

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?

Total risk allowance is £228,500

b) How will cost overruns be dealt with?

The authority will be responsible for covering cost overruns. It is important to identify any problems as soon as possible so that appropriate action can be taken. Increase in cost will be dealt with in risk allowances but unidentified cost increases could be dealt with by reducing extents of works.

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

The main risks to project timescales are the completion of the statutory undertakers diversion works. The diversion will be carried out in advance to mitigate any disruption to the main works contract and associated costs.

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 main stakeholders are the statutory undertakers and Network Rail (over bridge protection). The strategy is to engage with these parties at the earliest opportunity to determine their requirements and then to maintain dialogue to ensure the necessary requirements and works are carried out in a timely manner. Other stakeholders such as residents and businesses will be kept informed of the scheme progress via the use of letter drops and press release.

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)

e) 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

etc.

NOTE: MP letter to follow.

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.

N/A

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 count of the traffic using the new link road will be carried out to see how usage compares with modelling. Further benefits will be monitored including the progress of the adjacent development sites including the number of units etc. delivered . Improvements to Bradshawgate

will also be possible with the delivery of this project as it will transfer trips allowing these to take place

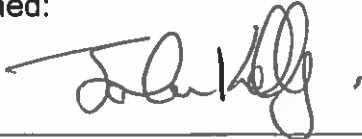
A fuller evaluation for large projects may also be required depending on their size and type.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Church Wharf Access / Link Road I hereby submit this request for approval to DfT on behalf of Bolton Council and confirm that I have the necessary authority to do so.

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

Name: <u>John Kelly</u>	Signed: 
Position: <u>Assistant Director, Highways & Engineering</u>	

D2. Section 151 Officer Declaration

As Section 151 Officer for Bolton Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Bolton 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: <u>SUE JOHNSON</u>	Signed: <u>S. Johnson</u>
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HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

Combined Authority multiple bid ranking note (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Map showing location of the project and its wider context	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Combined Authority support letter (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
LEP support letter (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Housebuilder / developer evidence letter (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Land acquisition letter (if applicable)	<input 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
Appraisal summary table	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Project plan/Gantt chart	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

will also be possible with the delivery of this project as it will transfer trips allowing these to take place

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