

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)*: Cambridgeshire County Council

**If the bid is for a joint project, please enter the names of all participating local authorities and specify the lead authority.*

Bid Manager Name and position:

Andrew Preston, Highway Projects & Road Safety Manager, Highways Service

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

Contact telephone number: 01353 650572

Email address: Andrew.Preston@cambridgeshire.gov.uk

Postal address:

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:

Pearl Roberts, Programme Manager, Cambridgeshire and Peterborough Combined Authority

Contact telephone number: 07702 572373

Email address: pearl.roberts@cambridgeshirepeterborough-ca.gov.uk

**Postal address: The Grange, Nutholt Lane, Ely, Cambs
CB7 4EE**

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:

Cambridgeshire County Council <https://www.cambridgeshire.gov.uk/transport-funding-bids-and-studies/transport-funding-bids/>

Cambridgeshire and Peterborough Combined Authority <http://cambspboroca.org/>

SECTION A - Project description and funding profile

A1. Project name: March Junctions Improvements

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

A package of junction improvements in the market town of March in Fenland to address congestion problems and provide capacity for housing and employment growth, including at:

- A141 / Hostmoor Avenue junction
- A141 / B1099 Wisbech Road / Whittlesey Road (Peashill Roundabout)
- B1101 Station Road / Broad Street with B1099 Dartford Road
- B1101 High Street with B1099 St Peters Road

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

OS Grid Reference:

- A141 / Hostmoor Avenue junction 52.562048, 0.065330
- A141 / B1099 Peashill Roundabout 52.558569, 0.067512
- B1101 Station Road / Broad Street with B1099 Dartford Road 52.551295, 0.088159
- B1101 High Street with B1099 St Peters Road 52.544298, 0.087623

Postcode: N/A

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.

Map showing scheme location is appended.

Diagram of key developments <http://www.fenland.gov.uk/CHttpHandler.ashx?id=12186&p=0>

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

Equality analysis appended

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?

There are no housebuilders involved at this stage.

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 – improve road safety

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

a) What is the problem that is being addressed?

March is a historic market town at the heart of Fenland with a population of over 22,000 people. The Fenland Local Plan sets out proposals for 4,200 new homes and 30 hectares of new employment land in March up to 2031. Transport improvements and connectivity will play a key role in ensuring these economic benefits are realised but are also a challenge in that traffic and congestion are blighting the town centre.

The technical work on the March Area Transport Study (2011) and Market Town Transport Strategy (2013) have identified the need for improvements to key junctions along the two key routes B1101 and A141. The Strategy consultation responses have raised concerns about congestion and growth in key places on the transport network. These local views are supported by the outputs of the traffic modelling.

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

The March Area Transport Study have identified two further junctions on the A141 on the southwest edge of the town (Gaul Road junction and Burrowmoor Road junction) and a March Northern link road. The Gaul Road junction is directly linked to a development site and improvement will be delivered by the developer. The other elements have been planned for slightly longer delivery timescale and therefore are not included in this bid.

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 junctions proposed for improvements are all key for access in and out of the town and within the town itself. The project will benefit the town population, around 22,000, along with visitors, tourists and employees from other areas in terms of reduced congestion, improved journey time reliability and improved accessibility.

The project will enable 4,200 new homes and 30 hectares of employment land (around 2,000 new jobs) in March up to 2031 as identified in the Fenland Local Plan. Strategic development allocations are in southwest side of March east of the A141, and in the southeast side of March east of B1101 and south of the senior school Neale Wade Academy.

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?

Feasibility work has not highlighted any major related activities. The land has been highlighted as being available for development through the Fenland Local Plan. The schemes could be delivered individually and within highway boundary.

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)?

Existing barriers to economic growth will remain, reducing the potential to build new homes and deliver new employment and causing connectivity problems between existing and new homes and employment. Congestion at key junctions and safety concerns will remain. Accidents hotspot in the town centre Broad Street area will continue.

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 March Area Transport Study 2011 investigated the impact of future traffic on the key junctions in the town including the four in this proposal.

There are currently no Air Quality Management Area (AQMA) in March. However, the area in Broad Street close to where it meets Dartford Road and Station Road is close to being an AQMA. Data from a monitoring point by the bus stop outside Barclays bank indicate that this location has come close to being an AQMA site in recent years. Any transport improvement scheme in this area will assist to ensure that the air quality issues are addressed.

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	2020-21
DfT funding sought	1,100	2,910	n/a
Local Authority contribution	0	0	0
Third Party contribution	0	1,245	345
TOTAL	1,100	3,855	345

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.

Funding is requested from DfT for 2018/19 and 2019/20 only. Local contribution goes beyond 2019/20 to complete the more complex junction.

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.

This bid includes elements of the March Junctions Improvements package identified in the March Market Town Transport Strategy and are feasible for commencement in 2018/19. Funding for this scheme has been put forward for the Greater Cambridge Greater Peterborough (GCGP) Growth Deal Round 3 as part of the wider package including the North of March Link Road. Government has approved a block funding to GCGP for Growth Deal Round 3, which is an approach taken for areas with Combined Authorities. However, GCGP LEP have not yet allocated the block funding to investment themes nor to individual projects. This scheme has also been put forward to the Cambridgeshire and Peterborough Combined Authority for the infrastructure investment. Our local contribution will be from either source or a combination of these two sources.

The North of March link road is at scheme development stage and is not included in this bid for DfT funding. Further funding will be sought as post-2020 local contribution through the Combined Authority, Growth Deal or other funding opportunities.

Improvement to the A141 / Gaul Road junction, identified red on the map, is expected to be delivered by developers. Although this work will contribute to the package of March junctions improvements, as the value of this work has not been quantified this has not been included as local contribution.

- 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.

GCGP Growth Deal Round 2 – not successful due to funding over-subscribed.

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

There are no significant negative impacts identified for this project. Other positive / beneficial impacts are identified through qualitative assessment as shown in the Appraisal Summary Table appended. Modelling has been used in the Market Area Transport Study to identify the issues and options to support developments. See Project Impacts Technical Note appended.

As the Study was conducted a few years ago, the modelling will be reviewed to update impact forecast and for specific junctions.

** 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
See Project Impacts Technical Note appended

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.

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:
See section [B2 question f](#).

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

Yes No N/A

- Please supply further details:

Cambridgeshire County Council's highways contract with Skanska state in its Partnering Information the primary aim and objectives of the partnership including staff support and skills development. The objectives will be reviewed on a regular basis. For further details see not B6 Skills development appended.

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
Commission detailed design & construction contract	April 2018
Start of works – first junction	November 2018
Start of works – all junctions	By March 2019
Completion of works - first junction	November 2019
Completion of all works	June 2020
Opening date	By June 2020
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)

Huntingdon West of Town Centre Link Road – opened in April 2014 built on time and on budget at a cost of £10m with funding secured by Cambridgeshire County Council, Huntingdonshire District Council and from Community Infrastructure Levy

Cambridgeshire Guided Busway extension to Cambridge North Station - £5m including cycle access but not the station (delivered by Network Rail) – completed on time and to budget and ahead of station opening. Scheme opened with the new station in May 2017.

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.

Not applicable

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

Not applicable

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.

Senior Responsible Owner – Graham Hughes, Executive Director for Economy, Transport and Environment Service, Cambridgeshire County Council

Bid Manager – Andrew Preston, Highway Projects & Road Safety Manager, Highways Service, Cambridgeshire County Council

Role – day to day responsibility for the management and delivery of the project and the co-ordination with other local highway improvement and road safety programmes.

Governance structure chart appended.

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.

Risks will be managed throughout project delivery by the project delivery team.

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?

b) How will cost overruns be dealt with?

Cost over-runs will be avoided as far as possible by diligent cost monitoring during all stages of scheme development and construction. An appropriate risk allowance will be forecast throughout the life of the project to deal with any likely cost over-runs.

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

The timescale for delivering all elements of the project is tight but Cambridgeshire Council is experienced in delivering schemes quickly and in parallel to minimise the impact on cost.

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.

Public and stakeholder consultations were held for the Fenland Local Plan, the March Market Town Transport Strategy and the Cambridgeshire Long Term Transport strategy that include these junction improvements. Local Elected Members have been and will continue to be involved throughout detailed design to ensure local engagement.

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

B13. Management Case - Assurance (Essential)

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

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.

Pre-construction and post-opening surveys for the proposed junctions will be undertaken to monitor and evaluate the impact of the junction improvements on the traffic flow and journey time reliability. Cambridgeshire County Council monitor market town traffic and reports data through its Annual Traffic Monitoring Report. This will enable the evaluation of the wider impact of the scheme on the congestion level on the local network. The County Council also collate accidents data. Evaluation of accident data will enable the safety impact to be measured.

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 the March Junctions Improvements project I hereby submit this request for approval to DfT on behalf of Cambridgeshire County Council and confirm that I have the necessary authority to do so.	
I confirm that Cambridgeshire County Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Graham Hughes	Signed: 
Position: Executive Director for Economy, Transport and Environment	

D2. Section 151 Officer Declaration	
As Section 151 Officer for Cambridgeshire County Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Cambridgeshire County Council	
<ul style="list-style-type: none"> - 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: Chris Malyon	Signed: 

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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input 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

