

# 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:** Jack Eagle  
Principal Transport and Infrastructure Officer

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

**Contact telephone number:** 01223 703269

**Email address:** [Jack.Eagle@cambridgeshire.gov.uk](mailto:Jack.Eagle@cambridgeshire.gov.uk)

**Postal address:** Cambridgeshire County Council, Transport & Infrastructure, Policy & Funding, Box SH1310, Shire Hall, Castle Hill, Cambridge, CB3 0AP

## **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](mailto:pearl.roberts@cambridgeshirepeterborough-ca.gov.uk)

**Postal address:** The Grange, Nutholt Lane, Ely, Cambridgeshire  
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: Wisbech Development Access Improvements**

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

**A package of development access improvements in the market town of Wisbech in Fenland, as part of the wider Wisbech Access Strategy, to provide:**  
**- Access to the Wisbech South area for growth – 30 hectares of new employment to create around 3,350 new jobs and 100 dwellings**  
**- Access to the Wisbech East area for growth – 1,450 dwellings**  
**See figures 2-6 in Scheme Map and Plans appended for option plans**

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

OS Grid Reference: **A47 Broadend Road - 52.660675, 0.194719**

**Mid-point of the southern access road - 52.650226, 0.149910**

Postcode: n/a

**Figure 1 in the Scheme Map and Plans provides scheme details in wider context**

**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.

**Highways England, Kings Lynn and West Norfolk District Council, Fenland District Council and Norfolk County Council will all be involved in the delivery of these schemes. A statement of common ground was adopted in 2013<sup>1</sup> committing all the organisations to work closely together on this process and the schemes listed above.**

**Letter of support from Fenland District Council for both scheme elements appended.**

**Letter of support from Highways England and King's Lynn West Norfolk Council for the A47 Broadend Road scheme appended.**

**A7. Combined Authority (CA) Involvement**

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

<sup>1</sup> Statement of Common Ground between Fenland District Council, Highways Agency (now Highways England), Cambridgeshire County Council, King's Lynn and West Norfolk District Council and Norfolk County Council, October 2013 <http://www.fenland.gov.uk/CHttpHandler.ashx?id=8795&p=0>

**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 house builders or developers involved at the moment. Agents on behalf of the land owners attend the East Wisbech Broad Concept Plan Steering Group meetings, and are engaged in on-going discussion and development.**

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?

**Wisbech Area Transport Study (WATS) identified various transport interventions that would be required to support development in Wisbech and improve access to key development sites in Wisbech. The Wisbech Access Strategy has built on the work of WATS to develop schemes in more detail. From this work two locations are seen as being key in opening up development sites in Wisbech. An improved junction on the A47 at Broadend Road to improve access to the East Wisbech urban extension and a Southern Access Road to provide access to the South Wisbech employment area.**

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

**The WATS demonstrates the need for improvements at these sites and the Wisbech Access Strategy provided more detailed investigations into preferred options. The reports detail the investigations that have been carried out including options that have been assessed for these development sites. Options that have been developed and discounted are because they either do not meet the requirements of providing access to development sites or they have a negative impact on the existing road network.**

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 A47 Broadend Road site would improve access to the East Wisbech development site allowing for 900 dwellings in Fenland District and 550 dwellings in King Lynn and West Norfolk District. This scheme will also provide safety benefits in a known accident area.**

**The Southern Access Road will allow for 30 hectares of new employment development creating around 3,350 jobs and around 100 dwellings. This scheme will also address congestions issues by providing additional east – west connectivity that is currently poor, along with specific access for employment.**

**Delivery of the housing developments will also create employment during construction, bringing wider economic benefits to Wisbech and Fenland.**

- 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?

**The reporting that has been carried out to date does not highlight 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.**

- 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)?

**These two development sites would not come forward without funding. In both locations the schemes are needed to unlock the land. Current known evidence indicates that limited, if any, development can come forward without these schemes. Should the sites be developed without these two schemes they would have a negative impact on the town due to congestion.**

- 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.

**There is transport NO<sub>2</sub> AQMA in Wisbech which is close to both schemes. Details on the AQMA are available online: [https://uk-air.defra.gov.uk/aqma/details?aqma\\_id=220](https://uk-air.defra.gov.uk/aqma/details?aqma_id=220) The AQMA was declared due to a transport issue and a detailed assessment was carried out by Fenland District Council. It concluded that the annual mean limit was being exceeded. Recent year monitoring has shown a decline in NO<sub>2</sub> levels but it is still close to the limit especially where traffic queues along Churchill Road.**

**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	Total
DfT funding sought	1,000	4,000	N/A	5,000
<b>Local Authority contribution</b>				
Third Party contribution	500	2,000	8,000	10,500
<b>TOTAL</b>	<b>1,500</b>	<b>6,000</b>	<b>8,000</b>	<b>15,500</b>

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.

**Note that the two proposed elements in this bid are part of the wider Wisbech Access Strategy funded by the Greater Cambridge Greater Peterborough (GCGP) Growth Deal managed by the GCGP Enterprise Partnership. Detailed breakdown of cost estimates for the two elements in this proposal are shown below.**

**Wisbech Southern Access Road Cost Estimate**

Item	Cost
Land Acquisition	£158,237.50
Demolition	£0.00
Construction	£1,078,218.50
Design (10% of const. cost)	£97,691.35
Supervision, Site Facilities & Site Fences (20% of const. cost)	£195,382.70
Traffic Management	£83,500.00
<b>Sub Total</b>	<b>£1,613,030.05</b>
Optimism Bias (@45%)	£680,276.27
<b>Total</b>	<b>£2,293,306.32</b>

**Wisbech Broadend Road Junction Cost Estimate**

Item	Cost
Land Acquisition	£15,625.00
Demolition	£0.00
Construction	£1,651,320.00
Design (10% of const. cost)	£165,132.00
Supervision, Site Facilities & Site Fences (20% of const. cost)	£330,264.00
Traffic Management	£272,000.00
<b>Sub Total</b>	<b>£2,434,341.00</b>
Optimism Bias (@45%)	£1,095,453.45
<b>Total</b>	<b>£3,529,794.45</b>

**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 third party contribution of £10.5m is from the GCGP Growth Deal funding for the delivery of the Wisbech Access Strategy. This funding is for the delivery of a package of transport measures developed by the Strategy to support growth and regeneration. There is an additional £1m GCGP Growth Deal funding for the development of the Strategy but as it is pre-2018 it has not been included in the funding table above.**

**This funding has been approved by Government and allocated to GCGP LEP for the specific purpose of Wisbech Access scheme delivery. GCGP Growth Deal Assurance Framework will be complied with to confirm and release the funding to the scheme promoter Cambridgeshire County council.**

- 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 Strategy business case indicates that more than £10.5m will be required to deliver the package of measures, so a bid was put forward for the Growth Deal Round 3 additional funding. GCGP LEP have been allocated a block funding, an approach taken for areas with Combined Authorities. GCGP LEP has not allocated this funding to investment themes nor individual projects but it is highly unlikely there would be sufficient funds to deliver all the measures identified from the Wisbech Access Strategy due for over-subscription of the Growth Deal Round 3 bids.**

## **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<sub>2</sub> 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

**See Project Impacts Pro Forma appended**

*\* 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

**Impacts Pro Forma Wisbech A47 Roundabout appended**

**Impacts Pro Forma Wisbech South Access appended**

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

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

**AST Wisbech A47 Roundabout appended**

**AST Wisbech South Access appended**

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.*

**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.

**Please see comments in section B2f for further information on air quality.**

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:

**It is expected that schemes would reduce congestion and therefore improve air quality.**

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. Further details are 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**

<b>Start of works</b>	n/a scheme development has started
Appointment of contractors	December 2017
Detailed design complete	December 2018
Start of construction	January 2019
<b>Opening date</b>	March 2020

**See Project Plan appended for details**

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) – budway extension completed on time, 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.

**Key parties have been involved from the beginning of the development of the schemes.**

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

**Planning permission**

**Highways England Scheme Approval for the Broadend Road roundabout**

**B9. Management Case – Governance (Essential)**

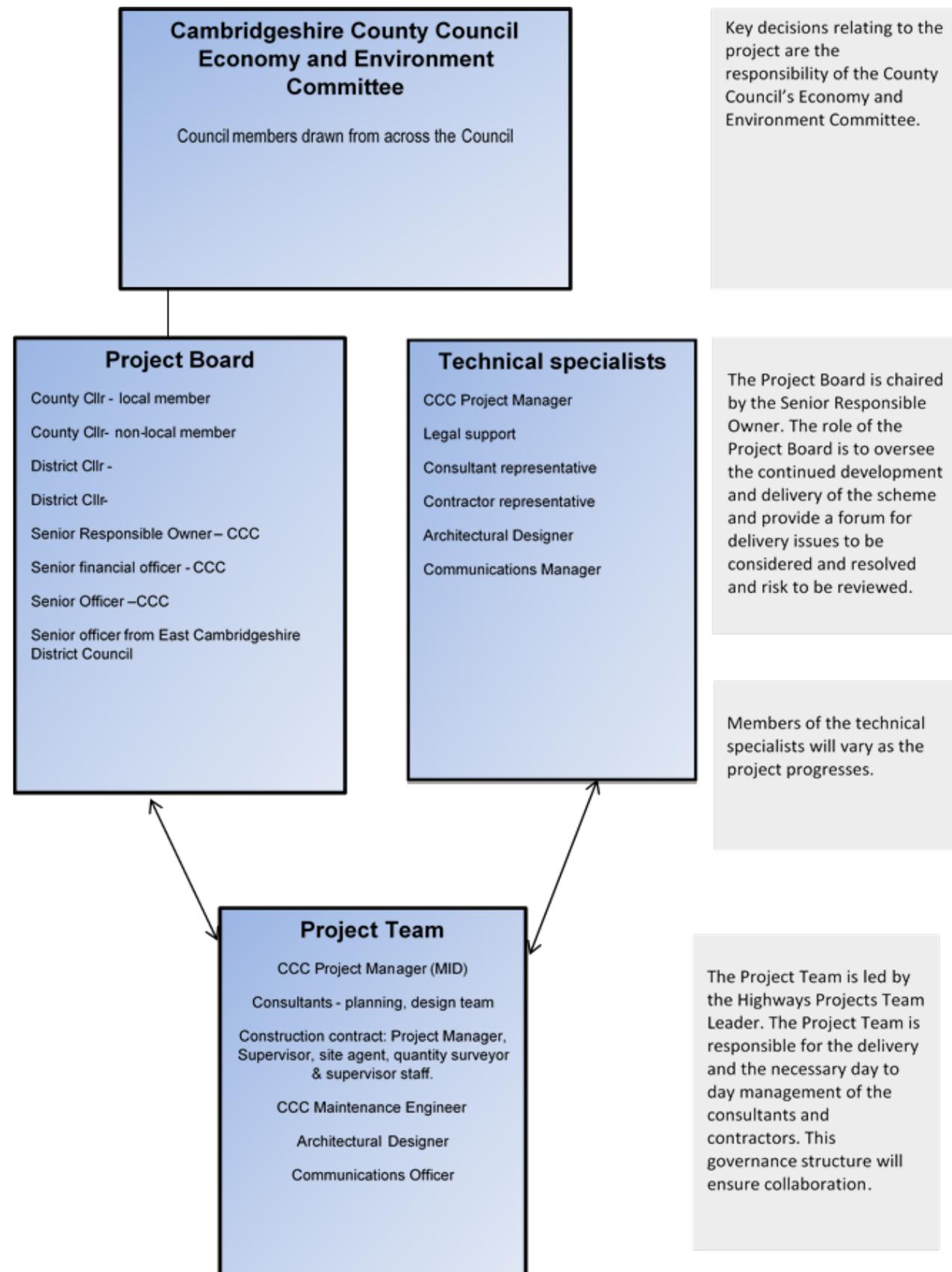
Please name those who will be responsible for delivering the project, their roles (Project Manager, SRO etc.) and responsibilities, and how key decisions are/will be made. An organogram may be useful here.

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

**Bid Manager** – Jack Eagle, Principal Transport and Infrastructure Officer, Cambridgeshire County Council

Role – day to day responsibility for the management and delivery of the project; and the coordination with the programme of the wider Wisbech Access Strategy package.

**Governance Structure Diagram**



### **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.*

**A risk register is being developed as part of the scheme development of these schemes.**

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?  
**Risk has been dealt with within the Optimism Bias costs for the project**
- b) How will cost overruns be dealt with?  
**Risk has been dealt with within the Optimism Bias**
- c) What are the main risks to project timescales and what impact this will have on cost?  
**The timescale for delivering the project is tight but Cambridgeshire County Council has experience of delivering schemes quickly.**

### **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 and the Cambridgeshire Long Term Transport Strategy that include these schemes. Steering Groups are in place to bring forward the development sites including land owners representatives and their agents. These groups also include utility suppliers, statutory consultees etc. The Wisbech Access Study will be consulted upon in September 2017.**

**For the A47 Broadend Road scheme, a Statement of Common Ground<sup>2</sup> was agreed by the key stakeholders regarding the Fenland Local Plan Core Strategy with the specific focus in respect of development issues relating to the A47 in and around Wisbech in both Cambridgeshire and Norfolk. The East Wisbech public consultation was held in December 2016. Letters of support from key stakeholders are appended to this bid.**

<sup>2</sup> Statement of Common Ground between Fenland District Council, Highways Agency (now Highways England), Cambridgeshire County Council, King's Lynn and West Norfolk District Council and Norfolk County Council, October 2013 <http://www.fenland.gov.uk/CHttpHandler.ashx?id=8795&p=0> L

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	<input type="checkbox"/> Yes	<input type="checkbox"/> No
2	<input type="checkbox"/> Yes	<input type="checkbox"/> No
3	<input type="checkbox"/> Yes	<input type="checkbox"/> No

etc.

**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 will be undertaken to monitor and evaluate the impact of the proposed improvements. Detailed Monitoring and Evaluation Plan is in preparation with the scheme business plan.**

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

**SECTION D: Declarations**

<b>D1. Senior Responsible Owner Declaration</b>	
As Senior Responsible Owner for the Wisbech Development Access 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	

<b>D2. Section 151 Officer Declaration</b>	
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"> <li>- has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution</li> <li>- 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</li> <li>- accepts responsibility for meeting any ongoing revenue requirements in relation to the project</li> <li>- 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.</li> <li>- 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</li> <li>- 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</li> </ul>	
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 checked="" type="checkbox"/> No	<input 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

