

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)*: East Riding of Yorkshire Council

Bid Manager Name and position: Claire Hoskins, Strategic Infrastructure Group Manager

Contact telephone number: 01482 391747

Email address: Claire.hoskins@eastriding.gov.uk

Postal address: Transport Policy, AS67
County Hall
Beverley
East Riding of Yorkshire
HU17 9BA

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.

N/A

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.eastriding.gov.uk/council/plans-and-policies/other-plans-and-policies-information/transport/other-local-transport-schemes/

SECTION A - Project description and funding profile

A1 : Project name:

A164/Riplingham Road/Great Gutter Lane Junction Improvement Scheme

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

The proposed scheme involves constructing a new four arm roundabout at the existing A164/Great Gutter Lane/Riplingham Road staggered crossroad junction, and a new mini roundabout at the Riplingham Road priority junction to the west of the A164. The £4.26m scheme will improve productivity by addressing issues with congestion and unreliable journey times whilst facilitating future housing development and improving road safety. The scheme BCR is 3.08, offering high value for money.

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

The scheme centres on the staggered crossroad junction where Great Gutter Lane (west) and Riplingham Road (east) converge on the A164. The junction is located to the west of Kirk Ella, approximately 5.5 miles south of Beverley and 2.5 miles west of the boundary with Hull. The A164 itself is a key north-south route linking the Humber Bridge to Beverley and carries over 30,000 vehicles a day.

OS Grid Reference: Easting (x) = 500562, Northing (y) = 430171

Postcode: HU10 7TS

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.

A map is included as Appendix A.

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

N/A

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

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

East Riding of Yorkshire Council is a member of two LEPs: the Humber LEP, and the York, North Yorkshire and East Riding LEP. Both LEPs have provided a letter supporting the Council's bid. These are attached as Appendix B.

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

Yes No

A small piece of private land will need to be acquired in order to allow this scheme to progress. This is owned by a single landowner, who has indicated their support for the proposal. [REDACTED]

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:

Reduce collisions and casualties at the junction

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

a) What is the problem that is being addressed?

The existing staggered crossroad arrangement at the Great Gutter Lane and Riplingham Road junction with the A164 creates issues in terms of queuing traffic and congestion. Traffic queues along Great Gutter Lane in the PM peak extend over 400m, with traffic waiting to turn right on to Great Gutter Lane queuing back over 225m and halting traffic on the mainline A164. Local drivers often avoid the area as a result, loading additional traffic on to unsuitable alternative routes.

Drivers emerging from Great Gutter Lane and Riplingham Road are forced to wait for a gap in traffic before they exit and drivers become frustrated with the delays, often taking a chance and turning right into oncoming traffic. The casualty record at the junction is poor as a result, with 14 of 17 casualties in the past five years as a result of vehicles turning right from the side roads.

These issues will be exacerbated as significant new developed allocated in the Local Plan comes forward.

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

Modelling the existing junction arrangement shows that the Great Gutter Lane junction is currently operating above capacity whilst the Riplingham Road junction functions just within capacity but is predicted to fail in the next few years.

A number of options to address the issues set out above have been assessed, including adjustments to the existing priority junction layout and a number of different alignments for a new roundabout. Modelling suggests that a roundabout is the most effective improvement option, and would function well within capacity in 2029 including background traffic growth and trips from new development.

The preferred option makes maximum use of existing infrastructure and minimises land take whilst avoiding a protected area of trees to the west of the junction. This is therefore the lowest cost and most effective option. A schematic drawing showing the preferred option is included as Appendix D.

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 proposed scheme will reduce queues and congestion at the existing staggered crossroad junction by altering the layout to a roundabout arrangement. A roundabout will improve access from the side roads and will reduce queuing on all approaches, as well as reducing the collisions currently caused by drivers turning right into oncoming traffic. Specifically, the scheme outputs include:

- Reducing queue lengths on Great Gutter Lane west from 375m to below 20m
- Significantly improving journey times for drivers in the area
- Reducing collisions as a result of vehicles turning right in to oncoming traffic, from an average of three per year to zero
- Improving the resilience of the local road network by reducing congestion and closures resulting from collisions at the junction
- Unlocking a potential site adjacent to the junction for future housing development
- Supporting further development allocated in the Local Plan, including 3,550 new homes in the Haltemprice Settlements and 3,300 in Beverley
- Complementing other improvements already completed along the A164 corridor, including the £10m major scheme to improve capacity at existing roundabouts and introduce new sections of dual carriageway

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 scheme will require the acquisition of a small area of land adjacent to the existing junction. This belongs to a single landowner, who has indicated their support for the scheme and their willingness to work with the Council to facilitate this.

The scheme is not reliant on any other related activities.

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)?

As set out above, a number of improvement options have been modelled but a roundabout is the only option that effectively addresses the problems set out under part A of this question.

If funding through NPIF is not secured then the roundabout scheme will not progress and the existing congestion and road safety issues will not be resolved. No other works at this location would be taken forward because they do not offer an effective solution to the identified issues.

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 a small area of protected trees to the west of the A164. However, the preferred option has been designed to avoid any impact on these trees by following the existing highway

alignment and ensuring that the proposed new mini roundabout is located well to the west of this site.

There are no other environmental constraints or restrictions in the area that would affect the delivery 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	500	2,482
Local Authority contribution		1,278
Third Party contribution	0	0
TOTAL	500	3,760

Notes:

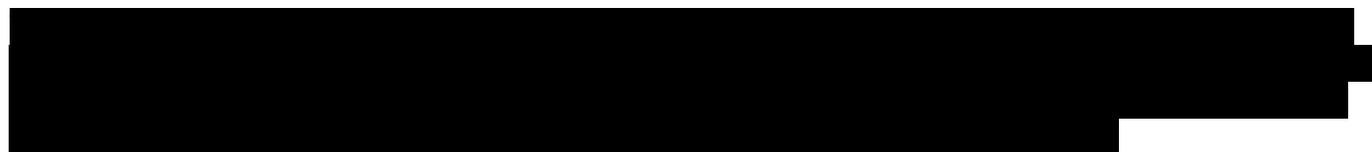
- 1) Department for Transport funding must not go beyond 2019-20 financial year.
- 2) Bidders are asked to consider making a local contribution to the total cost. It is indicated that this might be around 30%, although this is not mandatory.

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.

To demonstrate the Council's commitment to delivering this much needed scheme a local contribution of £1,278,000 (or 30% of the scheme cost) has been secured through the Council's Capital Programme. This is reflected in our capital investment report which has been approved by the Council's Corporate Management Team (30/01/2017) and Cabinet (28/02/2017).

This local contribution can be re-profiled if required to suit the requirements of the scheme funders.



- 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 for this scheme have been submitted.

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

In order to calculate the significant positive and negative impacts of the proposed scheme a TUBA assessment (with the TUBA economics file updated to the prevailing March 2017 Databook values) has been undertaken, based on data extracted from ARCADY and PICADY models. The significant positive impacts include benefits of £11.2m in Journey Time and VOC savings to both business and consumer users. The reduction of greenhouse gases is valued at £130k, and air quality is expected to improve as a result of fewer waiting vehicles at the junction. No significant negative impacts are expected.

Accident reduction benefits have not been monetised at this stage. However, given the poor road safety record at the existing junction and the reduction in collisions caused by traffic turning right from side roads (in particular, fatal and serious injuries), the scheme is expected to generate significant benefits from casualty reduction.

Key risks and uncertainties include the possibility of not all expected Local Plan development coming forward, and of growth in traffic being lower than forecast. A lower growth would reduce the scheme benefits, although it is anticipated that the scheme would continue to offer good value for money.

A combination of junction modelling in PICADY (for the existing Do Minimum layout) and ARCADY (for the proposed Do Something layout) has been undertaken. From their outputs, the additional delay created by congestion has been calculated by TUBA to provide monetised benefits over 60 years. With a PVC of £3.6m and a PCB of £11.1m, these lead to a calculation of the BCR at 3.08. According to DfT guidance, this suggests that the proposed scheme will offer high value for money.

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

A project impacts pro forma is included as Appendix E.

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

A description of data sources/forecasts is included as Appendix F.

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

An Appraisal Summary Table is included as Appendix G.

** 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.

N/A

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

A reduction in congestion and delays for waiting vehicles means that the proposed scheme is likely to improve air quality. The Appraisal Summary Table included as Appendix G suggests that the scheme will also generate slight benefits in terms of greenhouse gas emissions due to reduced journey times and a reduction in total fuel consumption when compared with the Do Minimum scenarios. The emitted tonnage of carbon dioxide saved by the scheme has been calculated and monetised, and is forecast to realise £130k in benefits over the appraisal period.

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

Yes No N/A

Tenders for the scheme construction will be assessed on both price and quality. Within the quality section there is a requirement for the contractor to satisfy the requirements of the Employment Skills Plan (ESP) and to submit this with their tender. Examples include provision of apprenticeships, work experience, and training courses / qualifications.

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

A project plan is included as Appendix H.

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

A letter relating to land acquisition is included as Appendix C.

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 stats diversions	11/02/2019
Completion of hedge removals (avoiding nesting season)	01/03/2019
Start of civils works	18/03/2019
Completion of stats diversions	28/06/2019
Opening date	15/11/2019
Completion of works (if different)	15/11/2019

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 Council has delivered numerous major transport improvement schemes since 2012 following the submission of successful bids to the DfT and our LEPs for Local Growth Funding. All of these schemes were completed on time and to budget. These are as follows:

- A164 Humber Bridge to Beverley scheme, £10m, completed 2013 (DfT)
- Beverley Integrated Transport Plan, £22m, completed 2015 (DfT)

- Challenge Fund Street Lighting Upgrade Programme, £15.7m, commenced April 2015 (DfT)
- 'A' Road Maintenance scheme, £23.9m, commenced April 2016 (YNYER LEP LGF)
- Bridlington Integrated Transport Plan phase 2, £12.2m, commenced May 2016 (Humber LEP LGF)

In addition the Council has also completed numerous smaller scale schemes including two successful Pinch Point Fund schemes at Glews Garage and the A1079/Holme Road junction (£1.5m each), essential repairs and maintenance at Newland Bridge (£3.3m) and a new shared use route between Tickton and White Cross (£0.6m).

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.

A planning screening opinion has been submitted for the scheme. However as the proposals are all adjacent to existing highway, it is unlikely that planning permission will be required.

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

Outstanding consents and timescales for obtaining these are as follows:

- C Notices to Statutory Undertakers: 05/02/2018 - 08/06/2018
- TROs for side road orders and PROW diversion: 02/04/2018 – 14/09/2018
- Land purchase: 05/02/2018 – 17/08/2018

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.

Within the Council's corporate management structure, programmes of work are managed at a high level across directorates by the Major Infrastructure Programme Board which comprises Directors, Heads of Service and Group Managers covering Engineering, Architecture, Asset Strategy and Finance. The responsibility of the Major Infrastructure Programme Board is to oversee the development and delivery of a number of major projects underway at any one time. This is chaired by Alan Menzies, Director of Planning and Economic Regeneration. Progress on the development of the A164/Great Gutter Lane/Riplingham Road scheme will be reported at the monthly Major Infrastructure Programme Board meetings and key decisions on the scheme will also be made at these meetings, or referred to Capital Board if required.

The Capital Board has corporate control of all the Council's Capital Projects allowing for an overall corporate coordination of major works and ensuring the most appropriate approach for development and delivery of schemes. This board is staffed by Directors and Heads of Service covering Engineering, Asset Strategy, Finance and Legal. The Capital board acts as 'The Executive' for the capital programme and has final agreement on decisions required to vary schemes from the original planned programme.

A Project Board for the scheme will be set up should this NPIF bid be successful. The Project Board will be chaired by the Senior Responsible Owner and attended by the Project Manager and his team. The Project Board, as required by PRINCE2, only consists of a relatively small number of people who collectively monitor and control the overall progress of the project. The Project Board reports to the Major Infrastructure Programme Board and on to the Capital Board should a final decision be required to vary the scheme from the original planned programme.

An organogram is attached as Appendix I.

The Senior Responsible Owner for the scheme is Claire Hoskins, Strategic Infrastructure Group Manager. Claire has worked in transport planning for over 10 years, with the last eight years spent working within Asset Strategy at the Council. Claire is extremely experienced at all elements of major transport scheme development and has been responsible for the preparation, submission, and overseeing the delivery of numerous transport or highways related bids, totalling over £100m. Claire will act as the Strategic Client for the scheme.

The Project Manager and Technical Client for the scheme is Principal Engineer Paul Suret. Paul and the team will manage the delivery of the project and meet formally, regularly, working together to deliver the required outputs. The Project Manager will report to the Council's Major Infrastructure Programme Board.

Paul has over 35 years' experience in delivering Local Government infrastructure projects and has spent the last 20 years in his role as a project manager at the East Riding of Yorkshire Council. He has project managed numerous civil engineering and highway improvement schemes including traffic reconfiguration schemes, major maintenance projects, flood defence projects, and major transport improvement schemes including the Beverley Integrated Transport Plan and the A164 and Jock's Lodge Interchange Improvements scheme. Paul is extremely experienced in all elements of project development and delivery including budget control, programming, quality management, risk management, procurement and construction.

Paul will be assisted by officers within the Council's Infrastructure and Facilities Team, all of whom have extensive experience in the construction industry and have designed and developed major highway improvement schemes across the East Riding.

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

A Quantified Risk Assessment is included as Appendix J.

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

A Risk Management Strategy is included with the QRA in Appendix J.

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?

Following the completion of a Quantified Risk Assessment a risk allowance of £482k has been applied to the project cost.

b) How will cost overruns be dealt with?

The proposed scheme is relatively straightforward and is similar to many other junction improvement schemes that the Council has designed and delivered previously. This has allowed risks and uncertainties to be managed and addressed at an early stage and will reduce the chance of cost overruns as the scheme progresses.

In the unlikely event that costs do overrun, any overspend will be managed in order to bring the contract back in line with the projected budget. An NEC Option 3 'target' based contract including an activity schedule will be developed and used to procure the scheme, with risk management being a fundamental aspect of project procurement and delivery of the scheme. This approach has been successfully used by the Council on a number of other recent major projects.

If the overspend cannot be managed and the approved level of local contribution is exceeded, the Council will underwrite any additional costs from within its own capital resources, subject to approval from the Council's cabinet.

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

A preliminary ecological appraisal of the site has already been completed, which shows that no protected or listed species are present in the area. This significantly reduces the risks associated with managing protected species.

The cost of Statutory Undertakers have been calculated on the basis of initial investigations. However, as set out in the QRA, if these prove inaccurate or unknown stats are discovered when construction commences this could have an impact on both delivery timescale and costs. This will be mitigated through early liaison with statutory undertakers to determine the location of stats and the diversions that are likely to be required, and commencing the stats works in advance of the main construction period.

Further risks are common to many similar schemes and include poor ground conditions and unexpected archaeology. These can be mitigated to an extent by pre-construction surveys and site visits. A summer build period combined with a degree of contingency built in to the delivery programme will assist with addressing risks associated with poor weather conditions.

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 proposal is supported by local stakeholders including the local MP, LEPs and ward members. Further briefings will be held with these stakeholders should the scheme secure funding.

A large area of land around the junction is owned by a single landowner, who supports the proposal. Further detailed discussions on scheme design and access will be held should the scheme secure funding.

If the Council is successful with its NPIF bid, then, following preliminary design, a plan and written description with anticipated construction dates will also be emailed to other stakeholders including:

- Town / Parish Councils
- Local bus companies
- Highways England (although some distance from the SRN)
- Emergency services
- Internal Drainage Board / Environment Agency / environmental consultees
- Humber Archaeology Partnership
- Council's Area Engineer
- Council's Traffic and Parking Team
- Local businesses
- Local residents
- C Notices to Statutory Undertakers
- Road Hauliers Association

Scheme delivery will be advertised using local publicity, working with Council press officers to promote a consistent message about the project.

b) Can the project be considered as controversial in any way?

Yes No

c) Have there been any external campaigns either supporting or opposing the project?

Yes No

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 **David Davis, Haltemprice and Howden**

Yes

No

A letter of support from David Davis MP has been sent directly to the NPIF team at the DfT. A copy of this is included with the letters of support from our LEPs in Appendix B.

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.

The Council's Section 151 Officer has signed the relevant declaration in Section D.

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.

The Senior Responsible Owner has overall responsibility for monitoring and evaluation of the scheme. The benefits created through the scheme, as identified below, will be reported annually.

Traffic count and queue length data for the existing staggered crossroad junction was collected in 2016. These surveys will be repeated once construction has been completed to assess whether the anticipated benefits in terms of a reduction in queues and congestion have been realised.

The number of new houses constructed in the area will be monitored through the Council's planning team.

Road casualty statistics are derived from data collected by the Police through the STATS19 process. A casualty study for the scheme area will be carried out annually for a five year period after the scheme has been completed. This will allow us to make comparisons between casualty rates before and after the completion of the scheme.

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 East Riding of Yorkshire Council I hereby submit this request for approval to DfT on behalf of East Riding of Yorkshire Council and confirm that I have the necessary authority to do so.

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

Name:
Claire Hoskins

Signed:

Position:
Strategic Infrastructure Group Manager



D2. Section 151 Officer Declaration

As Section 151 Officer for East Riding of Yorkshire Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that East Riding of Yorkshire 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:
Julian Neilson

Signed:



HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

Combined Authority multiple bid ranking note (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" 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 type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" 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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Land acquisition letter (if applicable)	<input checked="" type="checkbox"/> Yes	<input 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