

Local Pinch Point Fund Application Form



Department
for Transport

Applicant Information

Local authority name(s)*: Sunderland City Council

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

Bid Manager Name and position: David Laux, Assistant Head of Service (Highways and Transportation), Street Scene

Name and position of officer with day to day responsibility for delivering the proposed scheme.
Ken Heads, Network Development Manager

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SR2 8QR

Please specify the weblink where this bid will be published:

www.sunderland.gov.uk/sunderlandpinchpointfundapplication

SECTION A - Project description and funding profile

A1. Project name: Sunderland A183 Chester Road Junction Improvement Scheme

A2. Headline description:

This bid is for transport infrastructure improvements which will deliver journey time savings and, reducing traffic congestion and delays at the junction of the A183 Chester Road with Springwell Road. The A183 Chester Road has strategic importance for Sunderland and links the City Centre with the A19, connecting residential areas with locations identified for economic growth such the Sunderland Low Carbon Zone and Advanced Manufacturing Park adjacent Nissan.

The proposal is to replace the roundabout with a new traffic signal control junction incorporating MOVA and UTMC infrastructure to enable active real-time management of the traffic. This will benefit all road users including bus passengers, and improve safety for pedestrians and cyclists with new crossing facilities incorporated within the junction layout.

A3. Geographical area:

The scheme comprises of improvements to a strategic junction located on the A183 corridor, approximately 3km to the west of the City Centre.

The A183 provides direct access to key facilities in Sunderland City Centre including the Royal Hospital and existing and proposed major housing developments. To the west the A183 links through to the A19 connecting large residential areas of Sunderland, Washington and Houghton-Le-Spring with significant employment areas in Washington, such as Nissan.

OS Grid Reference: NZ 36680 55718 (A183 Chester Road / Springwell Road/ Holborn Road)
Postcode: SR4 8NW (Nearest Post Code)

A location plan for the scheme (Drawing No. 08/ED/4256) is provided within Appendix 1.

A4. Type of bid (please tick relevant box):

Small project bids (requiring DfT funding of between £1m and £5m)

Scheme Bid
Structure Maintenance Bid

A5. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? Yes No

A6. Partnership bodies

Delivery partners will include -

Tyne and Wear Traffic Signals Group: The Traffic Signals Group provides a Regional Traffic Signal Service of design, installation and maintenance to the five Districts of Tyne and Wear comprising of Sunderland, Newcastle, Gateshead, North Tyneside and South Tyneside. The proposed scheme will comprise the installation of a new traffic signal system and be designed to incorporate both Microprocessor Optimised Vehicle Actuation (MOVA) and traffic management control technologies.

Tyne and Wear Urban Traffic Management Control (UTMC): The UK's first multi-district intelligent traffic management system amalgamates the traffic management operations on behalf of the five Tyne and Wear districts from one site, controlling traffic signals, bus lanes, CCTV and traffic flow across the region. The UTMC system provides co-ordination between a network of junctions in order to reduce congestion, improve journey times and bring new levels of reliability to the road network across Tyne and Wear. The system, which is funded by the Department for Transport and operated on behalf of the Integrated Transport Authority, is the first in the country to manage and monitor traffic flow across multiple local authority boundaries.

Both the Tyne and Wear Traffic Signals Group and Tyne and Wear Urban Traffic Management Control (UTMC) are responsible for the delivery of these services for the Tyne and Wear region. The UTMC operates on behalf of the Tyne and Wear Integrated Transport Authority, which is funded through a transport levy provided by the five Tyne and Wear Local Authorities of which Sunderland City Council is a key partner. Both parties are involved in the delivery of the bid proposals as part of their statutory role within the Tyne and Wear region.

Balfour Beatty (Sunderland Street Lighting Limited) currently have a PFI arrangement with Sunderland City Council and will be involved in the design and replacement of street lighting and traffic signs associated with the scheme.

A7. Local Enterprise Partnership / Local Transport Body Involvement

Have you appended a letter from the LEP / LTB to support this case? Yes No

SECTION B – The Business Case

B1. The Scheme - Summary

Please select what the scheme is trying to achieve (this will need to be supported by evidence in the Business Case). Please select all categories that apply.

- Improve access to a development site that has the potential to create housing
- Improve access to a development site that has the potential to create jobs
- Improve access to urban employment centres
- Improve access to Enterprise Zones
- Maintain accessibility by addressing the condition of structures
- Ease congestion / bottlenecks
- Other(s), Please specify –

B2. The Strategic Case

Please provide evidence on the following questions (where applicable):

- a) What is the problem that is being addressed, making specific reference to barriers to growth and why this has not been addressed previously?

This scheme has been developed to improve transport infrastructure required to support job creation and retention in Sunderland, and to assist in promoting new housing development benefitting the local economy. The existing roundabout junction of the A183 with Springwell Road and Holborn Road is located on the important A183 strategic corridor (which runs between Sunderland City Centre and Chester le Street in County Durham).

Congestion and delays at this junction have historically had an adverse affect on accessibility and connectivity along the A183 Chester Road corridor, which is one of the key strategic routes linking the A19 and the City Centre. This route provides a vital link between many of the established residential communities which use the A183 as a means of travelling to and from work in the City, and the wider north east region. The A183 also provides an important highway link between the Sunderland City Centre, the Port and major employment sites in Washington including the Low Carbon Zone adjacent to the Nissan plant.

In addition to the Low Carbon Zone and major employment sites in Washington, Doxford International continues to be a major successful employment hub for Sunderland. Connectivity to the national trunk road network including the A1 and city centre via the A183 and A690 are identified to be key factors in its success. Opportunities remain for increased levels of employment at this location and the A183 Chester Road junction with Springwell Road/Holborn Road is one of the main feeder routes to the A690.

Housing redevelopment sites are identified at Pennywell and Ford (800 units) which are located in close proximity to the A183, which in addition to providing access to city centre facilities including Sunderland Royal Hospital. Ultimately, the A183 connects to the A1 at Chester-le-Street to the west, and provides a link to the largely residential areas of Penshaw and Shiney Row. Pennywell Industrial Estate lies adjacent to the A183/A19 interchange providing employment for in the order of 750 people with opportunities for redevelopment and more intensive employment uses.

Key project objectives would result in the following outcomes integral to Sunderland's strategic aims and objectives:

- To assist with delivery of the Sunderland Economic Master-plan;
- Improve access to the local and strategic road network connecting the City Centre and Washington; and promote access to the Low Carbon Zone (incorporating the enterprise zone and Nissan manufacturing plant), and other key employment sites including Doxford International;
- To create a prosperous city through linking commercial and residential development sites with the wider region, thus increasing access to the city to encourage and assist the development of these sites; and
- To help develop an attractive and accessible city which will further encourage private investment closer to the city.

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

The junction of the A183 with Springwell Road and Holborn Road is located in a largely residential area of the city, close to a local shopping area. A number of designs were considered before selecting the proposed option, which are summarised as follows:-

1. A 'do nothing' approach. This was discounted due to the current delays experienced by drivers using this junction. Observations in the PM periods indicate queuing on A183 westbound approach to the junction extending to the west of Ettrick Grove and on the eastbound approach approximately 700m.

2. Implementation of a traffic signal controlled junction within the existing carriageway. Although such a scheme could be implemented, modelling work indicated that benefits would not be achieved.

3. Dualling the A183 between Pennywell Road and Wavendon Crescent. The basic cost of this option was estimated, but found to be in excess of the available funding, and therefore the option was discounted.

4. Provision of a left turn filter lane from Springwell Road into A183. This option would cater for the high number vehicles turning left from Springwell Road into Chester Road westbound, but was discounted due to the area of land which would need to be acquired outside of the highway boundary, and outwith the ownership of the City Council.

5. Selected Option The option which was selected and taken forward increases the number of lanes on entry and exit to the major arms of the junction (A183 east and westbound). This option significantly increases junction capacity, thereby deterring the use of alternative less appropriate routes, whilst minimising land take and the affect on residents/businesses in vicinity of the junction. Formal pedestrian crossing points will be introduced on 3 arms of the junction, although not on the western arm of the junction. This is due to the proximity of a Pelican Crossing located approximately 200m to the west of the junction.

c) What are the expected benefits / outcomes? For example, job creation, housing numbers and GVA and the basis on which these have been estimated.

The proposed scheme will improve connectivity between residential areas on the western side of Sunderland and employment opportunities in the city centre and in other areas of the city. In addition, the scheme will deliver improved access to the Sunderland Royal Hospital, assisting with its redevelopment and also improve connectivity with key employment sites in Sunderland. Accessibility will be improved, as well as reducing congestion on the local road network, additional benefits including journey time savings on the A183 Chester Road. The scheme will assist with traffic flow to both existing and proposed employment and residential developments to the south of the River Wear, and so promote development of businesses and housing land in Sunderland.

Improved traffic flows and reduced congestion will improve operating conditions for Public Transport by reducing delays and improving reliability, thereby encouraging the use of public transport bus to employment sites in Washington and the City Centre.

The provision of pedestrian and cycle facilities at the junction will reduce severance and improve accessibility for local residents visiting the nearby Broadway local shopping area, and children travelling to and from local schools. The pedestrian facilities will also assist public

transport users in accessing bus stops on both sides of Chester Road, thereby facilitating and encouraging travel.

The scheme will thereby support economic development and regeneration, address climate change (by the reduction of congestion and encouraging travel by public transport and sustainable modes such as walking and cycling) and thereby support the delivery of safe and sustainable communities through the efficient use of transport infrastructure.

d) What is the project's scope and is there potential to reduce costs and still achieve the desired outcomes? For example, using value engineering.

Sunderland City Council is currently reviewing the contents of its network management plan to reflect the future potential influence of UTMC within the city and wider Region. There is significant ongoing investment in traffic control infrastructure in the city and the focus is currently on the primary routes such as the A183 to the City Centre.

There is new traffic signal infrastructure planned for significant elements of the city centre inner ring road, such as St Mary's Boulevard (SSTC Phase 1) and there is ongoing study works on the key radial routes of the A690 Durham Road and A183 Chester Road. Future expectations will allow the facilitation of event plans to allow significant traffic flow to access and egress the city using these key distributors. The implementation of up to date traffic control technologies (MOVA and SCOOT) will provide greater flexibility to the operational capability of stand alone junctions and any regions containing closely linked installations.

The scope of the project is to improve a single junction by the replacement of an existing roundabout junction with a traffic signal controlled junction incorporating MOVA and UTMC infrastructure. The chosen design option has been developed to an advanced stage by an in-house design team and is considered to represent value for money. In terms of procurement, costs could be further minimised by Sunderland arranging for the works to be delivered by in-house contracts team.

e) Are there any related activities, that if not successfully concluded would mean the full economic benefits of the scheme may not be realised. For example, this could relate to land acquisition, other transport interventions being required or a need for additional consents?

The scheme does not require the acquisition of land, and all the works are proposed to be delivered within the limits of existing public highway.

f) What will happen if funding for this scheme is not secured - would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed scheme)?

The scheme is designed to deliver the maximum transport benefits and achieve value for money. There is no viable lower cost option that would deliver the same scheme benefits.

g) What is the impact of the scheme – and any associated mitigation works – on any statutory environmental constraints? For example, Local Air Quality Management Zones.

There are no Air Quality Management Areas in the vicinity of the scheme, which aims to improve a key junction on the A183 corridor that interfaces with two important distributor roads. The main impact of the scheme will be to reduce congestion in the vicinity of the junction, and on the approaches to it, resulting in a decrease in carbon emissions and in addition a reduction in vehicle exhaust emissions, which will in turn improve local Air Quality.

In addition, improved traffic flows and reduced congestion will improve operating conditions for Public Transport by reducing delays and improving reliability, thereby encouraging the use of public transport, which in turn will have a positive impact on Air Quality.

B3. The Financial Case – Project Costs

Please complete the following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).

Table A: Funding profile (Nominal terms)

£000s	2013-14	2014-15	2015-16	Total
DfT funding sought	£0	£1,061	£0	£1,061
Local Authority contribution	£0	£455	£0	£455
Third Party contribution	£0	£0	£0	£0
TOTAL	£0	£1,516	£0	£1,516

Table B: Cost estimates (Nominal terms)

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Site Clearance	56	30/08/2013	Target Price
Roads and Footways	478	30/08/2013	Target Price
Signing	12	30/08/2013	Target Price
Traffic Signals	238	30/08/2013	Target Price
Lighting	10	30/08/2013	Target Price
Bus Stop Relocation	8	30/08/2013	Target Price
Road Markings	3	30/08/2013	Target Price
Preliminaries	95	30/08/2013	Target Price
Utilities	344	30/08/2013	Target Price
Risk costs	187	30/08/2013	Target Price
Design Costs	85	30/08/2013	Target Price
TOTAL	1516	30/08/2013	Target Price

B4. The Financial Case - Local Contribution / Third Party Funding

Please provide information on the following points (where applicable):

- a) The non-DfT contribution may include funding from organisations other than the scheme promoter. If the scheme improves transport links to a new development, we would expect to see a significant contribution from the developer. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.

Sunderland City Council will provide a minimum local contribution of 30% of the project costs towards the scheme. There will be no developer contributions towards the scheme.

- b) Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.

Have you appended a letter(s) to support this case? Yes No N/A

- c) The Department may accept the provision of land in the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.

Have you appended a letter to support this case? Yes No N/A

- d) Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection.

The junction of the A183 Chester Road with Springwell Road and Holborn Road was previously included in Phase 2 of Tyne & Wear Bus Corridor Improvement Programme Major Scheme Business Case, which consisted of potential improvements along a bus corridor comprising the length of the A183 Chester Road between Woodville Crescent and the A19, and also the A183 / A182 junction in Shiney Row. This major corridor (10km long) is used by local cross-city bus services in Sunderland, as well as longer-distance services from Washington and areas of County Durham.

The aim of the project sought to improve bus journey times and reduce junction delays, and includes provision of bus priority lanes and replacement of several roundabout junctions with traffic signals.

Phase 2, was under development during 2009, and followed submission to Department for Transport of Phase 1 of Tyne & Wear Bus Corridor Improvement Programme Major Scheme Business Case in December 2008. However, the Phase 1 bid was not successful, and the Phase 2 Bid was therefore not submitted to Department for Transport. Consequently, work has continued to seek alternative ways to fund and deliver schemes developed in Phase 2 of the Tyne & Wear Bus Corridor Improvement Programme Major Scheme Business Case.

B5. The Financial Case – Affordability and Financial Risk

Please provide evidence on the following points (where applicable):

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

A risk cost has been allowed for within the works estimate, and has been applied based on probability and potential impact to the scheme. Based on scoring identified within a Quantified Risk Assessment within the appendix, a potential cost has been identified for each risk identified and a total sum of £187,000 allocated.

b) How will cost overruns be dealt with?

Given the nature of the project cost overruns beyond the risk allowance are not envisaged. However, Sunderland City Council accepts responsibility for meeting any costs over and above the Department for Transport contribution requested, including potential cost overruns. A letter is attached to the bid from the Section 151 Officer which confirms the procurement and funding arrangements Sunderland City Council have in place.

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

The works are considered to be routine in nature with the main cost and time risks being associated with traffic conditions and temporary traffic management arrangements.

There is potential for the utility diversions to be more extensive than currently proposed, although this risk will be reduced further once trial excavations are undertaken to establish the exact location of apparatus. A Quantified Risk Assessment has been undertaken for the scheme which identifies potential risks to the scheme and an allowance for associated costs.

d) How will cost overruns be shared between non-DfT funding partners (DfT funding will be capped and will not be able to fund any overruns)?

No other funding partners are identified and Sunderland City Council accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns.

B6. The Economic Case – Value for Money

Small project bids (i.e. DfT contribution of less than £5m)

a) Please provide a description of your assessment of the impact of the scheme to include:

- Significant positive and negative impacts (quantified where possible);
- A description of the key risks and uncertainties;
- A short description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.

A Quantified Risk Analysis has been undertaken and is included within the Appendix to the application. The analysis identifies potential risks along with anticipated resultant costs and time delays. An optimism bias of 15% has been applied to the scheme, which will be further reviewed as part of a value for money assessment and as risks identified within the Quantified Risk Assessment are addressed.

An estimated BCR in excess of 2.0 has been calculated on the basis of journey time savings and estimated for other benefits. Additional benefits due to annualisation, inter and off peak benefits and benefits beyond the forecast year have been estimated at this point.

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

Has a Scheme Impacts Pro Forma been appended? Yes No N/A

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

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

- Other material supporting the assessment of the scheme described in this section should be appended to your bid.

Appendix 1 – Scheme Location Plan

Appendix 2 – Letter of support from LEB

Appendix 3 – Quantified Risk Register

Appendix 4 – Scheme Impacts Pro Forma

Appendix 5 – Technical Note on Data Sources, Methodology and Assumptions

Appendix 6 – Appraisal Summary Table

Appendix 7 – Section 151 and Head of Procurement Letter

Appendix 8 – Project Plan

B7. The Commercial Case

- a) Please provide evidence to show the risk allocation and transfer between the promoter and contractor, contract timescales and implementation timescales (this can be cross-referenced to your Risk Management Strategy).

This project will be delivered using an established and proven methodology for such works, whereby the supply and installation of traffic signal equipment will be procured through the existing framework arrangement with Tyne and Wear Traffic Signals Group, who will also be responsible for coordination with Tyne and Wear Urban Traffic Management Control team, on a fixed sum basis.

Street lighting works are to be procured at fixed price through the existing contract with the Balfour Beatty (Sunderland Street Lighting Ltd.).

Associated civil engineering works and other related maintenance activities will be arranged through the Council's standard procurement rules and procedures.

The key risk associated with temporary management traffic is to be transferred to the contractor who will be best placed to manage this. Coordination of activities between the parties will be managed by the Project Manager.

b) What is the preferred procurement route for the scheme and how and why was this identified as the preferred procurement route? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

The scheme would be implemented in accordance with Sunderland City Council's financial and procurement rules and procedures.

The intention is to arrange for these works to be undertaken by the Councils in-house Highway Operations team to meet project delivery timescales. Existing regional partnerships and contractual arrangements will be utilised where appropriate. This will remove costs associated with the tender process and achieve value for money.

c) A procurement strategy will not need to form part of the bid documentation submitted to DfT. Instead, the Department will require the bid to include a joint letter from the local authority's Section 151 Officer and Head of Procurement confirming that a strategy is in place that is legally compliant and is likely to achieve the best value for money outcome.

Has a joint letter been appended to your bid? Yes No

B8. Management Case - Delivery

Deliverability is one of the essential criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

a) A detailed project plan (typically in Gantt chart form) with milestones should be included, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any key dependencies (internal or external) should be explained. Resource requirements, task durations, contingency and float should be detailed and easily identifiable. Dependencies and interfaces should be clearly outlined and plans for management detailed.

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 in order 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 summary details of your construction milestones (at least one but no more than 5 or 6) between start and completion of works:

Table C: Construction milestones

	Estimated Date
Start of works	02/09/2014
Utility diversionary works	02/09/2014
Site Clearance and Earthworks	13/10/2014
Installation of ducting and draw-pits	27/10/2014
Installation of Traffic Signal equipment, including MOVA and UTMC	10/11/2014
Resurfacing Works	24/11/2014
Opening date	9/12/2014
Completion of works (if different)	04/01/2015

d) Please list any major transport schemes 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)

Southern Radial Route - £28m, comprising 5.2km of new carriageway completed in 2008
Sunderland Strategic Transport Corridor Phase 1 - circa £10m, commenced May 2013
Sunderland Strategic Transport Corridor Phase 2 New Wear Crossing
Capital Programme Allocation (2011 – 2014) - £5.06m, maintenance and schemes

B9. Management Case – Statutory Powers and Consents

a) Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

The works lie on land within the existing highway boundary and is considered to be permitted development. There are no other statutory consents that need to be obtained that would prevent or delay the commencement of the scheme.

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

There are no legal processes or consents required which would delay the scheme.

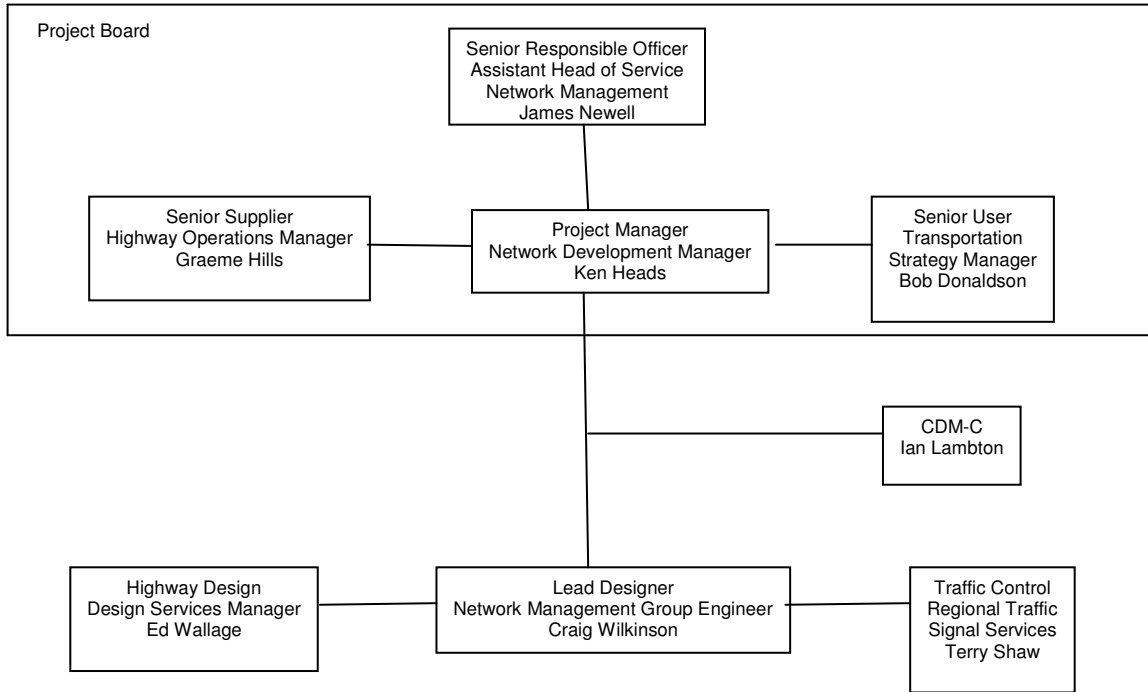
B10. Management Case – Governance

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and responsibilities of those involved, and how key decisions are/will be made.

Project Governance:

The project would be managed using the PRINCE2 methodology. One of the core documents in PRINCE2 is the Project Initiation Document (PID) which provides an overview of the project and sets out how the project is to be managed. The Project Assurance role is essentially that of quality control; checking that the right things are being done by the right people at the right time. Membership of the group will incorporate a core membership and will ensure specialist knowledge is provided by technical experts.

Project Organisation



B11. Management Case - Risk Management

All schemes will be expected to undertake a thorough Quantified Risk Assessment (QRA) and a detailed risk register should be included in the bid. The QRA should be proportionate to the nature and complexity of the scheme. A Risk Management Strategy should be developed and should outline on how risks will be managed.

Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.

Has a QRA been appended to your bid? Yes No

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

B12. Management Case - Stakeholder Management

a) Please provide a summary of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

Key stakeholders and the public were consulted on the proposals in 2009, as part of the wider Tyne & Wear Bus Corridor Improvement Programme. This consultation did not present any significant opposition to the scheme. Consultation with appropriate user groups including bus and freight operators and local businesses is to be arranged to present additional information regarding this scheme. Additional information will be published on the council's website and other appropriate media communications arranged.

b) Can the scheme be considered as controversial in any way? Yes No

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

Yes No

d) Has a Stakeholder Analysis been appended? Yes No N/A

e) Has a Communications Plan been appended? Yes No N/A

There are no statutory consultation procedures to follow for the implementation of carriageway widening and traffic signals schemes developed within the existing highway boundary. However, additional communication is planned with appropriate user groups (refer to B12a)

B13. Management Case - Assurance

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

See Section D

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation

Please provide details on the profile and baseline benefits and their ownership. This should be proportionate to the size of the proposed scheme.

The benefits of the scheme are estimated at £4.2m, based upon journey time savings to vehicles using the scheme alone. This is detailed in full in the Appraisal Summary Table and Pro Formas included in the appendix to this application..

C2. Monitoring and Evaluation

Based upon the objectives of similar schemes in Sunderland, a set of measurable Evaluation Objectives have been derived for the monitoring and evaluation of the A183 Chester Road scheme. These objectives are listed below :

- Evaluation Objective 1 – Access to development sites;
- Evaluation Objective 2 – Public Transport priority;
- Evaluation Objective 3 – Congestion relief;
- Evaluation Objective 4 – Enhanced priority for buses and cyclists;

- Evaluation Objective 5 – Regeneration;
- Evaluation Objective 6 – Safety;
- Evaluation Objective 7 – Improved Local Environment; and
- Evaluation Objective 8 – Impact on Biodiversity and the Water Environment.

Following identification of the evaluation objectives, an indicative Evaluation Plan has been developed and is included below.

Evaluation Objective	Proposed Evaluation Methodology	Data Collection
1) Access to development sites	Desk top review of physical access arrangements before and after implementation of the scheme for all modes of transport	Desktop
	Liaison with SCC planning team regarding access arrangements and links with LDF proposals	Liaison with SCC Planners, LDF review
2) Public Transport priority between western areas of Sunderland and the city centre	Journey time / reliability analysis on bus services running between western areas of Sunderland and the city centre	Data provided by bus operators
	Liaison with operators to gauge opinion of operational benefits	Operators views sought via workshop/ written correspondence or questionnaire
3) Congestion relief on existing crossings	Traffic modelling to compare the actual benefits achieved post construction to perceived / modelled counterfactual* benefits.	Manual / automatic traffic counts potentially supplemented by Roadside Interview Surveys
4) Enhanced priority for buses and cyclists on existing crossings	Desktop review of pre/ post highway provision for buses and cyclists	Desktop
	Journey time/ reliability analysis on bus services	Data provided by bus operators
	Bus operators/ cyclists perception	Views sought via workshop/ written correspondence or questionnaire with bus operators and focus groups / interviews with cyclists or local cycling groups and organisations
	Observation	Site Visits
5) Regeneration	Assess the impact of the scheme on encouraging development into the area and to what extent	Property consultant, business surveys and focus groups, investor surveys
	Assess impact on house prices	SCC Planning Team
	Assess the impact on land values	SCC Planning Team
	Identify land use changes directly resulting from the scheme	Case studies, stakeholder interviews, historic planning documents/ proposals
6) Safety	Accident analysis	Data provided by police records and collated by Tyne & Wear Traffic and Accident Data Unit
7) Improved local environment	Noise / air quality monitoring	Mobile receptors within adversely affected areas
	Local perception	Attitudinal surveys via postal questionnaires/ face to face

Evaluation Objective	Proposed Evaluation Methodology	Data Collection
		interviews with the public
8) Impact on Biodiversity and Water Environment	Before and after surveys	Site based surveys
	Assessment of proposed mitigation verses the actual mitigation measures implemented	Desk based review
9) Transport Economic Efficiency	Comparison of actual outturn with forecasted values using the traffic model.	Manual / automatic traffic counts potentially supplemented by Roadside Interview Surveys

Process Evaluation will be undertaken on an ongoing basis throughout the lifecycle of the project. The Process Evaluation will be reported to the Project Board on a monthly basis and reported to the DfT via the Quarterly Monitoring Reports. Any issues requiring immediate attention will be reported to the Project Board, DfT, and key stakeholders as a priority if and when they occur.

All base line data relating to the Impact Evaluation will be collected before any preliminary works begin on site, prior to any disruption taking place and associated impacts on travel behaviour and attitudes to the scheme.

After data will generally be collected within the following periods:

- **Settling Down Period** – 12 months after initial opening when significant changes in demand are underway as the public becomes aware of the existence of the new facility.
- **After Short Term** – 1 to 3 years after opening. The period during which awareness of the scheme has stabilised, but when short term behavioural responses (e.g. changes of route, direct changes of mode, and changes in timing of peak journeys) predominate.
- **After Medium Term** – 3 to 7 years after opening. The period during which all of the longer-term transport responses (eg, changes of work location) and shorter term land-use/demographic responses are likely to occur.
- **After Long Term** - The period during which the scheme is fully established and most of its impacts have had sufficient time to work through. Long term impacts are particularly associated with development location, business location and the housing decisions of individuals, local authorities, landlords, and builders.

It is envisaged that a full detailed evaluation will be undertaken after the short term with subsequent monitoring and reporting exercises within the medium and long terms.

At each stage a detailed Impact Evaluation report will be produced and submitted to the Project Board, the LTB and key stakeholders.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Sunderland A183 Chester Road Junction Improvement Scheme, I hereby submit this request for approval to DfT on behalf of Sunderland City Council and confirm that I have the necessary authority to do so.

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

Name:

J C NEWELL

Signed:



Position:

Assistant Head of Streetcare (Network Management)

D2. Section 151 Officer Declaration

As Section 151 Officer for Sunderland City Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Sunderland City Council

- has allocated sufficient budget to deliver this scheme 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 scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name:

Signed:

Submission of bids:

For both small bids and large bids the deadline is **5pm, 31st October 2013**

One hard copy and a CD version of each bid and supporting material should be submitted to:

Steve Berry
Local Transport Funding, Growth & Delivery Division
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

An electronic copy should also be submitted to steve.berry@dft.gsi.gov.uk

