

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;
Adam Clelland, Network Development Manager

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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 Strategic Junctions Improvement Scheme

A2. Headline description:

This is a bid for transport infrastructure improvements at three strategic junctions required to support the development of the Sunderland Low Carbon Zone (incorporating the enterprise zone and Nissan manufacturing plant), existing major employment sites including Doxford International and major housing development sites. The three junctions are located at the intersection of principal routes (A1231, A183 and A690) with the A19, trunk road.

Each junction is grade separated with traffic signal control provided on the roundabout circulatory carriageways. This proposal is intended to improve capacity and enhance operational control by replacing and upgrading the existing traffic signal control, converting to Extra Low Voltage and introducing both MOVA and UTMC technologies.

A3. Geographical area:

The three key principal junctions are essential to east-west traffic movement over the A19 corridor in addition to providing access and egress from the A19 and the wider national road network.

The A1231 provides a link between the key employment sites in the vicinity of the Nissan manufacturing plant including the enterprise zone (Sunderland Low Carbon Zone) to Sunderland city centre and the port. Additionally this route provides a link to the A1 in the west and major employment sites and residential areas on the north side of the river Wear.

The A183 provides access to key facilities in the vicinity of Sunderland city centre including Sunderland Royal Hospital and direct access to major housing redevelopment areas of Pennywell and Ford. To the west the A183 links through the predominantly residential areas of Penshaw and Shiney Row to the A1.

The A690 provides a primary link between Sunderland city centre and Durham, also connecting to the A1(M) to the south. Doxford International, a major employment site in the city is located to the south of the A690 near its junction with the A19 with local links to both existing residential housing areas and the future south Sunderland housing growth area.

The Ordnance Survey references and Postcodes are provided below:

OS Grid Reference: 434657, 557310 (Junction of A1231 / A19)

Postcode: SR5 3HR (Nearest Post Code)

OS Grid Reference: 434841, 555149 (Junction of A183 / A19)

Postcode: SR4 9NG (Nearest Post Code)

OS Grid Reference: 435639, 552374 (Junction of A690 / A19)

Postcode: SR3 3RD (Nearest Post Code)

A location plan for the scheme (Drawing No. 08/ED/4257) 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

Project Development Partner – Highways Agency

This project has been developed working collaboratively with the Highways Agency. The Agency is currently bidding for funds for complimentary improvement works at the A1231/A19 junction. Both proposals can be implemented within the programme timescales and the need for coordination is recognised, should both bids be successful. Further discussions and liaison on the detail of the delivery of the projects together with other maintenance activities are to be arranged.

The Highways Agency has advised that it supports this bid to enable the provision of MOVA and UTMC traffic signal technologies at the junctions over the A19.

Delivery partners will include –

Tyne and Wear Traffic Signals Group: The Traffic Signals Group provides a Regional Traffic Signal Service for design, installation and maintenance to the five Districts of Tyne and Wear comprising of Sunderland, Newcastle, Gateshead, North Tyneside and South Tyneside. The scheme will comprise the installation of a new traffic signal system and 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 the transport infrastructure required to assist job creation and retention and assist promote housing development.

The Low Carbon Zone to the east of Washington includes the Nissan manufacturing plant with associated clusters of low carbon and automotive manufacturers and suppliers which together with the development of the Sunderland A19 Ultra Low Carbon Vehicle Enterprise Zone are seen to be key opportunities for employment growth both within the city and within the region.

Given the importance and success of Nissan together with local members of its supply chain in the region and the company's commitment to developing low carbon vehicle technology and the proximity of the Sunderland Enterprise Zone, it is vital that access is improved to support future growth.

A key element in supporting and encouraging the ongoing development of manufacturing in this area, ensuring that this sector growth is captured within the region is improving the attractiveness of the sites to prospective developers. As such it is important to improve the access to the sites. Evidence from recent investor enquiries suggests strong interest for large scale industrial development in the vicinity and consequently new development will need to be delivered around the current manufacturing sites.

The A1231 provides a key highway link between the Low Carbon Zone, Sunderland city centre and the port. Additionally, along its route the A1231 links significant residential areas and major employment sites on the north side of the river Wear to both the Low Carbon Zone and the A19. The A1231/A19 provides a strategic junction and connection to the national trunk road network and exhibits significant levels of congestion and delays for traffic, particularly on the A1231 approaches. The works proposed as part of this scheme will deliver a significant improvement in the efficiency of the operation of the junction, reduce delays and provide for improved operational control and resilience in the event of incidents.

Doxford International continues to be a major successful employment hub for Sunderland and connectivity to the national trunk road network including the A1 and city centre via the A690 are identified to be key factors in its success. Opportunities remain for increased levels of employment in the vicinity however movement through the junction and onto the A19 is problematic with lengthy queues and delays at peak periods, requiring intervention.

Housing land availability around the core area of the city is limited and the need to broaden housing options is seen to be key to reversal of outward migration from the city. Land to the south of Doxford Park has been identified to provide the best opportunity for diversification of housing and potential for an additional 4,000 residential units has been identified. The improved operation A690/A19 junction will be a key factor to secure the successful delivery of this essential housing development.

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 provides a link to the largely residential areas of Peshaw and Shiney Row and ultimately to the A1 at Chester-le-Street to the west. 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. The junction of the A183 with the A19 whilst affording the opportunity to access the national trunk road network in common with the other junctions identified in this project also forms a barrier to the cross movements.

Incremental improvements to these three junctions have been carried out over a number of years, providing localised lane widening and signalisation. Work carried out in conjunction with the Highways Agency to assess the implications of the Council's Local Development Framework has identified the need to further improve junctions on the A19 corridor, particularly the A1231/A19 and A690/A19 junctions and that the improvement of the traffic signal control should be sufficient to accommodate projected growth. Additional benefits can be provided in terms of network management and resilience by the incorporation of the junctions into the Tyne and Wear UTMC system and the inclusion of the

A183/A19 junction. The replacement of the existing traffic signal equipment and other minor maintenance works will be carried out in conjunction with these works. The replacement of the traffic signal equipment will enable the use the deployment of Extra Low Voltage equipment reducing energy requirements and providing a modest contribution to an overall reduction in CO2 emissions.

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

A 'do nothing' approach has been discounted due to the need to reduce congestion and improve access to strategic employment and housing development sites to assist economic development in Sunderland.

The selected option is to install new traffic signal controls at these three key junctions incorporating both MOVA and UTMC technologies. This option is considered to be the most cost effective and deliver an affordable scheme in terms of cost/benefit.

Options requiring significant alterations to the highway layout have been discounted given the constraints of existing highway structures and the implications regarding the potential need to acquire land to accommodate the provision of alternative transport infrastructure. Alternative options would be less cost effective.

Consideration has been given to the improvement of individual junctions on a phased basis, however the overall benefits particularly in terms of commuter trips would reduce, the ability to exercise wider network control at key intersections would be lost and delivery unlikely to prove affordable in terms of available funding streams. The age and variability in terms of condition of existing traffic signal equipment this has resulted in the option of utilising existing equipment being dismissed.

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

Following recent announcements of expansion and production of new models at the Nissan plant, we are seeing significant expansion in the automotive sector. In 2012 alone, seven automotive inward investment projects were announced in the city with floorspace requirements of 83,700m². This demonstrates the potential for advanced manufacturing to deliver more jobs and growth in the city and the region. However, if this growth is to continue to be captured in the region then there needs to be suitable land available for growth, land with good transport infrastructure that is accessible from across the region to ensure employment, and from the regions gateways to ensure access to markets. In recent discussions, Nissan has expressed concern regarding access to and from the A19 for both goods and vehicle export.

Strategic employments sites within and adjacent to the Low Carbon Zone provide employment for in excess of 15,000 people and development of the Enterprise Zone and other allocated sites in the vicinity is anticipated to provide opportunity for a further 6,500 jobs. Additionally, in the order of 4,000 people are employed at major employment sites on the north side of the river Wear served by the A1231. It has been estimated that this employment provision equates to £1,020m GVA.

Pennywell Industrial estate provides employment for approximately 750 people and approximately 1.75 ha remains available for immediate redevelopment providing overall potential for an additional 1,000 employees. The housing redevelopment sites of Pennywell and Ford which are accessed from the A183 will provide in the order 800 residential units. It has been estimated that the employment provision alone equates to £70m GVA.

Doxford International adjacent to the A690 provides employment for approximately 8,000 people with opportunities for further intensive use of sites and the residential growth area on land to the south of Doxford Park has been identified to provide the best opportunity for diversification of housing and potential for an additional 4,000 residential units. It has been estimated that the employment provision alone equates to £160m GVA.

The scheme will therefore support economic development and regeneration, can assist address climate change and 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 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 to the city centre and the Stadium of Light (host venue for many major events within the city) in advance of the delivery of the Sunderland Strategic Transport Corridor (SSTC).

New traffic signal infrastructure is planned for significant elements of the city centre inner ring road, such as St Mary's Boulevard (SSTC Phase 1) and there are ongoing study works on the remainder of the key radial routes of the A690 Durham Road and A183 Chester Road. This investment will allow intervention in the event of incidents and the implementation of event plans to allow significant traffic flow to access and egress the city using these key distributors, in addition to enabling live information to be provided to users regarding the status of the network. The implementation of up to date traffic control technologies (MOVA and SCOOT) will provide greater flexibility to the operational capability to these principal junctions and regions containing linked installations.

An assessment of the infrastructure requirements has been undertaken, and Jacobs Consultancy has been appointed by Sunderland City Council to assist with the evaluation of traffic and transport benefits of the scheme. This information has allowed a review of scheme costs to ensure value for money is achieved.

Discussion on further options considered is provided in the response at paragraph c, above.

- 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 and no further formal consents are required. Liaison will continue with HA regarding delivery and should their bid be successful, given the nature of the works proposed, coordination of activities is not anticipated to be problematic.

- 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, such as journey time savings to key employment sites.

- 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, and no residential areas on the approach routes that would be subject to significant change in air quality. The impact of the improvements will generally be to deliver a smoother journey meaning fewer stop starts and delays resulting in a decrease in carbon emissions and slight improvement in local air quality. A neutral impact upon noise emissions and community severance is anticipated.

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	£1,820	£0	£1,820
Local Authority contribution	£150	£630	£0	£780
Third Party contribution	£0	£0	£0	£0
TOTAL	£150	£2,450	£0	£2,600

Table B: Cost estimates (Nominal terms)

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Traffic Signal Installation	1,740	15/02/2013	Target Price
Traffic Signs, Roadmarkings and Safety Fencing	50	15/02/2013	Target Price
CCTV Installation	80	15/02/2013	Target Price
Road Resurfacing	300	15/02/2013	Target Price
Lighting	30	15/02/2013	Target Price
Preliminaries	100	15/02/2013	Target Price
Risk costs	150	15/02/2013	Fixed Price
Design Costs	150	15/02/2013	Fixed Price
TOTAL	2,600	15/02/2013	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 local contribution (minimum 30%) towards the project costs for the scheme. No developer contributions towards the scheme have been identified.

- 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.

A Local Authority Major Scheme bid submission has been made to the North Eastern Local Transport Body for funding of the Sunderland Low Carbon Zone – Enabling Transport Infrastructure, which is intended to provide essential infrastructure to support the development of the Low Carbon Zone including the enterprise zone. In addition to works to the wider Low Carbon Zone, the project includes the improvement of the A1231 junction and upgrading of traffic signal equipment at the A1231 and A690 junctions with the A19. The outcome is awaited.

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 estimate, and has been applied based on probability and potential impact to the scheme. Based on scoring identified within a Quantified Risk Assessment included within Appendix 2, a potential cost has been identified for each risk identified and a total sum of £150,000 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.

No alterations to utility apparatus have been identified to be necessary for these works and the likelihood of encountering utility apparatus requiring diversion is considered low with flexibility to adjust positions of equipment on site, which is reflected in the risk register. A Quantified Risk Assessment has been undertaken for the scheme which identifies potential risks to the scheme and an allowance for associated costs and for a total allowance of £150,000.

- 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 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.

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 of 2.6 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 LEP

Appendix 3 – Appraisal Summary Table

Appendix 4 – Scheme Impacts Pro Forma

Appendix 5 – Section 151 and Head of Procurement Letter

Appendix 6 – Project Plan

Appendix 7 – Quantified Risk Register

Appendix 8 – Application Form Checklist

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 which form a minor element of the project 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 procured under contract and consideration is currently been given to use of NEC, Option C, Target Contract.

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. Existing regional partnerships and contractual arrangements will be utilised where appropriate to ensure value for money, as set out above.

- 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) Has a project plan been appended to your bid? Yes No
- b) 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	3/3/2014
Installation of ducting and draw-pits A183 junction.	3/3/2014
Installation of Traffic Signal equipment, including MOVA and UTMC A183 junction	12/5/2014
Commission works A183	23/6/2014
Installation of ducting and draw-pits A1231 & A690 junctions.	7/7/2014
Installation of Traffic Signal equipment,	15/9/2014

including MOVA and UTMC A1231 & A690 junctions.

Opening date

28/10/2014

Completion of works (if different)

28/10/2014

- 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 1A - circa £10m, to commence May 2013
Sunderland Strategic Transport Corridor Phase 2 New Wear Crossing
Capital Programme Allocation (2011 – 2014) - £5.06m p.a., 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.

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

There are no legal processes or consents required.

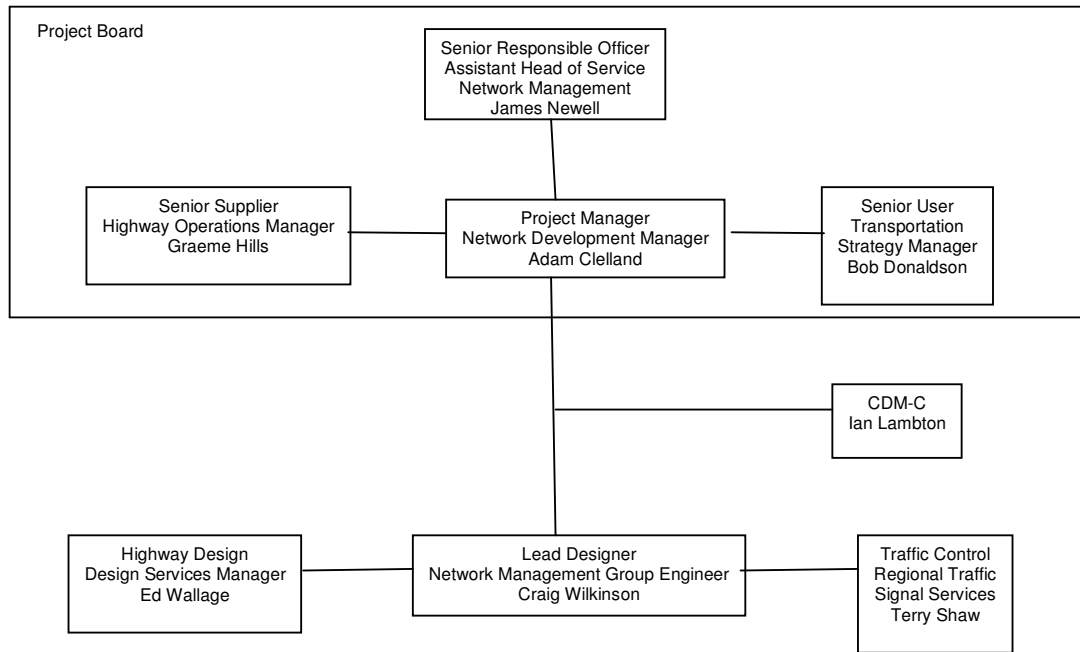
B10. Management Case – Governance

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

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.

The Highways Agency has been contacted as part of a wider review of highway infrastructure and developments in Sunderland. The Highways Agency is supportive of the overall objectives of the Local Pinch Point proposals to introduce UTMC / MOVA at the A19 junctions within Sunderland, along with the replacement of traffic signal equipment and carriageway resurfacing.

Following approval of the project engagement with users including bus and freight operators and local businesses would be undertaken. Additional information regarding the project will be made available through the council's website; media including local press would be engaged to raise awareness of the project.

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 traffic signals schemes developed within the existing highway boundary. As a result it is not anticipated that there would be objections received during the consultation period.

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.

The benefits of the scheme are estimated at £6.3m, based upon journey time savings to vehicles using the scheme alone. This is detailed in full in the attached Appraisal Summary Table and Pro Formas.

C2. Monitoring and Evaluation

Please set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme.

Based upon the scheme objectives of similar schemes, a set of measurable Evaluation Objectives have been derived:

- 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 Washington and the city centre	Journey time / reliability analysis on bus services running between Washington 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 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.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Sunderland Strategic Junctions 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 Strategic (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: Sonia Tomazelli HEAD OF FINANCIAL RESOURCES	Signed: 
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