



Key Route Network (KRN) A560 Cheadle Corridor
Submission to the National Productivity Investment Fund (NPIF)
for the Local Road Network

Stockport Metropolitan Borough Council

June 2017

National Productivity Investment Fund for the Local Road Network Application Form



Department
for Transport

Applicant Information

Local authority name(s)*: **Stockport Metropolitan Borough Council (SMBC)**

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

Bid Manager Name and position: **Nick Whelan, Traffic Manager, Highways & Transportation**

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

Contact telephone number: **0161 474 4907** **Email address:** **nick.whelan@stockport.gov.uk**

Postal address: **Stockport Metropolitan Borough Council**
Fred Perry House
Edward Street
Stockport
SK1 3UR

Combined Authorities

If the bid is from an authority within a Combined Authority, please specify the contact, ensure that the Combined Authority has provided a note ranking multiple applications, and append a copy to this bid.

Name and position of Combined Authority Bid Co-ordinator: **Nicola Kane, Head of Strategic Planning and Research**

Contact telephone number: **0161 244 1246** **Email address:** **nicola.kane@tfgm.com**

Postal address: **Transport for Greater Manchester (TfGM)**
2 Piccadilly Place,
Manchester
M1 3BG

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.greatermanchester-ca.gov.uk/npif-bid

SECTION A - Project description and funding profile

A1. Project name: Key Route Network (KRN) A560 Cheadle Corridor

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

Package of measures on the A560 corridor to provide congestion relief, enhance access to employment, improve bus reliability, safety and facilitate active travel. It includes signalisation / enhancement at the A560/M60 J2 'Roscoes' Roundabout, improvements to a path across Abney Hall Park and 'walk-with' pedestrian facilities at the A560/B5095 junction.

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

The scheme encompasses a short section (c.0.65miles) of the A560 Strategic Distributor, connecting Cheadle Village (Stockport Road / Manchester Road) to Roscoe's Roundabout (M60 Junction 2). It also includes measures to enable cycling through Abney Hall Park, which connects residential and employment areas south of the roundabout and Parrs Wood.

OS Grid Reference: **SJ86770 89018**

Postcode: **SK8 2BL**

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.

The location of the proposed scheme, as well as General Arrangement drawings, is included within *Appendix A*. The plan shows the local transport infrastructure and connectivity, housing and employment sites, as well as a number of key issues and constraints which this scheme is seeking to resolve.

The scheme is important in terms of facilitating access to the Strategic Route Network (SRN) at Junction 2 of the M60 and also contributes to the efficient operation of the motorway.

The key employment sites accessed via the corridor include the Bird Hall Lane Employment area, which is one of the borough's key employment sites and is home to a number of large prominent businesses including Thales (600 employees), Jacobs Engineering (400 employees), Llandis+Gyr (220 employees) and On the Beach (200 employees). All of these businesses are experiencing growth and have been increasing their workforce over the last 12 months. Whilst there are a few vacant units in the Bird Hall Lane area, overall vacancy rates are very low. The works proposed at M60 Junction 2 will continue to ensure Bird Hall Lane remains an attractive location for those travelling by car, as well as cyclists and pedestrians.

Lex Autolease (part of the Lloyds Banking Group) is located immediately adjacent to the junction and employ 850 people and the AA is also nearby, who employ 900 staff over various shift patterns. Other prominent employment sites located within a mile of

Junction 2 that would benefit from the improvements proposed includes the Aurora Business Park, which is a key development of 10 industrial units providing a total of 145,000 sq ft (Gross Internal Area).

Appendix B contains supplementary information on the Strategic Case.

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

As part of the preparation of the scheme, an Equality Impact Assessment (EIA) proforma has been completed. This is contained within *Appendix C*.

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.

The scheme will be delivered on land / adopted highways principally within the ownership of SMBC as the local highway authority and Highways England (HE). The Council will lead the delivery of this scheme and it has full support at Officer and Member level.

As Roscoe's Roundabout provides the termination to slip roads that give access to and from the west to the M60 and M56, HE also has an interest in the efficient operation of access to / from the network. SMBC has a good working relationship with HE and as such, the final scheme will be agreed in full consultation with HE and they will be closely involved in ensuring the works are scheduled to minimise disruption on the trunk road network. A letter of support from HE is provided in *Appendix D*.

The proposed project complements the proposed Smart Motorway improvements on the M60 from Junctions 1-4 and 24-27, due to be implemented between 2018 and 2020, which aims are to increase capacity and relieve congestion while maintaining safety. Smart motorways help make journey times more reliable.

Given that the A560 (Stockport Road) forms part of the Greater Manchester KRN, TfGM will also have to be satisfied with changes to the network. In this regard, TfGM has been involved in this submission (including providing input into scheme design and assessment of strategic fit etc.) and is supportive of the scheme.

If successful, it is intended that a working group to guide the project will be set up and this will include representatives of TfGM (including Urban Traffic Control), Highways England and agents acting on their behalf. This will include inputs to detailed design and project implementation.

A7. Combined Authority (CA) Involvement

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

A letter from Greater Manchester Combined Authority, including a ranking of local schemes has been compiled as part of the Greater Manchester submission.

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

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

A letter of support from the Greater Manchester LEP has been compiled as part of the Greater Manchester submission.

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

☐ Yes ☐ No

SECTION B – The Business Case

B1. Project Summary

Please select what the project is trying to achieve (select all categories that apply)

Essential

- ☒ Ease urban congestion
- ☒ Unlock economic growth and job creation opportunities
- ☐ Enable the delivery of housing development

Desirable

- ☒ Improve Air Quality and /or Reduce CO₂ emissions
- ☐ Incentivising skills and apprentices

☒ Other(s), Please specify

- **Provide greater journey time reliability for bus services on key commuter routes;**
- **Address collisions at key junctions, particularly involving vulnerable users; and**
- **Enhanced provision and connectivity to facilitate travel by sustainable modes.**

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

a) What is the problem that is being addressed?

The A560 corridor and particularly Roscoe's Roundabout suffers from high congestion levels during peak periods which consequently has an impact on access to surrounding employment areas, as well as the journey time reliability of bus services.

A lack of walking and cycling facilities at key junctions (Roscoe's Roundabout and Manchester Road) results in pedestrians and cyclists undertaking considerable diversions or facing an environment which is not conducive to walking and cycling. Accidents at Roscoe's Roundabout junction (see adjacent figure) are particularly high between vehicles and pedestrians / cyclists, consequently providing support for these users will improve safety in the area.

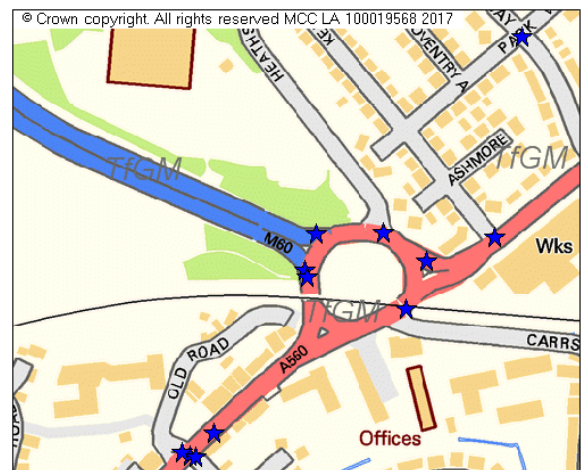


Figure B.1: Trafficmaster % Delay Plot

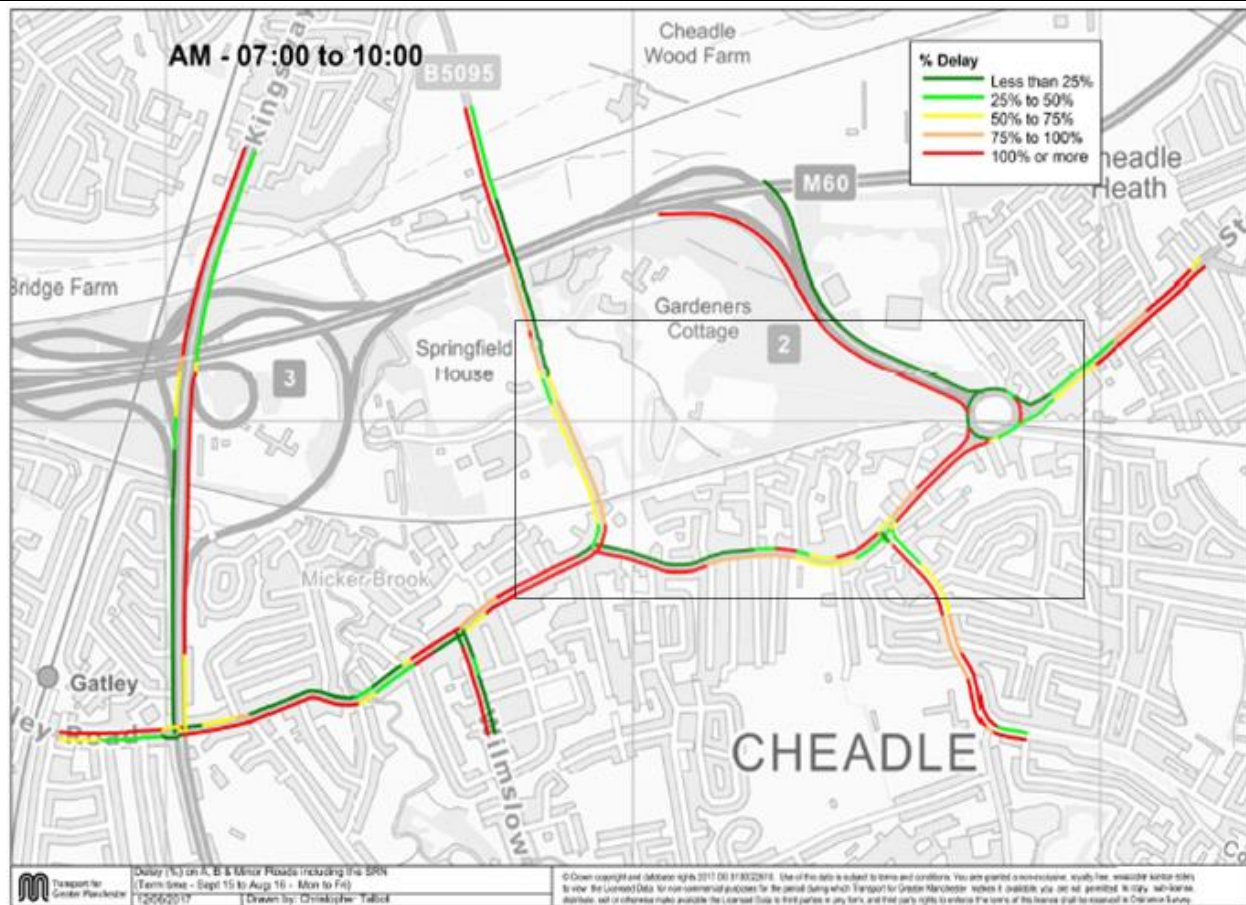
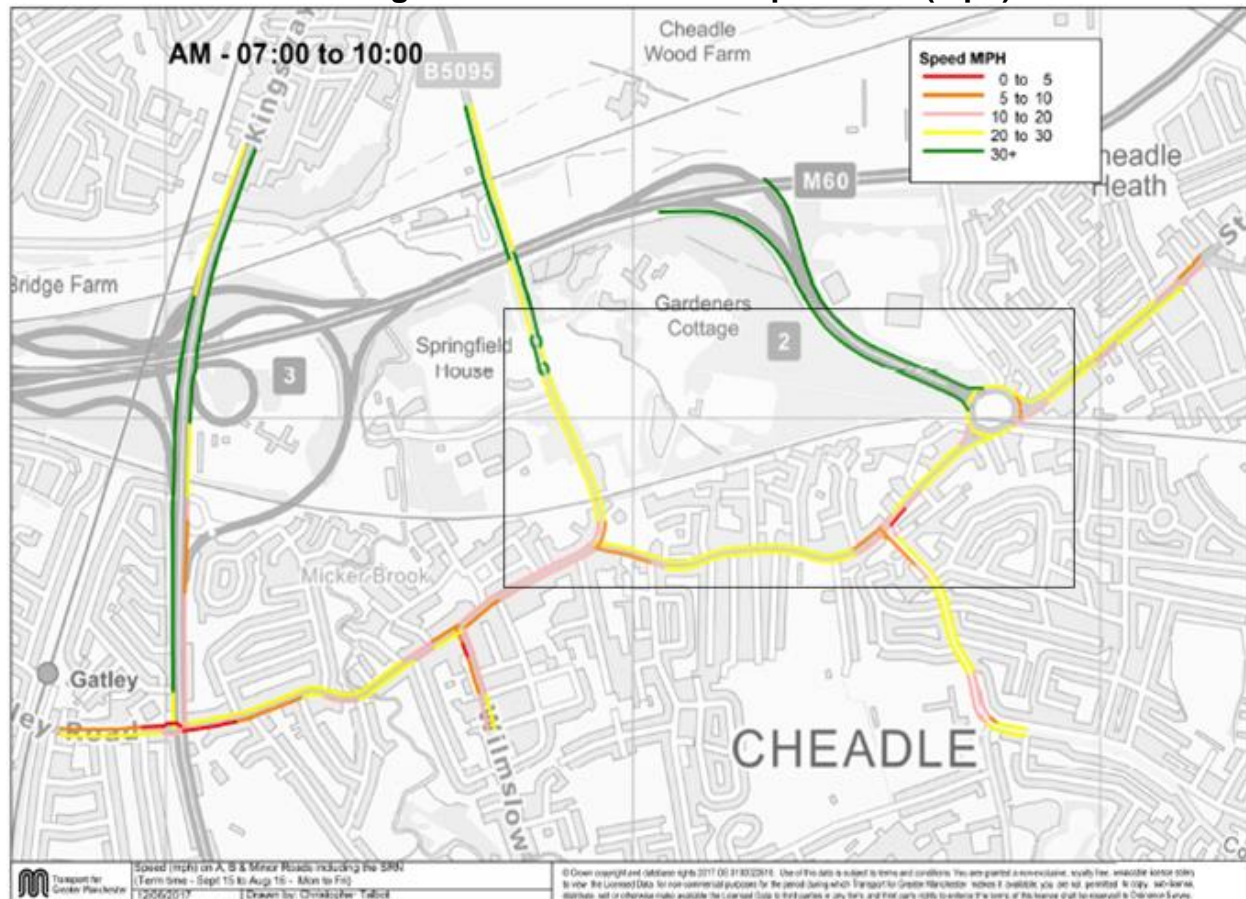


Figure B.2: Trafficmaster Speed Plot (mph)



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

	Options	Why rejected?
M60J2	<ul style="list-style-type: none"> Widening of approach lanes to provide 3 lane entries. Ramp to provide step-free crossing. Signal junction at entry of Heathside Park Road (Opt.1). 	<ul style="list-style-type: none"> Safety implications. Excessive walking distance. Subject to agreement to dedication of land (at nil cost) by Lloyds Banking Group.
Abney Hall Park	<ul style="list-style-type: none"> Quiet road and path to the north of A560. Route to the south of the Hall. 	<ul style="list-style-type: none"> Narrow footpath and encroachment on Network Rail embankment. Changes in levels / pedestrian levels.
Manchester Road Junction	<ul style="list-style-type: none"> Provision of all-red stage. 	<ul style="list-style-type: none"> Resultant congestion.

Figure B.3: Short List Scheme Comparison

KRN A560 Cheadle Corridor	Do Nothing	Option 1	Option 2
		1. A560 / B5095 Provision of walk-with pedestrian facilities 2. Abney Hall Park Cycle path 3. A560 Corridor Signal integration. 4. Roscoes Roundabout – full signalisation (excl. Cheadle Point and Carrs Road junctions) & active mode facilities	4. Roscoes Roundabout – full signalisation (excl. Heathside Park, Cheadle Point & Carrs Road junctions) & active mode facilities
NPIF Objectives			
Ease urban congestion	✗	✓✓✓	✓✓✓
Unlock economic growth and job creation opportunities	✗	✓✓	✓✓
Enable the delivery of housing development	✗	✓	✓
Improve Air Quality and/or CO ₂ emissions	✗	✓	✓
Deliverability Criteria			
Engineering Feasibility			
Stakeholder Acceptability			
Stats			
Programme			
Option Assessment Outcome			
Recommendation			Preferred

* ✓✓✓ – Strong Alignment; ✓✓ – Moderate Alignment; ✓ – Slight Alignment

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 anticipated impacts of the scheme are:

- relief to congestion at Roscoe's Roundabout, particularly in the peak periods;
- support for local employers in access to sites and increased occupancy levels at adjacent employment parks / estates;
- enhanced access to multiple employment sites;

- promotion of active travel through safer crossings and dedicated provisions for pedestrians and cyclists;
- greater bus journey time reliability through integration of signals; and
- greater support for pedestrians and cyclists, particularly at crossings seeks to improve safety for vulnerable users.

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 as proposed is not dependant or constrained by the delivery of any other schemes; land acquisition is not essential (see B7B).

The improvement of the path through Abney Hall Park access will effectively provide an extension of the recently installed Cycling City Ambition Grant (CCAG) key route on Manchester Road. This will provide a more direct and safer cycle link between residential and employment areas south of the roundabout and Parrs Wood, including also access to the tram network at East Didsbury.

The provision of full walk-with traffic pedestrian facilities complements recently completed improvements in Cheadle District Centre.

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)?

In the event funding is not forthcoming, it is not envisaged that the scheme will be progressed. Whilst SMBC is prepared to commit up to £200k in match funding, it doesn't have the financial resource within its capital programme to commit beyond this. Furthermore, it is considered that private developers wouldn't pay for the scheme as it will benefit a number of users rather than specific end users.

Failure to invest will retain the existing situation of congestion, severance and user conflicts. Furthermore the status quo would act as a barrier to encouraging businesses to expand and increasing occupancy rates.

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.

As detailed in B6, the corridor forms part of a declared AQMA (owing to an exceedance of Nitrogen Dioxide (NO₂)). The scheme is anticipated to reduce delay and such can be expected to contribute to a reduction in NO₂.

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	£828	£2,793
Local Authority contribution	£50	£150
Third Party contribution	nil	Nil
TOTAL	£878	£2,943

Notes:

- 1) DfT 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.

SMBC is to provide match funding of £200k towards the total project costs. This is to be partially sourced from Stockport's Highways Investment Programme (HIP), which was launched in 2014.

- b) List any other funding applications you have made for this project or variants thereof and the outcome of these applications, including any reasons for rejection.

The proposed scheme is a variant of one that was submitted to DfT as part of the Local Growth Fund (LGF) 3 minor schemes package. Following the allocation made to Greater Manchester, Greater Manchester Combined Authority (GMCA) decided to focus the funding on the major schemes in the bid, so this was not funded.

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)

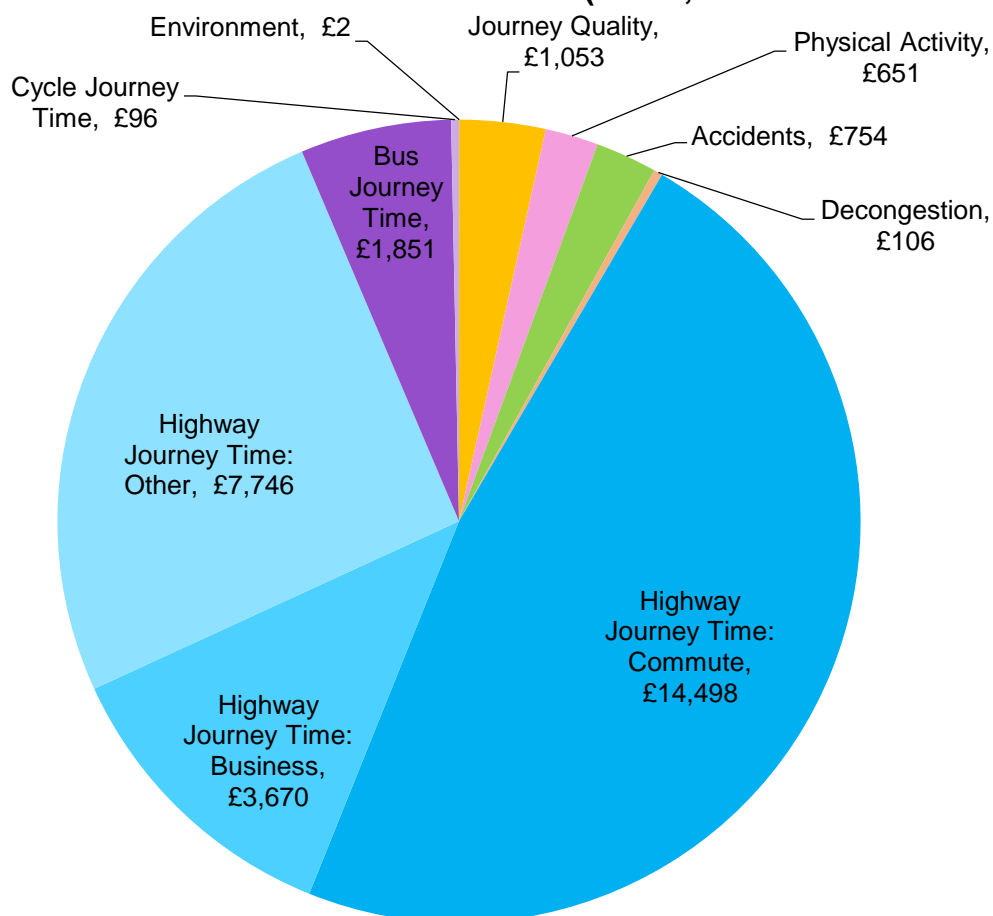
- a) Please provide a description of your assessment of the impact of the project to include:
- Significant positive and negative impacts (quantified where possible) including in relation to air quality and CO₂ emissions.
 - A description of the key risks and uncertainties;
 - If any modelling has been used to forecast the impact of the project please set out the methods used to determine that it is fit for purpose

A Value for Money assessment is contained in *Appendix E*.

The benefits of the scheme are mainly driven by the journey time savings associated with the additional signals at Roscoe's Roundabout, as shown in the breakdown of the benefits associated with the scheme shown in Figure B.4. The figure also shows the notable contribution of the accident benefits which is due to the installation of crossings and upgrade to the path through Abney Hall Park to provide a cycle link.

The impact on air quality and CO₂ emissions was included within the VfM assessment with regards to the new cycle facilities and anticipated modal shift from the car. Easing congestion with the additional signalisation at Roscoe's Roundabout is also expected to have air quality benefits and therefore the quantitative assessment on the environment is considered to be conservative. It should be noted that air quality benefits from the junction improvement are not captured specifically in the appraisal.

Figure B.4: Breakdown of Scheme Benefits (£000s, 2010 Prices and Values)



The key uncertainties associated with the VfM assessment are as follows:

- The ongoing operating and maintenance costs were applied based on an assumption that the annual cost would be 4% of the capex; this was considered to be a conservative estimate. Similarly, the renewals costs were treated in the same way and again could be considered conservative.
- Given that the engineering works are concentrated at Roscoe's Roundabout, the modelling has been concentrated on this junction. The impact of SCOOT has not been modelled as part of the A560 corridor network. In order to include the potential benefits from this element within the VfM assessment, an additional 10% of journey time savings for through traffic along the A560 at Roscoe's Roundabout has been assumed.

- The additional crossing facilities and an off-road cycle link would have accident savings for pedestrians and cyclists. To include this benefit within the VfM assessment, the annual cost of accidents in the study area was calculated and it was assumed the new facilities would result in the accidents falling by 10%.
- To understand the impact on cycling, it was necessary to understand the existing level of cycling demand. In the absence of cycle count data, the VfM assessment has relied on the 2011 Census Travel to Work data.

The above assumptions and uncertainties are covered in greater detail in *Appendix E*.

** Small projects bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if available.*

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

Has a **Project Impacts Pro Forma** been appended? ☒ Yes ☐ No ☐ N/A

(see *Appendix F*)

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

(See *Appendix E*)

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

(see *Appendix G*)

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

No additional material.

** 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

Within the Draft UK Air Quality Plan for tackling NO₂, SMBC is included on a list of local authorities which has one or more roads forecast to persistently exceed NO₂ legal limits based on initial modelling (subject to change and assuming no additional measures).

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

Parts of the route included within the scheme form part of the Greater Manchester AQMA (see figure below). This was designated in May 2016 owing to exceedance of the objective for NO₂.

Figure B.4: A560 Cheadle Corridor NO₂ Exceedances



Source: www.uk-air.defra.gov.uk/aqma/maps

iii) What is the project's impact on local air quality?

☒ Positive ☐ Neutral ☐ Negative

- Please supply further details:

The scheme is anticipated to have a positive impact on air quality owing to the journey time savings for highway and bus traffic. The enhanced cycling facilities are expected to

encourage greater uptake of cycling, and mode shift from car to cycling will also have a positive impact on local air quality.

Although the scheme is expected to have a positive impact on local air quality, this impact is anticipated to be reasonably small owing to the size of the scheme.

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

☒ Yes ☐ No ☐ N/A

- Please supply further details:

SMBC and delivery partners are committed to ensuring that the local benefits of this project are wide and long-lasting. The construction of the two junction improvements, cycle path and signal integration will provide an invaluable opportunity to engage, train and inspire local people.

SMBC seeks to incentivise skills development through its supply chain. This can be demonstrated through the Stockport / Trafford Streetscene Alliance, which has been running since 2009/10. Notable areas of skills development are exhibited as follows:

- Team of specialists contractors partnering allows cross-fertilisation of ideas, including joint initiatives in product development;
- Approach allows Early Contractor Involvement (ECI) and Value Engineering (VE);
- Apprenticeship and professional development programme;
- Framework / material workshops; and
- Sponsorship of training of Council employees at College.

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 contained within *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

Whilst this application has been prepared on the basis of the partial signalisation of Roscoe's Roundabout (Option 2), an option to signalise the Heathside Park Road (Option 1) has also been considered. This option would enhance access to the Heathside Park Road employment area, but would require a small area of private land to be dedicated as highway to the council. SMBC is currently liaising with Lloyds Bank and its agents (CBRE) to consider whether this land can be dedicated. Should this not materialise, then

the scheme would be progressed without signals on Heathside Park Road (with lower overall capital costs).

Email correspondence from the agents acting on behalf of Lloyds Banking Group, who owns the employment site adjacent to Heathside Park Road is contained within *Appendix I*. This shows that Lloyds is amenable to this proposal subject to further detail and final board approval.

- 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 of works

April 2019

Completion of works (if different)

November / December 2019

Opening date

January 2020

- 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 table below provides some examples of major transport schemes delivered by SMBC over the last 5 years:

Project	Cost	Delivered to Time	Delivered to Budget
Stockport Town Centre Access Plan (TCAP) Phase 1	£73.2m	On schedule – due to be completed in 2020.	Phases of work to date have been delivered to budget.
South East Manchester Multi-Modal Strategy (SEMMMS) A6 Manchester Airport Relief Road (MARR) Scheme	£290m	On schedule – due to be completed in Spring 2018.	The project is on course to be delivered on budget.

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.

No planning consent is required for the delivery of the highways elements of the scheme (i.e. Roscoes Roundabout and A560 / B5095 junctions).

Abney Park is under Stockport Council control and it is considered that planning consent is not required to enable the footpath to be upgraded for use by cyclists. These works can be done under local authority permitted development rights.

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

Traffic Regulation Orders (TROs) will be obtained and have been built into the programme and governance arrangements for the scheme to provide assurance that major actions with a material impact are subject to adequate review and control.

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.

SMBC operates a Transportation Programme Board to oversee and scrutinise delivery of the capital programme. The Programme Board is accountable to Stockport Cabinet Members. A Project Management Team will be set up for the delivery of the project, which will be responsible for delivery. The organogram below presents the proposed management structure:

Figure B.5: A560 Cheadle Corridor Project Organogram



Senior Responsible Officer (SRO): Sue Stevenson has the overall accountability for ensuring that proposed package meet the identified objectives and deliver the projected benefits on time and to budget. The SRO is a key leadership figure in SMBC, with the necessary authority to make key decisions and drive the project forward.

Scheme Promoter: Nick Whelan is responsible for the progression of the scheme on a day-to-day basis, ensuring that both the key strategic objectives for the Project and Project Managers are well defined. Nick will be a key contact for the scheme at a senior operational level.

Programme Manager: Matt Jones will report to the Project Board and is responsible for planning, designing and proactively monitoring the progress of the overall programme of works for both junctions and the cycle path. This includes resolving issues identified by the Project Manager, overseeing governance and assurance, and managing interfaces between scheme components.

Project Manager: Katy Farrer will be responsible for overseeing the delivery of the works, including the ongoing management of risks and issues on a day-to-day basis. Katy will be responsible for preparing project reviews, cost loaded schedules with associated gateway reviews and the production of monthly update reports in accordance with DfT requirements and Stockport's Project and Programme Management Processes.

Construction Team: The construction of the scheme will be commissioned user the existing Contractor Framework, which includes Solution SK and George Cox & Sons.

Client Team: The wider client team comprises of SMBC and TfGM staff and is responsible for areas such as *financial control* (monthly financial reporting to the Transport Programme Board), *Property and Legal* (e.g. funding and delivery agreements), and communications.

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 QRA is included within *Appendix J*.

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

A Risk Management Strategy is contained within *Appendix K*.

Please provide evidence on the following points (where applicable) with a limit of 50 words for each:

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

Risk and Optimism Bias has been applied at a rate of 15% and 10% respectively within the scheme costs. This has been based on recent experience of delivering the TCAP.

b) How will cost overruns be dealt with?

Given the level of risk allowance detailed above / recent delivery, SMBC is confident that the costs will not exceed those presented within B3. The costs have been developed / verified by term contractors. Should a cost overrun occur, SMBC would be prepared to commit funding to enable scheme delivery.

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

Risk	Mitigation	Impact on Cost
Agreement of works to the M60 Slip.	Early dialogue.	Medium – may need additional works (included in contingency).
SMART motorway scheme impacts on timetable.		Low – may cause delay if not planned
Works close to Network Rail structures.		Low – may need additional traffic management / protective measures.

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.

SMBC will seek to hold a full stakeholder / public consultation event should it be successful in securing monies from NPIF.

Key stakeholders that would be directly engaged with as the scheme progresses include:

	Influences and Interests
HE	Effective operation of flows to/from M60 network at J2.
TfGM / GM Urban Traffic Control	Traffic management, regulation and road safety.
Network Rail	Impact on structures.
Cheadle Area Committee	Interests of local businesses / residents.
Stagecoach	Effective and reliable operation of services along corridor.
Stockport Cycle User Group	Safety and connectivity for users.
Disability Stockport	Safety, convenience and equality for all abilities.

- b) Can the project be considered as controversial in any way? ☐ Yes ☒ No
If yes, please provide a brief summary in no more than 100 words

n/a

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

☐ Yes ☒ No

If yes, please provide a brief summary (in no more than 100 words)

n/a

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 **Mary Robinson, Cheadle [Conservative]**

☒ Yes ☐ No

2

☐ Yes ☐ No

A letter of support from the Member of Parliament for Cheadle, Mary Robinson is contained within *Appendix L*.

B13. Management Case - Assurance (Essential)

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

Section 151 Officer

Assurance is provided through declaration in Part D of this application.

Additionally, for large projects please provide evidence of an integrated assurance and approval plan. This should include details of planned health checks or gateway reviews.

n/a

SECTION C – Monitoring, Evaluation and Benefits Realisation

C2. Please set out, in no more than 100 words, how you plan to measure and report on the benefits of this project, alongside any other outcomes and impacts of the project.

SMBC will be responsible for monitoring and evaluation (M&E) to ensure the scheme represents value for money to the taxpayer and that it meets its intended outcomes and impacts, in accordance with DfT published guidance and the GMCA/LEP Assurance Framework.

We propose to monitor the realisation of benefit delivery through the following:

- Traffic counts;
- Collision data;
- DfT Trafficmaster speed / delay data;
- Planning completions (sq.m of new development); and
- Air quality data.

Reporting will occur in two phases: scheme delivery and one year after scheme delivery.

M&E budget: £27k (included in project costs).

Rationale	Inputs	Outputs	Outcomes
NPIF Objectives Ease urban congestion Unlock economic growth and job creation opportunities Improve air quality and/or CO ₂ emissions	Funding NPIF Stockport MBC Contribution	Corridor Package Signalisation at the A560 / M60 Junction 2 Roscoe's Roundabout Toucan controlled crossings at the A560 / M60 Junction 2 Roscoe's Roundabout Integration of signals on the Cheadle Corridor through SCOOT. Pedestrian and cycle route around the Roscoe's Roundabout island Upgrade path to cycle link across Abney Hall Park Walk with traffic pedestrian facility across Manchester Road	Ease urban congestion Traffic counts Trafficmaster speed and delay data Unlock economic growth and job creation Planning completions (sq. m) Occupancy of existing developments Employment growth Improve air quality and/or CO₂ emissions NO ₂ emissions Bus journey time reliability Bus speed and delay data Reduce collisions Number of collisions involving pedestrians and cyclists Promote sustainable travel Cycle and pedestrian counts Travel to work data (mode split)
Other Objectives Greater journey time reliability for buses Reduce collisions, particularly those involving vulnerable users Promote travel by sustainable modes	Capital Cost Roscoe's Roundabout £2,201,409.94 Abney Hall Path £568,557.53 A560 / B5095 £739,871.66		
A560 KRN Cheadle Corridor Logic Map			

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

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for the **KRN A560 Cheadle Corridor**, I hereby submit this request for approval to DfT on behalf of **Stockport Council** and confirm that I have the necessary authority to do so.

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

Name: **Sue Stevenson**

Signed:

Position: **Head of Highways and Transportation**

Susan M. Stevenson

D2. Section 151 Officer Declaration

As Section 151 Officer for **Stockport Council** I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that **Stockport 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:

Michael Cullen

Signed:

Michael Cullen

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

Combined Authority multiple bid ranking note (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Map showing location of the project and its wider context	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Combined Authority support letter (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
LEP support letter (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Housebuilder / developer evidence letter (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Land acquisition letter (if applicable)	<input 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