

National Productivity Investment Fund for the Local Road Network Application Form



Department
for Transport

The level of information provided should be proportionate to the size and complexity of the project proposed. As a guide, for a small project we would suggest around 10 -15 pages including annexes would be appropriate.

One application form should be completed per project and will constitute a bid.

Applicant Information

Local authority name(s)*: Leicestershire County Council

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

Bid Manager Name and position: Ann Carruthers, Assistant Director, Highways and Transport

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

Contact telephone number: 0116 3057966

Email address: Ann.Carruthers@leics.gov.uk

Postal address:

Environment & Transport
Leicestershire County Council
County Hall
Leicester Road
Glenfield
LE3 8RA

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:

Contact telephone number:

Email address:

Postal address:

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:

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/road-schemes>

SECTION A - Project description and funding profile

A1. Project name: Hinckley Hub Sub-Package (Part of Hinckley Area Project Zone 4)

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

The whole Hinckley Area Project Zone 4 supports delivery of around **5,900 new homes** and **1,600 new jobs**. The Hinckley Hub Sub-Package forms a key element of Zone 4, delivering:

- Capacity improvements (Hawley Road and Brookside junctions)
- Parking and traffic management
- Signage upgrades
- Walking and cycling improvements across town centre.

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

Hinckley is in one of five prioritised Growth Areas (GA5) identified in the Leicester and Leicestershire Local Enterprise Partnership's Strategic Economic Plan, offering the greatest opportunities for economic growth. Hinckley Zone 4 covers the Town Centre and A47 corridor around Hinckley.

OS Grid Reference: **SP423932 (Hinckley Hub)**

Postcode: **LE10 0FR**

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.

A4. How much funding are you bidding for? (please tick the relevant box):

Small project bids (requiring DfT funding of between £2m and £5m) ☒

Large project bids (requiring DfT funding of between £5m and £10m) ☐

A5. Has any Equality Analysis been undertaken in line with the Equality Duty?

☒ Yes ☐ No

A6. If you are planning to work with partnership bodies on this project (such as Development Corporations, National Parks Authorities, private sector bodies and transport operators) please include a short description below of how they will be involved.

Leicestershire County Council (LCC) has been working with key stakeholders in the wider Hinckley area for the past 4 years whilst developing and delivering transport improvements. An excellent working relationship has been established, enabling LCC to gain a greater understanding of the remaining transport issues in the town centre and surrounding area and also those that represent barriers to future growth.

The following stakeholders support the delivery of transport improvements in Hinckley, and have been involved throughout the planning and consultation process:

- **MIRA** has been involved throughout the consultation process and will continue to be consulted, to ensure that the scheme results in minimal disruption to their business.
- **Local Bus Operators (Arriva and HinckleyBus)** will be consulted to ensure that the scheme results in minimal disruption to their services and customers.
- **Hinckley and Bosworth Borough Council** have worked with colleagues at Leicestershire County Council to ensure that the Hinckley Area Project approach and proposed schemes delivers in line with the Local Plan and Town Centre Action Plan.
- **Hinckley Business Improvement District (BID)** has been involved throughout the consultation process and provided valuable feedback.
- **Midlands Highway Alliance** will be used to procure the main contractor for the construction of the scheme.
- **Highways England**, as the highway authority for the A5, Highways England is supportive of the package of measures that ensures the efficient operation of the local network, which in turn assists the operation of the strategic road network.

A7. Combined Authority (CA) Involvement

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

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

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

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

☐ 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 significant improvements to encourage active travel modes that could result in substantial health benefits

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

a) What is the problem that is being addressed?

Hinckley is seeking to capitalise on its strategic location to maximise its economic potential. The Rugby Road corridor, a key link to the Strategic Road Network (M69), currently suffers from significant peak period congestion and poor journey time reliability, including peak delays of up to 3 minutes per mile, which will worsen with planned growth. Without this phase of work the full benefits of previous investment (zones 1-3) will not be realised. This will result in the town centre becoming less attractive to employers, employees and future residents, restricting Hinckley's ability to perform its town centre function for south-west Leicestershire.

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

In developing a transport strategy for Hinckley Zone 4 a detailed feasibility study was undertaken (see attached), considering a range of transport solutions to meet the aims of the project. The junction improvements on the B590 Rugby Road corridor, at the junctions of Hawley Road and Brookside, are two of the key schemes identified in the strategy. As part of preliminary design work a localised microsimulation transport model has been developed to assess scheme options at the junctions. Alternative improvement options have been considered for the junctions and discounted to ensure maximum benefit and value for money.

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.

Hinckley Area Project Zone 4 will:

- Deliver **£75 million** (COBA 2010 values) benefits;
- Deliver **£8 million** additional GVA benefits;
- Support delivery of around 5,900 homes, creation of 1,600 new jobs, 2,500 training places and 110 apprenticeships;
- Ensures maximum benefit from previous investment by completing the Area Project

In contributing to delivering this, the **Hinckley Hub Sub-Package** will:

- Ease **urban congestion** (improved junction capacity, reduced queue lengths and delay per vehicle);
- Improve access to key employment/retail centres, particularly the Crescent;
- Improve connectivity for active travel modes across the town; and
- Improvements to Hawley Road/Rugby Road and Brookside junctions have a **BCR of 4.4**

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?

Yes – the project requires 340m² of third party land and negotiations are well progressed to secure it (see attached).

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 longer term, modelling shows that without intervention, congestion on the Rugby Road corridor increases markedly, affecting the efficient operation of existing businesses, including the Crescent and the MIRA Technology Park Enterprise Zone (when complete this will be the largest transport sector R&D technology park in Europe).

Whilst part of the package could be delivered in a piecemeal fashion over several years, as developer contributions become available, it is unlikely that the Hawley Road, Brookside junction improvements would be delivered without this funding.

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.

Not applicable

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	695	2780
Local Authority contribution	745	745
Third Party contribution	(See B4a)	(See B4a)
TOTAL	1440	3525

Notes:

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

B4: Local Contribution & Third Party Funding: Please provide information on the following questions (max 100 words on items a) and b):

a) Provide an outline of all non-DfT funding contributions to the project costs, the level of commitment, and when the contributions will become available.

Funding Source	Level of Commitment	2017-18	2018-19	2019-20	Future
Leicestershire County Council	Committed		745	745	
Leicester and Leicestershire Enterprise Partnership (LLEP)	Subject to confirmation	80 (scheme development funding)			

NB: The Hinckley Area Zone 4 Project consists of 3 Packages, summarised below and as listed in more detail in the appended document.

Initial Sub-Package

- Value = £0.76 million (Confirmed Leicestershire County Council Capital Budget)
- Delivery years = 2017-18 and 2018-19
- Content = junction improvements, signage upgrades and walking and cycling improvements

Hinckley Hub Sub-Package

- As per this bid

Further Measures Packages

- Value = £10.16 million (Developer contributions of £3.2 million – subject to S106 agreements – and TBC Leicestershire County Council Capital Budget)

- 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.
- Hinckley Area Project Zone 4 was put forward by the LLEP as part of the Growth Deal 3 offer, but sufficient funding was only awarded to allow the delivery of the first priority scheme (M1 J23).

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

Impacts

- Overall, the independent economic assessment shows that the scheme delivers a very high **BCR of 4.4**, demonstrating a positive impact on journey times in the area.
- **GVA of £83 million.**

- The improvements at Rugby Road/Hawley Road will help ease urban congestion by boosting reserve capacity at the junction, resulting in **reduction in queue lengths and delay per vehicle** on all junction approaches across the AM/PM peaks. Microsimulation modelling evidences that, when combined with the improvements at Rugby Road/Brookside, congestion further subsides across the corridor. The reduction in urban congestion will result in a positive net benefit for local air quality.
- Supports the delivery of **4,000 houses** at the Earl Shilton and Barwell Sustainable Urban Extensions (SUEs) and around a further **1,900 houses** across the area.
- Supports the creation of **1,600 jobs** at MIRA Technology Park Enterprise Zone (MTPEZ).
- The scheme will improve accessibility to the MTPEZ. The site will house the National Skills Training Centre, a collaborative project between MIRA, North Warwickshire and Hinckley College and the University of Leicester, which will train people to support the MTPEZ employer base (**2,500 training places** and **110 apprenticeships**). The skills base developed here will help improve the long term productive capacity of the regional and national economy.
- Support the ongoing regeneration of Hinckley Town Centre.
- Provide significant improvements to encourage active travel modes that could result in substantial health benefits.

Risks and Uncertainties

As with any major transport project, there are a number of potential risks to the delivery of the scheme, such as:

- Some third party land required in order to deliver the scheme. However, negotiations are well progressed with the land owner and it is anticipated the land will be acquired through negotiation.
- Conflict with other works on the network in the area, given the level of planned growth. Coordination meetings are already in place to consider road space availability and manage conflict over a 5 year period.
- Availability of contractors to deliver the work on time – LCC is part of the Midlands Highway Alliance and, as such, has access to the MHA framework. This ensures adequate resource is available for the authority's construction requirements. The main contractor for the construction of the key junction infrastructure will be procured through the Midlands Highways Alliance Medium Schemes Framework 3 (MHA MSF3).

Modelling

As part of the Hinckley Zone 4 feasibility study, the Leicester and Leicestershire Integrated Transport Model (LLITM) was used to identify transport issues. The transport model has been built in accordance with the Department for Transport's modelling and appraisal guidance (WebTAG) and has been approved for use on a range of the council's transport schemes. For this study, 2011 has been taken to represent the closest approximation available to the current year and the existing network conditions, whilst 2026 has been used as the primary year for future assessment. This provides suitable comparative for forecast background changes between today's traffic conditions and those expected in 2026 with future planned developments in and around Hinckley. 2026 also signifies the end of the Hinckley and Bosworth Local Plan period.

Following the options appraisal, modelling was undertaken to test the preferred options and produce an economic appraisal. This combined LLITM data with the Paramics and LinSig models to produce a more accurate representation of the impact of the junction improvements.

A subsequent economic appraisal was undertaken, with the use of LLITM outputs and TUBA software to monetise the benefits from each option.

The calculation of the **4.4** BCR for the proposed scheme takes into account the time savings and impact on accident rates over a 60 year period to produce a forecast of benefits. The time savings across the period, as well as the monetary savings these lead to, are calculated via a spreadsheet model developed for the appraisal that was developed in accordance with the principals set out in the COBA manual. Monetary benefits/disbenefits resulting from a change in accident numbers as the result of the proposed improvement strategy were calculated in accordance with DMR using the software COBA-LT.

** 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

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

** This list is not necessarily exhaustive and it is the responsibility of bidders to provide sufficient information to demonstrate the analysis supporting the economic case is fit-for-purpose.*

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.

d) Additionally detailed evidence supporting your assessment, including the completed [Appraisal Summary Table](#), should be attached as annexes to this bid. **A checklist of material to be submitted in support of large project bids has been provided.**

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

- Please append any additional supporting information (as set out in the Checklist).

**It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*

B6 Economic Case: For all bids the following questions relating to **desirable criteria** should be answered.

Please describe the air quality situation in the area where the project will be implemented by answering the three questions below.

i) Has Defra's national air quality assessment, as reported to the EU Commission, identified and/or projected an exceedance in the area where the project will be implemented?

☐ Yes ☒ No

ii) Is there one or more Air Quality Management Areas (AQMAS) in the area where the project will be implemented? AQMAS must have been declared on or before the 31 March 2017

☐ Yes ☒ No

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

☒ Positive ☐ Neutral ☐ Negative

- Please supply further details:

The improvements at Rugby Road/Hawley Road will help ease urban congestion by boosting reserve capacity at the junction, resulting in a reduction in queue lengths and reduction in delay per vehicle on all junction approaches across the AM/PM peaks. Microsimulation modelling evidences that, when combined with the improvements at Rugby Road/Brookside, congestion further subsides across the corridor. The reduction in urban congestion will result in a positive net benefit for local air quality.

In addition, increased connectivity for pedestrians and cyclists across the town centre will provide more opportunities for non-car journeys, which will also have a positive impact on air quality. Parking and signage improvements will improve permeability around Hinckley Town Centre, leading to less delay and reduced mileage.

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

☒ Yes ☐ No ☐ N/A

- Please supply further details:

As part of the Midlands Highway Alliance MSF3, construction contractors are obliged to provide an Employment Skills Plan, through which they will need to demonstrate their commitment to assisting skills development through apprenticeships, school support etc.

B7. Management Case - Delivery (Essential)

Deliverability is one of the essential criteria for this Fund and as such any bid should set out, with a limit of 100 words for each of a) to b), any necessary statutory procedures that are needed before it can be constructed.

a) A project plan (typically summarised in Gantt chart form) with milestones should be included, covering the period from submission of the bid to project completion.

Has a project plan been appended to your bid?

☒ Yes

☐ No

- b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place to secure the land to enable the authority to meet its construction milestones.

The county council is currently in negotiation with the landowner and has been advised that the current landowner is seeking to move premises and, subject to them obtaining planning permission for a new site, they are willing to relinquish the land required to facilitate the highways improvements. Leicestershire County Council has also discussed this with the Local Planning Authority and is satisfied that there are no substantial concerns relating to the planning permission, including the granting of the permission within the timescales for delivery of this project.

Has a letter relating to land acquisition been appended?

☒ Yes

☐ No

☐ N/A

- c) Please provide in Table C summary details of your construction milestones (at least one but no more than six) between start and completion of works:

Table C: Construction milestones

Milestone	Estimated Date
Completion of Land Transfer	March 18
Complete Preliminary and Detailed Design	April 19
Procurement of Contractor	April 19
Start of Construction	May 19
Completion of Construction	June 20
Monitoring and Evaluation	Jan 21 onwards

- 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)

Leicestershire County Council has a strong record of successfully delivering major transport schemes with experience gained from previous projects being used to inform this project. Please see the table below for further details.

Project	Project Cost	Delivered to time/budget?	Mitigating Circumstances
Hinckley Zones 1-3	£5.5 million	Yes	N/A
M1 Bridge to Growth	£15 million	Yes	N/A
A511 Package (M1 J22/A42 J13)	£9.1 million	Expected to be completed to time and budget in July/August 2017	N/A
Leicester North West Phase 1	£9 million	Yes	N/A
Loughborough Town Centre Improvements	£19.1 million	Yes	N/A

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.

N/A

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

N/A

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.

Board Roles and Responsibilities (please see the organogram below)

Senior Responsible Owner (SRO)

The SRO is ultimately accountable for the success of the project. Responsibilities include:

- Owning the overall vision and strategy for the project
- Acting as the project 'champion', providing clear leadership and direction for the duration of the project
- Securing investment required to set up and run the project
- Accountability for the governance arrangements of the project
- Owning and ultimately delivering key information, such as the project objectives and business case
- Managing the interface with key senior stakeholders
- Managing strategic risks
- Ensuring the project remains aligned with the strategic direction of the Department and Council
- Commissioning and ownership of reviews to establish the project's continued alignment to objectives, capability to deliver and realisation of benefits
- Managing and supporting the Project Manager
- Making decisions with the advice and support of the Project Board

Senior Suppliers

This role is accountable for the quality of the products delivered by the project team. They must have authority to commit or acquire supplier resources, as required. Responsibilities include:

- Agree objectives for work stream activities
- Promote and maintain focus on the desired project outcome from the point of view of their Department or Organisation
- Ensure that the supplier resources required for the project are made available with the approval of the paying Organisation

- Resolve supplier requirements and priority conflicts
- Approve product descriptions for supplier products and sign-off once complete
- Contribute to Project Board decision making, as a subject matter expert (SME) from their specific area
- Brief non-technical management on supplier aspects of the project

Senior Users

This role is responsible for specifying the needs of those who will use the final product(s), for user liaison with the project team and for monitoring products against requirements. They must have authority to commit or acquire user resources as required. Responsibilities include:

- Ensure desired outcome of the project is specified
- Promote and maintain focus on the desired project outcome from the point of view of their Department or Organisation
- Ensure that the user resources required for the project are made available
- Resolve user requirements and priority conflicts
- Approve product descriptions for user products and sign-off once complete
- Contribute to Project Board decision making, as an SME from their specific area
- Provide the user view on follow-on action recommendations
- Brief and advise user management on user aspects of the project

Project Assurance

The Project Assurance role is primarily to monitor all aspects of the project's performance and products independently. Responsibilities include:

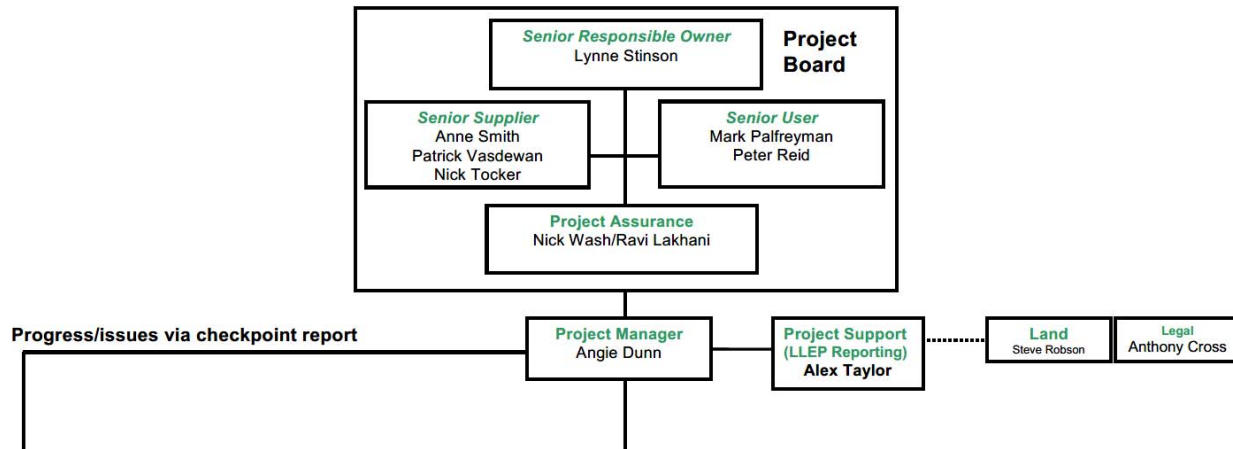
- Ensuring that the project continues to meet its specification, the required quality standards and the business case
- Validation of programme objectives, projects, deliverables and benefits
- Ensuring the project scope changes, if any, follows agreed standards and procedures
- Ensuring that the risks are controlled and the communications are working
- Constructive challenge to the Project

Project Manager

The Project Manager's key responsibilities are to:

- Routinely engage with the Project Board to provide an update of project progress, risks and issues
- Ensure the successful execution of the project
- Create and maintain a detailed work plan and project schedule, including metrics and report variances to the project board
- Assign responsibilities to each team member
- Secure resources for the project as required to meet the overall timeline and scope of the project
- Ensure team members are spending the time they originally pledged to the project
- Ensure change control procedure followed and communicate changes in project scope to the project board
- Own project related documentation
- Prepare status reports for presentation to the project board
- Determine contingencies for key project components
- Maintain issues and risks logs
- Facilitate the review and resolution of key issues and risks
- Sign off project deliverables
- Assist work stream leads to plan and arrange team training requirements

Hinckley Area Project Zone 4



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
 (NB: Risk Register appended)
 Has a Risk Management Strategy been appended to your bid? ☒ Yes ☐ No

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

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

A 17% risk allowance has been applied to the project costs. As design progresses, a full quantified risk register will be established as part of Early Contractor Involvement (ECI) to identify and mitigate risk.

b) How will cost overruns be dealt with?

Any potential cost overrun will be met by re-prioritising investments in the 2018/19 and 2019/20 programme. The potential for cost overruns will be minimised through ECI and the use of our existing framework to secure a contractor.

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

A corporate risk assessment has been undertaken and the main risks identified, including issues arising from detailed design and construction. These risks will be mitigated through application of lessons learnt (past experience), ECI and the use of our existing framework to secure a contractor.

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.

Following a stakeholder analysis (see appended communications plan), we intend to work closely with the following stakeholders, to ensure their support for the strategic approach to delivery of schemes:

- **MIRA and Local Bus Operators** will be consulted to ensure that the scheme results in minimal disruption to their services and customers.
- **Hinckley and Bosworth Borough Council** will continue to work with Leicestershire County Council to ensure that the scheme delivers in line with the Local Plan and Town Centre Action Plan.
- **Highways England** will be consulted to ensure the scheme continues to deliver efficiency improvements for the strategic road network.

- 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)

- 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 Mr David Tredinnick (see appended letter of support).

☒ Yes

☐ No

B13. Management Case - Assurance (Essential)

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

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

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.

Leicestershire County Council is experienced in evaluating, monitoring and reporting on delivery of schemes including requirements for Single Local Growth Fund and Majors Funding. We will ensure appropriate before and after data is available to provide robust evidence as to the benefits of the project, including the main objectives of the projects:

- Reduction in congestion
- Housing delivery
- Economic performance of Hinckley Town Centre
- Walking and Cycling Levels

Leicestershire County Council will be pleased to provide monitoring and evaluation information in any required format. A pro-forma is attached as an example.

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 Hinckley Hub Sub-Package I hereby submit this request for approval to DfT on behalf of Leicestershire County Council and confirm that I have the necessary authority to do so.

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

Name: Ann Carruthers

Signed:

Position: Assistant Director, Highways and Transport

D2. Section 151 Officer Declaration

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

Signed:

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

Combined Authority multiple bid ranking note (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Map showing location of the project and its wider context	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Combined Authority support letter (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
LEP support letter (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Housebuilder / developer evidence letter (if applicable)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
Land acquisition letter (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Projects impact pro forma (must be a separate MS Excel)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Appraisal summary table	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Project plan/Gantt chart	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A