

Local Pinch Point Fund Application Form



Department
for Transport

Guidance on the Application Process is available at:

<https://www.gov.uk/government/organisations/department-for-transport/series/local-pinch-point-fund>

Please include the [Checklist](#) with your completed application form.

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, for a small scheme we would suggest around 25-35 pages including annexes would be appropriate.

One application form should be completed per project.

Applicant Information

Local authority name(s)*: Stockport 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: Sue Stevenson, Transportation Policy, Programmes, GIS and Technical Support Manager

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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:

<http://www.stockport.gov.uk/services/transport/transportpolicy/>

All the GM Pinch Point bids can be found at the TfGM local transport plan website:

http://www.tfgm.com/journey_planning/LTP3/Pages/default.aspx

SECTION A - Project description and funding profile

A1. Project name: Covent Garden Village access road and pedestrian improvements

A2. Headline description:

The proposed scheme is to construct a new access road to enable development of Phases 2 and 3 of Covent Garden Village housing in Stockport Town Centre. It includes construction of a supporting highway retaining wall and additional works to introduce a pedestrian phase and facilities at the junction of Spring Gardens/ Waterloo Road to enable improved access to local employment sites and a primary school from the site. See **Appendix 2** and **Appendix 3** (Waterloo Road/ Spring Gardens Junction upgrades) for plans.

A3. Geographical area:

Please refer to the map in **Appendix 4**. The access road will connect Wellington Street with Waterloo Road in Stockport Town Centre (the red line on the map). Pedestrian facilities will be constructed at the junction of Waterloo Road and Spring Gardens (circled in red) and additional works are required to widen the junction of another access road from Churchgate into the site (the red rectangle).

The housing site immediately accessed by the road is enclosed in the green dashed line. The arrows demonstrate the strategic importance of the site as it is within a very short distance of the main retail area in Stockport Town Centre, the bus and rail station, local employment sites and the civic complex and Vernon Park Primary school (all within 5-15 minutes' walk).

The site is in close proximity to Hemphshaw Brook which is a main river and hence road construction and drainage works will require consultation with the Environment Agency.

OS Grid Reference: E389930 N390190

Postcode: SK1 3BJ

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

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

Scheme Bid

Structure Maintenance Bid

Large project bids (requiring DfT funding of between £5m and £20m)

Scheme Bid

Structure Maintenance Bid

Note: Scheme and Structure Maintenance bids will be assessed using the same criteria.

A5. Equality Analysis

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

A6. Partnership bodies

The Council and its development partner, ID4 Living (Seddon Group), have entered into a Development Agreement to deliver housing in phase 2 of the Covent Garden Village Master Plan. Additionally, Seddon Group have signed an agreement with the HCA for Get Britain Building funds to proceed with the project once enabling works have been undertaken. A confirmatory letter from Seddon Group to this effect is appended to this bid (**Appendix 5**).

A7. Local Enterprise Partnership / Local Transport Body Involvement

It would be beneficial (though not essential) if the relevant LEP or LTB (or shadow(s)) have considered the bid and, if necessary, prioritised it against other bids from the same area. If possible, please include a letter from the LEP / LTB confirming their support and, if more than one bid is being submitted from the area, the priority ranking in order of growth significance.

Have you appended a letter from the LEP / LTB to support this case? Yes No
While this bid is being submitted by Stockport Council, Transport for Greater Manchester has conducted a prioritisation process on behalf of the Greater Manchester Combined Authority, acting as the shadow LTB. This prioritisation process has subsequently been endorsed by the Greater Manchester LEP – see **Appendix 1**.

The prioritisation process classed classified the ten GM schemes as either Priority 1 or Priority 2. This application has been classified as Priority 1.

SECTION B – The Business Case

You may find the following DfT tools useful in preparing your business case:

- [Transport Business Cases](#)
- [Behavioural Insights Toolkit](#)
- [Logic Mapping Hints and Tips](#)

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 – Improve access from the housing site to a nearby primary school

B2. The Strategic Case

The provision of high quality housing in the Town Centre is vital to promoting economic growth in the area by bringing economically active residents closer to businesses in the retail and employment areas of the Town Centre. The Covent Garden Village area has long been identified as a key area for market led housing to support this with a potential to regenerate currently derelict or under-utilised sites, through the Town Centre Masterplan (2005), the Town Centre Prospectus (2010) and a more recent review of GM Town Centres commissioned by AGMA (Javelin, 2012).

The specific housing development that will be enabled through delivery of this project forms phases 2 and 3 of the wider Covent Garden Village Masterplan, with a further series of phases that are in turn dependent on delivery of these phases. Phase 1, which is currently under construction, is largely comprised of affordable housing, whereas Phases 2 and 3 will be entirely market housing.

There is a critical shortage of viable new housing within Stockport, particularly in priority locations within the Town Centre and accessible locations. Without stimulus it is likely that this situation may create additional pressure to release greenfield sites for housing development against the principles within Stockport's LDF Core Strategy. The Covent Garden Village Masterplan has potential to provide an important contribution to Stockport's 5 year housing supply and phases 2-3 themselves should include 140 new homes for market, accounting for approximately 8% of the 5 year supply target.

It is also clear from recent experience of a smaller development at Royal Oak Brewery in the Hillgate area that there is considerable latent demand for housing in the Town Centre. 23 out of 26 dwellings at the development were sold off plan (through shared ownership).

These will constitute the first major market housing development within the Town Centre and as such should make a significant contribution to a step change in the patterns of demand for services and retail in the town centre as well as the profile of the labour market in the immediate locality. It is therefore anticipated that, alongside the immediate benefits of support to construction jobs, additional permanent gains in local jobs should also be anticipated through support to local businesses and labour productivity gains through improved accessibility to office based employment in Stockport Town Centre and Manchester City Centre.

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

Since the initial financial model for Covent Garden phase 2 was developed requirements have emerged for additional contaminated land remediation. As such these are problems frequently encountered with brownfield site development. However these are coupled with a shortfall in private capital for the development caused by the fall in projected end prices. These two factors have compounded to stall the project.

Funding that has been confirmed from the HCA and AGMA Growing Places Fund is sufficient to cover the costs of the housing development. However, this has left a shortfall in funding for the infrastructure works. As phases 2 and 3 are directly dependent on the infrastructure works these costs have had to be incurred at this early stage of the development and cannot be spread across subsequent phases.

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

The only other option that could be considered to bridge the funding gap is Prudential Borrowing. However, this would place a significant financial burden on the Council that will have a potentially severe impact on its financial sustainability in the future. At the same time the scheme benefits would be primarily accrued to the private sector rather than to the Council.

The Covent Garden Village Masterplan is supported through contributions from the AGMA Growing Places fund and HCA investment and grant funding as well as contributions from both the Council and its development partner. These can only be used specifically for the housing development and cannot be used for the highway infrastructure elements.

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

The primary benefit of the access road and associated works will be the enabling of the development of 141 new houses in a highly accessible location. The outcomes of the project will be:

1. Significant contribution to reducing the current and project shortfall in housing in Stockport Borough as indicated in the Housing Needs Assessment (DCA, 2011).
2. Realisation of latent demand for market housing in the Town Centre (as demonstrated by the recent experience of smaller scale housing in the Town Centre)
3. The creation of business opportunities, particularly in the Hillgate area, afforded by the unprecedented concentration of economically active residents in the vicinity of the Town Centre.
4. Support to 80 construction jobs over a 2 year period from 2016 to 2017, and subsequently over a 3 year period for the phase 3 development (possibly 2018 to 2020).
5. Benefits to businesses in Stockport Town Centre and Manchester City Centre through an increase in the pool of high quality labour either within walking distance or within close proximity to major transport interchanges.
6. Reduced pressure to deliver housing in inaccessible locations, thereby reducing the increase in demand for travel on the strategic network.
7. Reduced habitat loss through the same reduced pressure to deliver housing on greenfield sites.
8. Through the regeneration of large derelict site, a significant change in the perception of Stockport Town Centre by businesses and residents.

Taking the 99th percentile outturn cost for the highway works, projected maintenance expenditure and a conservative projection of the sale of properties in phases 2 and 3 (spread over 4 years rather than 2), a Benefit Cost Ratio of 2 would be achieved if the GVA of each working age occupant increases by an average of 7% on occupancy at the site (yielding a total 60 year PVB of £5.155M). This uses an assumed average GVA per head of £22,080 from NUTS3 estimates for South Manchester (ONS, 2011).

The Covent Garden baseline evidence estimates a potential for 24 retail jobs to be created on or near to the site as a result of the project which indicates that GVA could be much higher than that required to achieve the above BCR of 2 (or High Value for Money).

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

There is no potential to reduce the overall scope of the project to achieve the desired outcomes, and the scope as it stands is defined by the difficult topography and complexity of ground conditions on the site.

Given the risks that are presented by the latter (which are detailed in the risk register) there is a clear role for value engineering to limit the potential for cost increases as the design progresses.

The Streetscene Alliance Contract is based on NEC3 which enables early contractor involvement and a range of pricing options including fixed price and target cost. As a more specific example of value engineering through the design process to date, the use of some of the less contaminated substrate as backfill for the retaining wall will help to minimise costs of remediation works.

d) 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?

Planning permissions have been granted for all 4 phases of the Covent Garden Village project. However, although the Council owns much of the land within the phase 2 site, there are additional land acquisitions that are required for the housing development to progress. It is hoped that these can be achieved through negotiation although the Council's Executive has agreed to the principle that CPOs can be used if needed.

e) 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)?

There are no alternatives to the construction of this new road which forms the largest proportion of the scheme costs. The layout and signal phasing of the junction of Spring Gardens and Waterloo Road are not appropriate for the pedestrian flows from the site to Vernon Park Primary School that are to be expected on full occupancy of the site and so the pedestrian works are a fundamental part of the package.

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

The site is adjacent to Hempsshaw Brook which is a Main River. Although the river actually runs through the phase 3 site (demarcated by the blue dashed border on the map in **Appendix 4**), it will be necessary to undertake some preparatory drainage works as part of the new road construction. The Environment Agency will be consulted and necessary approvals obtained as part through the detailed design process. Nonetheless, remediation of the contaminated soil will lead to an improvement in the groundwater quality and therefore that of Hempsshaw Brook.

The site also falls within the Air Quality Management Area which is declared for Nitrogen Dioxide. This issue needs to be approached at two levels, relating to both direct and indirect impacts of the development. Firstly, TRANSYT outputs (see the Scheme Impacts Proforma) indicate that the local traffic impacts from the site will be negligible, with a slight increase in queuing at the St Marys Way/ Spring Gardens junction. The impact on Nitrogen Dioxide concentrations at local receptor points is not expected to be significant. Secondly, the impact of bringing high quality housing into a highly accessible location would have more dispersed benefits on the strategic network (also within the AQMA) by ensuring that key services and employment locations can be accessed by walking, cycling and public transport, minimising the need to use private motorised travel as would be more likely in alternative housing locations away from the Town Centre. In both instances the negative and positive impacts are likely to be very small and overall neutral.

B3. The Financial Case – Project Costs

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the Department’s maximum contribution.

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	1167.6	541.9		1709.6
Local Authority contribution	428.4	232.3		660.6
Third Party contribution	72			72
TOTAL	1668.0	774.2		2442.2

Table B: Cost estimates (Nominal terms)

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Churchgate Access	26.2	26/04/11	SoR estimate
Lavenders Brow	78.4	26/04/11	SoR estimate
New road	1269.5	26/04/11	SoR estimate
Spring Gardens/ Waterloo Rd pedestrian facilities	97.9	26/04/11	SoR estimate
Statutory Undertakers	153.9	26/04/11	SoR estimate
Land (including Stockport Council land)	656	26/04/11	SoR estimate
P50 Risk	160.4	18/01/13	QRA
TOTAL	2442.2	18/01/13	

Notes:

- 1) Department for Transport funding must not go beyond 2014-15 financial year.
- 2) A minimum local contribution of 30% (local authority and/or third party) of the project costs is required.
- 3) Costs in Table B should be presented in outturn prices and must match the total amount of funding indicated in Table A.

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.**

Detail of the cost schedule for the scheme is given in **Appendix 6**.

£72,016 contribution is secured from S106 (as per the agreement with ID4 Living (a subsidiary of Seddon Group) of November 2012, in **Appendix 7**.

£22,500 is contribution from Stockport Council owned land on the alignment of the access road.

An independent valuation report is provided in **Appendix 8**.

£638,040 will be Stockport Council contribution.

The total local contribution is £732,556.

- 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.**

Please see **Appendix 8** for the independent valuation report (Coulson)

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.

No other applications have been made in respect of the infrastructure elements. HCA and AGMA Growing Places funding has been secured for the Phase 2 of the housing development

B5. The Financial Case – Affordability and Financial Risk

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme (you should refer to the Risk Register / QRA – see Section B11).

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.

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

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

The total risk allowance is £160,386, which is the 50th percentile (P50) estimate of the difference between outturn costs and the base estimate.

b) How will cost overruns be dealt with?

Cost overruns within the P50 allowance will be managed through the transport capital programme management framework (which is based on PRINCE2). Overruns beyond this will be referred to the Covent Garden Village Project Board. Stockport Council will maintain a risk register with P80, P90 and P95 estimates.

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

A number of strategic and technical risks have been assessed and quantified in the risk register in **Appendix 9**. From these the key risks are:

1. Potential complications with surface water drainage to the south west side of the road. It is necessary to consider both the proximity to a main river as well as the future layout of the phase 3 site into which the surface water will be draining. This may delay delivery by 60 days.
2. Uncertainty over substrate conditions in the design of the retaining wall and footing. This may require additional ground investigations and alterations to the design with a delay of 30 days with a potential additional cost of c£150,000.

All of these have been accounted for in the QRA through Monte Carlo simulation. However, this will not impact on ability to deliver all works before March 2015.

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)?

Stockport Council will own the risks for cost overruns.

B6. The Economic Case – Value for Money

This section should set out the full range of impacts – both beneficial and adverse – of the scheme. The scope of information requested (and in the supporting annexes) will vary according to whether the application is for a small or large project.

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

The economic benefits of the scheme are primarily derived from the housing development that will follow the completion of the infrastructure works and this is the focus of the assessment below.

The outcomes of the project will be:

1. Significant contribution to reducing the current and project shortfall in housing in Stockport Borough as indicated in the Housing Needs Assessment (DCA, 2011).
2. Realisation of latent demand for market housing in the Town Centre (as demonstrated by the recent experience of smaller scale housing in the Town Centre)
3. The creation of business opportunities, particularly in the Hillgate area, afforded by the unprecedented concentration of economically active residents in the vicinity of the Town Centre.

4. Support to 80 construction jobs over a 2 year period from 2016 to 2017, and subsequently over a 3 year period for the phase 3 development (possibly 2018 to 2020).
5. Benefits to businesses in Stockport Town Centre and Manchester City Centre through an increase in the pool of high quality labour either within walking distance or within close proximity to major transport interchanges.
6. Reduced pressure to deliver housing in inaccessible locations, thereby reducing the increase in demand for travel on the strategic network.
7. Reduced habitat loss through the same reduced pressure to deliver housing on greenfield sites.
8. Through the regeneration of large derelict site, a significant change in the perception of Stockport Town Centre by businesses and residents.

Although there is strong evidence that occupancy of completed houses should be relatively rapid with a large proportion sold from plan (from recent experience as mentioned above), initial tests use a range of conservative estimates of uptake. Two uptake scenarios are presented in **Appendix 11**. The first scenario assumes 2 years for occupancy of the dwellings which broadly follows preliminary projections. The second assumes an uptake period of 4 years.

Taking the 99th percentile outturn cost for the highway works, projected maintenance expenditure and a conservative projection of the sale of properties in phases 2 and 3 (spread over 4 years rather than 2), a Benefit Cost Ratio of 2 would be achieved if the GVA of each working age occupant increases by an average of 7% on occupancy at the site (yielding a total 60 year PVB of £5.155M). This uses an assumed average GVA per head of £22,080 from NUTS3 estimates for South Manchester (ONS, 2011).

This increment in GVA may come from a combination of the listed impacts above. The Covent Garden baseline evidence estimates a potential for 24 retail jobs to be created on or near to the site as a result of the project which indicates that GVA could be much higher than that required to achieve the above BCR of 2 (or High Value for Money).

Traffic impacts are not considered to be significant although these are discussed in the Appraisal Summary Table. Queue and delay outputs from TRANSYT are included in the Scheme Impacts Proforma. A transport assessment (SKM, 2009) has been carried out for the entire Covent Garden Village Masterplan (including all phases of development and not just phases 2 and 3 as described here), although it was in fact undertaken in relation to the application for Phase 1 of development that is currently under construction. The TA is available on request. **Appendix 12** provides a metadata table indicating the location within the TA of key traffic variables as highlighted in the Scheme Impacts Proforma.

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

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

- A completed [Scheme Impacts Pro Forma](#) which summarises the impact of proposals against a number of metrics relevant to the scheme objectives. It is important that bidders complete as much of this table as possible as this will be used by DfT – along with other centrally sourced data – to form an estimate of the BCR of the scheme. Not all sections of the pro forma are relevant for all types of scheme (this is indicated in the pro forma).
- A description of the sources of data and forecasts used to complete the Scheme Impacts Pro Forma. This should include descriptions of the checks that have been

undertaken to verify the accuracy of data or forecasts relied upon. Further details on the minimum supporting information required are presented against each entry within the pro forma.

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

- A completed [Appraisal Summary Table](#). Bidders are required to provide their assessment of all the impacts included within the table and highlight any significant Social or Distributional Impacts (SDIs). Quantitative and monetary estimates should be provided where available but are not mandatory. The level of detail provided in the table should be proportionate to the scale of expected impact with particular emphasis placed on the assessment of carbon, air quality, bus usage, sustainable modes, accessibility and road safety. The source of evidence used to assess impacts should be clearly stated within the table and (where appropriate) further details on the methods or data used to inform the assessment should be attached as notes to the table.

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.

** 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.*

B7. The Commercial Case

This section should set out the procurement strategy that will be used to select a contractor and, importantly for this fund, set out the timescales involved in the procurement process to show that delivery can proceed quickly.

- 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).**

Stockport Council has procured a Streetscene Alliance Contract with partners for delivery of highway civils, structures and street lighting. Any cost risks will be apportioned between Stockport Council and the contractor according to the contract, which is based on NEC3.

- 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 preferred delivery route will be through Stockport's established Streetscene Alliance Contract which is appropriate for works of this scope. The contract enables early contractor involvement and will also ensure delivery within the programme timescales (March 2015).

- 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.

Please see **Appendix 17** for the joint letter from Head of Procurement and S151 Officer..

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

**It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department with confirmation of this, if required.*

B8. Management Case - Delivery

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

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

See **Appendix 13** for the project plan. Full Gantt chart is available separately on request (it cannot be included due to size and detail)

Has a project plan been appended to your bid? Yes No

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

See **Appendix 14** for letter from ID4 Living regarding arrangements for acquisition of land.

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	01/11/13
Highway retaining wall construction complete	17/04/14
Junction works complete at Spring Gardens/ Waterloo Road	21/03/14
Road construction complete	30/01/15

Opening date	02/02/15
Completion of works (if different)	

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)

Greater Manchester Retaining Walls Major Scheme (2009-2011) £8.3M (as Stockport's share of the £45M scheme). The use of Stockport's Streetscene Alliance Contract enabled the delivery of this scheme within timescale and cost.

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.

Planning permission was granted for Phase 2 of the Covent Garden Village development in March 2010. A S106 agreement (appended) of the November 2012 details £72,016 contribution for the highway works.

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

There is a possibility that Environment Agency approval may be needed for surface water drainage designs in respect of potential impacts on Hempshaw Brook. This will be obtained by Q3 2013/14. However, following initial consultation the Environment Agency have indicated that they are unlikely to object to the principle of a surface water discharge to Hempshaw Brook (see letter in **Appendix 13**).

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. An organogram may be useful here. Details around the organisation of the project including Board accountabilities, contract management arrangements, tolerances, and decision making authorities should be clearly documented and fully agreed.

An organogram is included in **Appendix 16**. The project manager within Engineering Services will report to the Project Board for the Covent Garden Village Masterplan.

The Senior Responsible Owner is the Service Director – Place Development.

B11. Management Case - Risk Management

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

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

Please see **Appendix 7** for the Risk register. See **Appendix 8** for the cumulative distribution of outturn costs.

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

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

The key stakeholders in the project are ID4 Living (a subsidiary company of Seddon Group) as Stockport Council's development partner, and the Environment Agency (in relation to Hemphaw Brook).

ID4 Living will be represented by membership of the Covent Garden Village project board.

Although the nature and necessity of statutory consultation with the Environment Agency will not be determined until a detailed drainage design is produced, we will nonetheless seek to engage with them as soon as the detailed design work is underway. We have been engaging with EA in this respect and they have provided an initial indication that they do not object to the principle of a surface water discharge to Hemphaw Brook (see letter in **Appendix 15**).

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

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

Yes No

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

d) For large schemes 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 schemes 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

B13. Management Case - Assurance

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

For large schemes please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation

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

Intermediate Benefit	Baseline	Beneficiaries	Ownership
Access road and other access improvements enable Phases 2 and 3 housing developments to proceed.	Phases 2 and 3 are stalled by requirement for new road and associated infrastructure.	Seddon Group (through enabling a viable investment)	Seddon Group
		Businesses – new opportunities with stimulus to local demand for services.	Covent Garden Village Project Board
		Stockport residents – regeneration of a predominantly derelict area of the Town Centre.	Covent Garden Village Project Board
		Businesses in Stockport and Manchester – greater access to a pool of high skilled labour.	Covent Garden Village Project Board
Pedestrian facilities at Waterloo Road/ Spring Gardens enable future residents to safely access Vernon Park Primary School from site.	Junction capacity is insufficient for projected pedestrian traffic	Future residents of phases 2 and 3 housing sites – safe route to school and local employment sites provided.	Engineering Services
		Residents and commuters – slight reduction in queues and delays at school opening and closing times (due to marginal reduction in use of car for school drop off and collection).	Engineering Services

C2. Monitoring and Evaluation

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

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

Stockport Council has a dedicated Town Centre Team that will monitor the economic and social benefits of the Covent Garden Village Master Plan.

Benefits of the Spring Gardens/ Waterloo Road junction improvements will be monitored through liaison with Vernon Park Primary School by the School Travel Co-ordinator.

While the GM bids are all Small Projects and hence DfT do not require "Fuller Evaluations", TfGM will set up a monitoring and evaluation programme to cover the GM Pinch Point schemes that are awarded funding. This programme will be run alongside the other evaluation programmes TfGM is undertaking with DfT, in particular the LSTF Case Study and the evaluations for the Development Pool schemes.

The precise objectives of the programme will be determined in liaison with DfT once funding decisions have been made, but in general will cover the link between the new transport infrastructure and economic growth.

TfGM and the GM authorities will agree the research questions with DfT officials and then undertake appropriate baseline data gathering. This will link with the benefits articulated in C1 above to ensure that both the Benefits Realisation work and the Post-Implementation Evaluation research have a common understanding of the links between the inputs, outputs and the expected (and unexpected) outcomes.

While individual authorities will report separate on the delivery of their project (eg any financial returns required), from April 2014 onwards, TfGM will compile a single impacts monitoring and evaluation report for the programme. It is expected that this will continue through to April 2017 to enable an assessment of impacts at least one year after opening.

Provision has been made in scheme costs for monitoring activities for 2013/14 and 2014/15. However, given the local and national importance of understanding transport's links to economy, TfGM would be keen to discuss the possibilities for joint funding this evaluation research with DfT beyond March 2015.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Covent Garden Village Access Road and Pedestrian Improvements, 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 Stockport Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Paul Lawrence

Signed:

Position: Service Director – Place Development



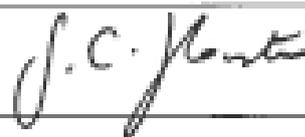
D2. Section 151 Officer Declaration

As Section 151 Officer for Covent Garden Village access road and pedestrian improvements I declare that the scheme 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 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: Steve Houston

Signed:



Submission of bids:

For both small bids and large bids the deadline is 5pm, **21 February 2013**

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

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

An electronic copy should also be submitted to steve.berry@df.tgs.gov.uk