Key Route Network Resilience - Bridges Improvement Package
National Productivity Investment Fund for the Local Road Network
Application Form

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)***: Walsall 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**: John Roseblade, Group Manager Highways & Environment

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

**Contact telephone number**: 01922 654391 **Email address**: john.roseblade@walsall.gov.uk

**Postal address**: Walsall Council, Civic Centre, Darwall Street, Walsall, WS1 1TP

**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**: Sandeep Shingadia, Head of Programme Development

**Contact telephone number**: 0121 2147169 **Email address**: sandeep.shingadia@tfwm.org.uk

**Postal address**: 16 Summer Lane, Birmingham, B19 3SD

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.walsall.gov.uk/transorming_walsall_transportation_system

https://westmidlandscombinedauthority.org.uk/what-we-do/investment/
SECTION A - Project description and funding profile

A1. Project name: Key Route Network Resilience – Bridge Improvements Package

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

Programme of works to strengthen two weak bridges - Sargents Hill and Pagett’s – on Walsall’s key road network. A safety review has been conducted on both bridges, with strengthening required to prevent weight restrictions being implemented. This would result in a significant negative effect on the local economy. A detailed scheme description is provided in Appendix A.

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

Both bridges provide important access points to and from Walsall. Sargents Hill Bridge is located on the A34 Birmingham Road, which is a key access route to the M6 and Birmingham. Pagett’s Hill Bridge is situated on the A4148, which acts as a key connection point to the M6.

OS Grid Reference: Sargents Hill Bridge: 403393 296635
Pagett’s Bridge: 399997 297617

Postcode: Sargents Hill Bridge: WS5 3NU
Pagett’s Hill Bridge: WS2 9HD

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.

A map can also be seen in Appendix B.
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

Equality Analysis has been provided in **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.

Not applicable.

A7. Combined Authority (CA) Involvement

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

A letter from the West Midlands Combined Authority has been provided in **Appendix D**.

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 from the Black Country LEP can be seen in **Appendix E**.

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

- ☐ Yes
- ☐ No

Not applicable.
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 – Network resilience, preventing worsening congestion, air quality and blocking of economic growth.

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

a) What is the problem that is being addressed?

Both bridges have been identified as having deficiencies in edge beams and decking, with Sargents Hill Bridge failing assessment and Pagett’s Bridge passing only by a fine margin. The condition of both bridges has continued to deteriorate, and now require re-decking and new edge beams to meet current standards. Without action to strengthen the bridges, the risk of weight restrictions or total structural failure collapse is considerable. The economic cost of such incidents and subsequent actions would be significant. Sargents Hill and Pagett’s bridges carry an average 2-way 1 hour peak flow of 1,595 (January 2016) and 1,339 (December 2016) vehicles, respectively.

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

All bridges in Walsall were surveyed in 1991 as part of nationwide assessments of bridge structures to evaluate the capability of the bridges to take 40 tonnes of assessment live loading or 45 units of HB loading. Sargents Hill and Pagett’s Bridge failed, and came very close to failing this evaluation, respectively. These deficiencies have been monitored in regular inspections since 1991, and temporary crash barriers installed to mitigate risk. However, continued mitigation is not an acceptable alternate option due to the risk and impact of structural failure, or an HGV ban due to economic impacts in Walsall.

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.

This scheme will ensure the continued smooth operation of the key route network in Walsall. Given the sensitive location of the structures and its importance to the connectivity of Walsall and the West Midlands conurbation, imposition of a weight restriction will have a major adverse economic impact. Businesses will be unable to connect efficiently to the M6 and the wider strategic road network, or other key destinations within the West Midlands, and would suffer as a result. New businesses would also be discouraged from locating in Walsall.
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?

None.

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)?

If funding is not secured, weight restrictions may have to be implemented to avoid structural failure. If severe structural damage or weakening occurs, the bridges may have to be closed completely to all traffic. As these bridges are key links on the Walsall key route network, this would result in strong negative impacts on the economy of the town, as freight movements would be severely restricted. Appraisal of these options has been completed, with details provided within the Economic Case.

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.

Both bridges pass over canals. The construction phase will require environmental considerations to ensure water quality is maintained.

The whole of Walsall borough is an AQMA for NO₂ since 2006. If the bridges within this scheme are not strengthened, weight restrictions may be imposed, resulting in long diversions for HGVs. This will increase distance travelled and congestion, and therefore emissions from all vehicles. Ensuring the bridges remain open through this Bridges Improvement Package will ensure NO₂ emissions are not increased.

An outline Environmental Impact Assessment has been completed for the package and is provided in Appendix F.
B3: Please complete the following table. **Figures should be entered in £000s** (i.e. £10,000 = 10).

### Table A: Funding profile (Nominal terms)

<table>
<thead>
<tr>
<th>£000s</th>
<th>2018-19</th>
<th>2019-20</th>
<th>Total</th>
</tr>
</thead>
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<tr>
<td>DfT funding sought</td>
<td>1,419</td>
<td>1,419</td>
<td>2,838</td>
</tr>
<tr>
<td>Local Authority contribution</td>
<td>304</td>
<td>304</td>
<td>608</td>
</tr>
<tr>
<td>Third Party contribution</td>
<td>606</td>
<td>0</td>
<td>606</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,329</td>
<td>1,723</td>
<td>4,052</td>
</tr>
</tbody>
</table>

**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.

A local contribution of 30% will made to the project; 15% from the Black Country LEP’s Strategic Economic Plan, available during 2018-19 and 15% from Walsall Council’s Local Transport Plan Highway Maintenance Block Programme.

The Black Country LEP recognises the importance of the National Productivity Infrastructure Fund in improving roads, helping people access jobs, education and services. These improvements will stimulate the economy and help boost growth and opportunities.

Schemes promoted within this package are a larger scale than those delivered through normal maintenance programmes, therefore this utilisation of the NPIF allows more significant improvements to be made.

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.

No funding applications have been made for this project.
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

This economic case details the qualitative and quantitative benefits of the Key Route Network Resilience - Bridges Improvement Package. By ensuring the bridge structures remain fit for purpose, open for all vehicles and avoid structural failure, the economy of Walsall and the operation of its key route network will be safeguarded.

Ongoing economic investment and regeneration within Walsall is dependent on maintaining connectivity to the strategic road network including the M6 and other regional centres. The scheme will ensure the local and wider area is not adversely affected in the following contexts:

Economy
- Maintain current access to the strategic road network and other regional destinations for HGVs and other vehicles.
- Maintains current journey times for all highway users through no increase in congestion on alternative routes.
- Remove threat to Walsall’s economic competitiveness, and investment and regeneration schemes.
- Economic growth and job creation opportunities would be constrained.

Environment
- No worsening of air quality within a designated AQMA through increased congestion and travel distance.
- Avoidance of risk of structures, or elements of structures failing into water body below the bridges.

Social
- Ensure canal and towpaths remain open and safe for leisure purposes and non-motorised users.

Quantified economic analysis has been undertaken to estimate the impacts of a bridge closure on the road network in Walsall. The M6 Junction 10 strategic model has been used for this purpose, as it covers Pagett’s Bridge and the western half of Walsall town centre and ring road. Three future scenarios, with a year of 2020 have been created and compared:

- Strengthening scenario – a run based on the M6 Junction 10 ‘Do Minimum’ network, representing the current network.
- HGV ban – an HGV ban on the A4148 Pagett’s Bridge, and neighbouring residential roads, representing a weight restriction on the bridge.
- All vehicle ban – closure of the A4148 Pagett’s Bridge to all vehicles.
The latter two scenarios will be compared against the current ‘Do Minimum’ scenario, with costs of the repair works at Pagett’s Bridge used to inform the value for money statement.

An initial test was undertaken to see the impact on HGVs within the area of Pagett’s Bridge. HGVs were banned from the link that represents the bridge, as well as Scarborough Road, a parallel residential road that was deemed unsuitable for HGVs. The figures below demonstrate the rerouting of HGVs after they were banned from the 2 aforementioned links in the AM peak and PM peak, respectively.

**AM HGV Flow Differences**
The outputs from the model were analysed in TUBA. A standard economics file has been used, with a 10 year appraisal to demonstrate dis-benefits on HGVs. The following key outcomes of an HGV ban are:

- Increase in travel time costs of £301k, and increase in vehicle operating charges of £294k, resulting in a negative Net Business Impact of £596k
- 25,000 increase in person hours due to an increase in journey times up to 2 minutes
- 12,000 increase in person hours due to an increase in journey times of 2 to 5 minutes
- 4,000 increase in person hours due to an increase in journey times of over 5 minutes
- An increase in CO₂ emissions of 601 tonnes, with a quantified value of -£19,000

An ‘All Vehicle’ ban was also tested over a one year appraisal period, representing an urgent bridge closure or collapse, and 2 year rebuilding period. Scarborough Road was open to cars and LGVs, but remained closed to HGVs. The following key outcomes of a total ban are:

- Increase in travel time costs of £9,343k, and increase in vehicle operating charges of £1,336k, resulting in a negative Transport Economic Efficiency of £10,710k
- 544,000 increase in person hours due to an increase in journey times up to 2 minutes
- 525,000 increase in person hours due to an increase in journey times of 2 to 5 minutes
- 93,000 increase in person hours due to an increase in journey times of over 5 minutes
- An increase in CO₂ emissions of 2,532 tonnes, with a quantified value of -£110,000

The following images show flow differences in both AM and PM peaks for cars and HGVs.
It can be seen there are very significant flow differences as a result of a total bridge closure. Most notably, the M6 takes a lot of the displaced traffic, as cars travel to Junction 9 to access Walsall instead of Junction 10. This causes HGVs to route through Darlaston instead of
remaining on the M6 between junction 10 and 9. These demonstrate the wide and severe impact as full bridge closure or collapse would have to strategic traffic as well as local trips.

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

A Project Impacts Pro Forma can be seen in **Appendix G** for both HGV and all-vehicle bans.

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.

Full details can be found in the Appraisal Summary Table, **Appendix H**. The highlights from the Appraisal Summary Table include the following:

<table>
<thead>
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<th>Economic</th>
<th>Large/Highly Beneficial</th>
<th>Moderate Beneficial</th>
<th>Slightly Beneficial</th>
<th>Neutral</th>
<th>Slightly Adverse</th>
<th>Moderate Adverse</th>
<th>Large/High Adverse</th>
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</table>
**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:

An AQMA for NO₂ is in place for the entirety of Walsall borough. Weight restrictions or even closure of the bridges would result in increased journey lengths, adding to local traffic congestion for all vehicles and impacting further on air quality. Traffic modelling has demonstrated that there will be significant increases in CO₂ emissions under scenarios where partial or full bridge closures take place, with NO₂ emission increases also likely to follow this pattern. The project will ensure these increases do not take place, thus providing a positive impact on air quality.

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

- Yes  [ ] No  [ ] N/A

- Please supply further details:

Through the council’s ‘Walsall Works’ programme, support is given to local businesses, residents and training providers to develop and sustain employment growth within the borough. Jobs and skills events are also held by the Walsall Works team to assist in connecting local people to local opportunities. This approach to incentivise skills development has been utilised for others highway schemes, most notably the successful Darlaston Strategic Development Area Access project, a major highway scheme where the main contractors worked with the Walsall Works team to provide apprenticeships to young people.
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

The project plan can be seen in Appendix I.

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

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>
<thead>
<tr>
<th>Table C: Construction milestones</th>
<th>Estimated Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Start of works</strong></td>
<td></td>
</tr>
<tr>
<td>Advanced works – statutory diversions</td>
<td>March 2018</td>
</tr>
<tr>
<td>Pagett’s Bridge works start</td>
<td>May 2018</td>
</tr>
<tr>
<td>Sargetts Hill Bridge works start</td>
<td>February 2019</td>
</tr>
<tr>
<td><strong>Opening date</strong></td>
<td>September 2019</td>
</tr>
<tr>
<td><strong>Completion of works (if different)</strong></td>
<td>N/A</td>
</tr>
</tbody>
</table>

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 Darlaston Strategic Development Area Access Project was completed in June 2016. This major scheme involved a series of highway improvements to provide better traffic and pedestrian access to a number of key employment development sites, which are now part of the Darlaston Enterprise Zone. The project involved numerous individual schemes of complex nature, and several key stakeholders including the Canal and River Trust, Department for Transport and Network Rail. The £26 million scheme was funded for by the Department for Transport and was delivered on time and to 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.

Not applicable

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

Not applicable

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.

The day to day management of the project will be undertaken by John Roseblade with support of the Major Projects and Minor Improvements team. The team will liaise with specialist consultants to produce the necessary strengthening programme required to provide maximum longevity to the structures. The team will also supervise the delivery of the schemes onsite. Any issues or decisions which arise will be escalated accordingly through the management structure set out below in the organogram.
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 risk register and QRA can be seen in Appendix J. The P50 value of this scheme is £216,050 and 7 weeks.

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

A Risk Management Strategy can be seen in 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?

A risk allowance of 20% has been decided and has been integrated into the project costs. The risk allowance accounts for changes to the inflation rate during the next 1 to 2 years, before the scheme is set to be delivered.

b) How will cost overruns be dealt with?

Through project management, early warnings of potential cost increases will be raised and managed as appropriate. Where additional costs are unavoidable, other elements of the package will be assessed to determine if costs savings could be achievable. Walsall council are aware that no more funding for this package beyond the current ask will be granted in the event of cost overruns. Any cost overruns will be covered by Walsall council to ensure the full scope of the package is delivered.

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

Encountering unknown issues with the structures may cause delays and raise costs.

### 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.
All elements of the package are within Walsall Council highway land. Development, implementation, and engagement will take place with any affected residents and businesses as well as engagement with statutory consultees. Where necessary, consultation with utility companies will take place to ensure excellent partnership working if apparatus is required to be diverted.

Both bridges pass over canals, managed by the Canal and River Trust. As a key stakeholder, they will be consulted with, ensuring there are no dis-benefits to their network in terms of navigation, active modes, water quality, and ecology.

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

Not applicable.

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)

Not applicable.

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);

Yes, MP Letter of Support can be found within appendix Eb.

**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.

Not applicable.

**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.

The main benefit of this programme is the maintenance of the current standard of highway and network within Walsall. Traffic count data and air quality monitoring information is available for multiple locations covered by the programme. This will allow comparison to future data collected to be undertaken and ensure there are no dis-benefits arising from the scheme. In addition, the bridges will continue to be monitored and inspected as part of Walsall Council’s statutory duty to maintain the structures.

A Logic Map for the scheme has been provided in Appendix L.

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 Key Route Network Resilience - Bridges Improvement Package I hereby submit this request for approval to DfT on behalf of Walsall Council and confirm that I have the necessary authority to do so.

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

Name: Simon Neilson
Position: Executive Director Economy & Environment

Signed:

D2. Section 151 Officer Declaration
As Section 151 Officer for Walsall Council declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Walsall 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: James Walsh
Signed:

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

<table>
<thead>
<tr>
<th>Category</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
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<tbody>
<tr>
<td>Combined Authority multiple bid ranking note (if applicable)</td>
<td>✗ Yes</td>
<td>☐ No</td>
<td>☐ N/A</td>
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<tr>
<td>Map showing location of the project and its wider context</td>
<td>✗ Yes</td>
<td>☐ No</td>
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<tr>
<td>Combined Authority support letter (if applicable)</td>
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<tr>
<td>LEP support letter (if applicable)</td>
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<tr>
<td>Housebuilder / developer evidence letter (if applicable)</td>
<td>☐ Yes</td>
<td>☐ No</td>
<td>✗ N/A</td>
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<td>Land acquisition letter (if applicable)</td>
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<td>Projects impact pro forma (must be a separate MS Excel)</td>
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<td>Appraisal summary table</td>
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<tr>
<td>Project plan/Gantt chart</td>
<td>✗ Yes</td>
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<td>☐ N/A</td>
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