

Local Pinch Point Fund Application Form

Applicant Information

Local authority name(s)*: Knowsley Council

Bid Manager Name and position: Sean Traynor, Head of Highways and Transportation

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This scheme is supported by:



Please specify the weblink where this bid will be published:

<http://www.knowsley.gov.uk/residents/roads-and-transport/transport-planning.aspx>

SECTION A - Project description and funding profile

A1. Project name: M57 Extension A5300 Knowsley Expressway - Access to Opportunity and Employment

A2. Headline description:

Knowsley Metropolitan Borough Council is a Metropolitan District within the Merseyside sub-region. It is making great strides in improving access to employment and opportunity for its residents, of whom many live in England's most deprived wards. Established and thriving employers such as Jaguar Landrover, Halewood International and News International have chosen Knowsley as their preferred location to do business. However, challenges remain and Knowsley Council and its partners are keen to remove the 'pinch points' which are continuing to impede residents ability to access employment and opportunity.

The A5300 Knowsley Expressway and A562 Speke Road provide a crucial link to key established and developing employment sites such as the 3MG Mersey Multi-Modal Gateway, the New Mersey Crossing, Liverpool John Lennon Airport, Halton Fields and Jaguar Landrover. However, congestion at the A5300/A562 junction is severely impeding movement between key residential areas in Knowsley and such high growth employment sites.

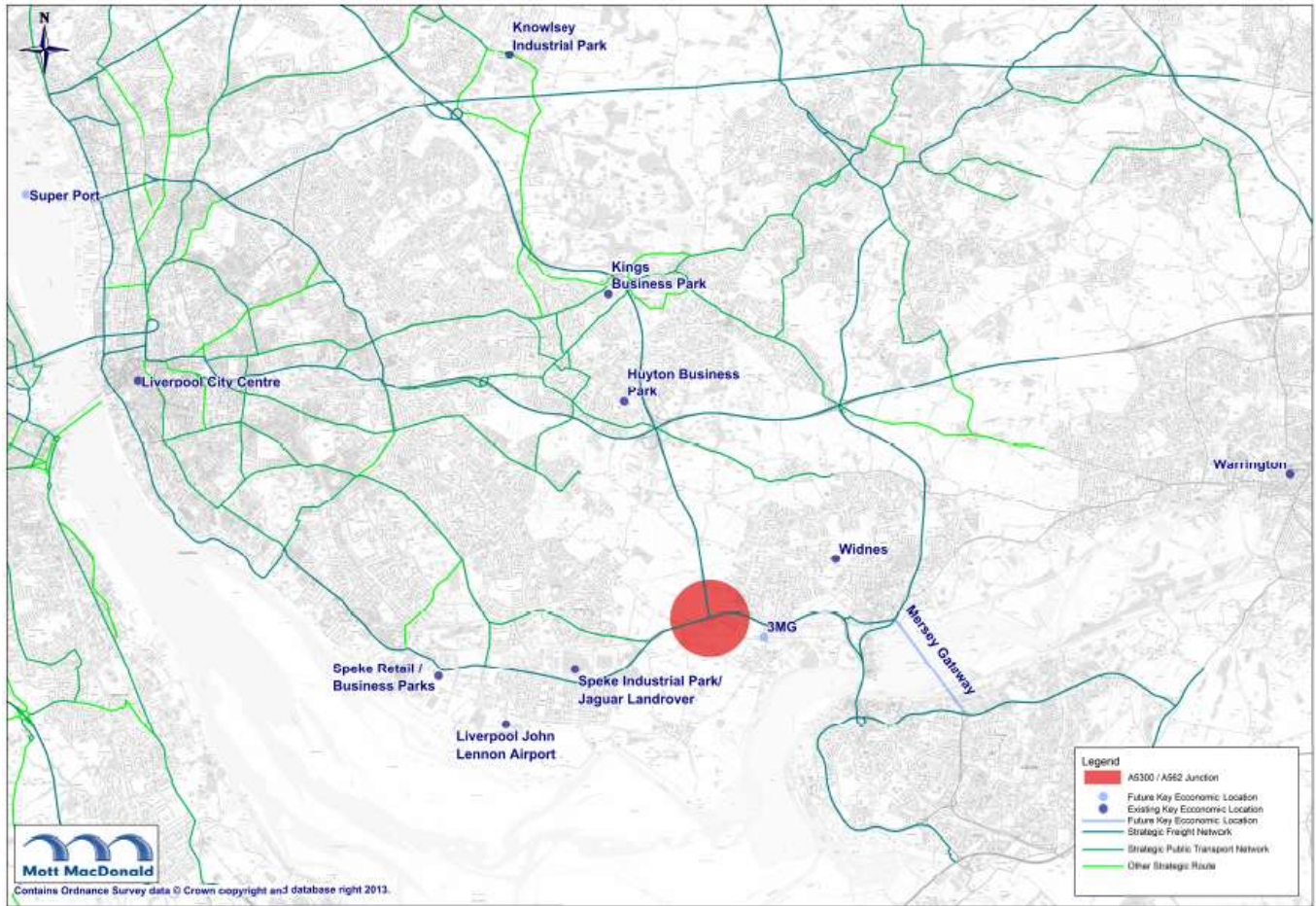
This proposal for funding therefore focuses on removing the barriers which are causing a 'pinch point' at this junction. It represents a scheme which includes for the installation of a left turn slip road from the A5300 Expressway southbound to the A562 eastbound and improved signalisation on the elevated roundabout to above the main A5300 Expressway carriageway. The outcomes of this proposed investment will facilitate easier, more efficient access to key employment opportunities in Halton and the wider Atlantic Gateway, to the Estuary developments along the south Liverpool corridor, to Halewood (the home of Jaguar and its associated chain supply companies) and to the key Speke industrial area.

Geographical area:

OS Grid Reference: 2°47'.21.48"

Postcode: L26 3UA

The proposed scheme lies at the heart of the Liverpool city-region and its transport network. The A5300 Knowsley Expressway / A562 junction is at the southern end of the M57 / A5300 which acts as an outer 'ring road' for Liverpool providing a fast and convenient access route to key employment sites, residential areas and regeneration zones between Liverpool, Sefton, Halton and West Lancashire. The junction itself lies approximately 3 kilometres to the east of Jaguar Land Rover and Liverpool John Lennon Airport, and approximately 2 kilometres to the west of the 3MG site and proposed Mersey Gateway crossing.



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

Please see **Appendix J**.

'As Knowsley Council's Community Cohesion Manager I am fully supportive of the scheme as outlined in the bid document. The M57 Extension A5300 Knowsley Expressway will improve access to major job hubs sitting just outside the Knowsley boundary. I am satisfied that the new design is inclusive and does not disadvantage any potential users. I feel the scheme treats all members of society with equal favour according to need, particularly as our intention is to follow the statutory obligation of "Due Regard" through the use of the council Corporate Equality and Diversity Equality Impact Assessment process. This is an iterative process and the bid will be accompanied by version 1 of this activity.'

Paul Peng, Knowsley Council.

A6. Partnership bodies

Please provide details of the partnership bodies (if any) you plan to work within the design and delivery of the proposed scheme. This should include a short description of the role and responsibilities of the partnership bodies (which may include Development Corporations, National Parks Authorities, private sector bodies and transport operators) with confirmatory evidence of their willingness to participate in delivering the bid proposals.

Knowsley Council will work closely with 2020 Knowsley to ensure successful delivery of the A5300 scheme. 2020 Knowsley is a joint venture company representing a public/private partnership between Mouchel and the Metropolitan Borough of Knowsley. 2020 delivers professional architectural, landscape and engineering design services to clients in the public and private sector. As part of Mouchel, they are able to draw upon a wide range of additional expertise and resource for the benefit of the schemes they deliver. A letter from 2020 can be found at **Appendix K** highlighting their commitment to the scheme.

A7. Local Enterprise Partnership / Local Transport Body Involvement

Have you appended a letter from the LEP / LTB to support this case? Yes No

SECTION B – The Business Case

B1. The Scheme - Summary

Please select what the scheme is trying to achieve (this will need to be supported by evidence in the Business Case). Please select all categories that apply.

- Improve access to a development site that has the potential to create housing
- Improve access to a development site that has the potential to create jobs
- Improve access to urban employment centres
- Improve access to Enterprise Zones
- Maintain accessibility by addressing the condition of structures
- Ease congestion / bottlenecks

Other(s), Please specify -

B2. The Strategic Case

The Liverpool City Region

Liverpool City Region, with its population of 1.5 million people and a £21.9bn economy, is vital for the North West regional economy. The City Region is well connected to global markets, through its ports, Liverpool John Lennon Airport, Manchester International Airport, an extensive Motorway network and through the work of the many multinational companies which are located in the area. This connectivity is set to increase with development and infrastructure schemes such as 3MG, the Atlantic Gateway, SuperPort and the New Mersey Gateway identified as city region priorities by the LEP.

Over £5bn has been invested in new infrastructure and businesses in the last decade. The City Region is committed to improving its economic performance and long-term prospects with a projected 100,000 jobs to be created over the next 10 years (Merseyside Economic Review 2012). Employment and transport are two key priorities for the Liverpool City Region Deal with Government, alongside addressing the skills gap to enable residents to benefit from job creation and economic growth.

A Well-Connected Knowsley

Knowsley has a population of 149,000 people and is home to around 3,000 businesses with approximately 56,500 people working within the borough. The borough sits at the heart of the city-region; bordered to the west by Liverpool, the north by Sefton and West Lancashire, the east by St Helens and the south by Halton.

The district's connectivity is its strength and allows it to play a major role as a location for employment. A recent local business survey indicated that Knowsley's transport infrastructure is one of the main reasons why companies choose to be based there. On a daily basis around 24,000 city-region residents travel into Knowsley for work and around 25,000 Knowsley residents leave the borough to work across the city-region. This significant movement of employees places Knowsley in an advantageous position to both enable and capitalise on the investment and developments planned for the Liverpool City Region. However, it also means that the transport network must be 'fit for purpose' as a key tool in the district's ability to continue to act as a key economic driver.

The M57 runs north-south through the centre of the borough. It connects to northern Liverpool and the M58 in the north, and to the M62 and the M57 Extension (A5300) towards the south. The M57 extension provides strong mobility by linking to the M62 towards Liverpool City Centre and Manchester and the A562, the main corridor from South Liverpool through to Widnes, Runcorn and Warrington. With a lack of north to south access provided by public transport (see supporting maps at Appendix A) the A5300 acts as a vital link to employment.

An Economically Vibrant Borough

In addition to the economic investment planned across the Liverpool City Region there is a growing housing need in Knowsley. There is predicted to be over 10,000 (+15.9%) more households in the borough in 2029 than in 2006 compared to an increase of +12.0% for the Merseyside sub-region over the same period. The evidence base for the Council's emerging Local Plan: Core Strategy demonstrates that there is capacity for approximately 1,700 dwellings

within the Halewood township area, adjacent to the A5300/A562 up to 2028. Without appropriate planning and management, including improvements to the local road network, this increase will adversely affect an already overcapacity local road network.

As the number of new homes in Knowsley increases by 3,000 over the next five years and money is invested in development sites and job creation, improved traffic flow will be critical in assisting much needed regeneration and growth. Going forward, based on all trip purposes, the Liverpool City Region Transport model (LCRTM) projects a 3% increase in trips to and from Knowsley to the rest of the LCRTM study area by 2024. This represents around 12,000 additional trips, per weekday, in each direction. The LCRTM taking into account housing and employment growth in Knowsley (not Liverpool or Halton) and including improvements to the A5300/A562 junction, projects that by 2024 the A5300, A562 and A561 will all exceed a volume over capacity ratio of 85% during the AM and PM peaks.

Many key employment sites that provide much needed jobs in the borough are situated close to the A5300 / A562 junction in the south. When compared to worklessness figures that show the highest numbers in the most northern wards of Northwood, Cherryfield, Kirby Central and Whitefield, it is clear that northern, residential wards need better, more reliable connections to the industry, jobs and development in the south. The A5300 / A562 junction lies along the key route taken by Knowsley residents seeking employment in new areas of economic growth along the Mersey estuary.

The A5300 / A562 junction

The A5300 and its southernmost junction with the A562 is an important link in the local road network. It connects Knowsley residents to large employment sites (Jaguar Land Rover, Liverpool John Lennon Airport, Garston Industrial Area) and it forms a vital part of the main route to and from developments such as the Mersey Multimodal Gateway (3MG) and the UK's first Superport, Liverpool 2. To the west the A562 also links to the A561 employment sites such as the Jaguar Land Rover plant in the south of the borough and Garston Industrial Area, Estuary Business Park and Liverpool John Lennon Airport in South Liverpool. To the east it connects to 3MG, Widnes Waterfront, Runcorn Town Centre and onwards to Astmoor Industrial Estate, the Ineos site and Daresbury Park in Halton.

The A5300 and the A5300/A562 junction has been identified as a key transport priority by the Liverpool City Region Local Enterprise Partnership, and, in the Local Transport Plan for Merseyside, it is named as being a key element within the city region's Strategic Freight Network. It not only provides access to the 3MG multimodal terminal and Silver Jubilee Bridge but also (as part of the north-south route) to the Port of Liverpool. Its strategic nature (and the strain upon the junction) will only increase as the Mersey Gateway and Superport developments progress.

Congestion at this pinch point is costly in economic terms. It restricts the flow of traffic to and from the surrounding employment centres, residential areas and development sites, negatively impacting economic activity and limiting growth.

A Barrier to Growth and Investment

The A5300 / A562 junction acts as a major 'pinch point' on the local road network. Traffic levels across the junction and in its immediate vicinity are high and long queues are a daily occurrence.

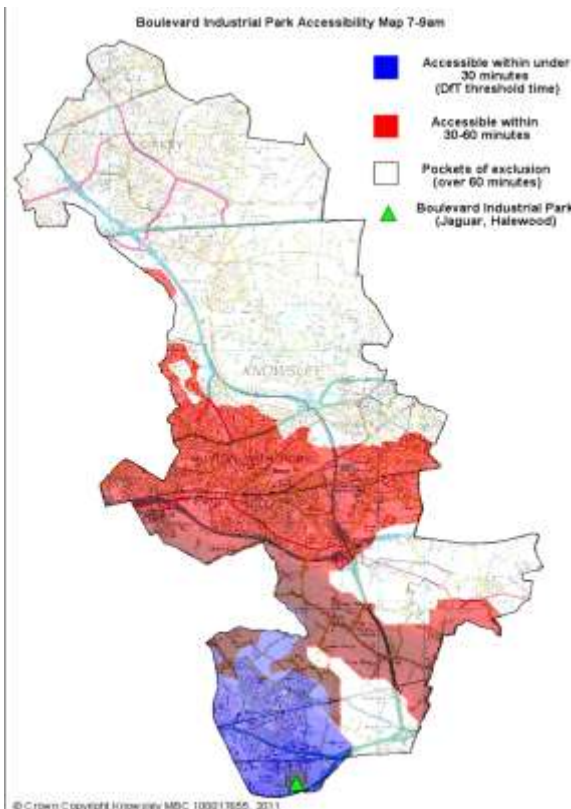
Improvements to the junction that increase capacity and reduce queues are crucial to unlocking the potential of planned investments in the immediate vicinity of the junction and the wider City Region.



The Merseyside Local Transport Plan (LTP) provides forecasts for the short term which indicate that the majority of Merseyside's existing assets have the capacity to manage existing levels of demand. However, the situation is critical at certain pinch points such as the A5300/A562 junction.



There are severe queuing problems at peak periods, especially for vehicles accessing the A562 southbound from the A5300. Knowsley Council conducted a snapshot journey time survey on the A5300 Southbound carriageway (between M57 and A562). This link measures 4km and during the inter-peak period the journey takes approximately three minutes. During the am-peak it takes almost eight minutes showing an increase in journey time through the junction for employees travelling to work in south Liverpool of 250%.



There is also evidence to suggest that north-south movements within the district (for example from Kirby in the north, to Halewood in the south) may take in excess of 45 minutes to complete by bus.

The map to the left illustrates this issue; the areas highlighted in blue and red are able to access the Jaguar Land Rover plant in Halewood within 30 and 40 minutes respectively. It is clear that over half the borough cannot access the plant, a major source of employment in the district, within the DfT accessibility threshold of 40 minutes.

Furthermore, this considerable increase in journey time and queue length is often compounded by the junction's poor accident record with 22 recorded incidents occurring between 2007 and 2011 (example shown below). When an accident takes place the combination of long existing queues and insufficient junction capacity to manage an incident further compounds already considerable problems for motorists and businesses.



Without adjustments, congestion at this junction will increase. In order to maintain and enhance Knowsley's reputation as a well-connected borough, adjustments need to be made to allow congestion and growing demand to be successfully managed.

Options Assessment

Three key options have been considered:

1. Do nothing – if the junction was left to operate in its current state this would lead to further levels of congestion both directly and within the surrounding areas, thus hindering any future economic development in the Liverpool City Region.
2. Do minimum – to develop a left-hand free flowing slip lane from the A5300 to the A562 Eastbound. This option would deal with the immediate congestion found on the A5300 but would unlikely have the significant wider benefits envisaged for the area to address the long term anticipated growth in traffic moving between key the key regeneration zones and residential sites.
3. Do something – to develop a left-hand free flowing slip lane from the A5300 to the A562 Eastbound. This would then be accompanied by an increase in the capacity of the roundabout by adding a third lane to the east of the roundabout through a proposed kerb realignment. In addition, the proposal also includes provision to revise traffic signals and update the road layout where Speke Road joins the roundabout.

This Local Pinch Point Application

Following the above options assessment Knowsley Council is submitting this Local Pinch Point Application for the Do Something option for the A5300 / A562 road junction, to secure journey time reliability and accident level improvements for road users in Knowsley. The scheme includes:

- The installation of a left turn free flow slip lane from the A5300 southbound to the A562 eastbound. This will be of particular benefit for drivers travelling between residential areas of greater deprivation in Knowsley and Merseyside to employment opportunity across the Mersey estuary. At present, these drivers are frequently held in long queues on the approach to the roundabout;
- Proposed kerb realignment within the junction to make provision for improved internal movement of traffic through the junction. This will also in turn facilitate easier adaptation of the junction's relationship with development land to the south once the process of making this land available for development is completed;
- The installation of revised signalisation on the roundabout. This will ensure that the roundabout is managed as a 'whole' with active management of vehicles travelling both southwards to the Mersey area and for traffic using the junction to travel between Liverpool Airport and Manchester.

A full scheme diagram showing the proposed improvements can be found at Appendix L.

Supporting Major Investment in the City-Region Highway Network

The A5300/A562 junction is a significant and discrete pinch point on the local road network. Improvements to the junction will provide much needed capacity without creating adverse effects elsewhere. This will enable growth and job creation, connecting residents to employment and supporting investment throughout the area.

The Merseyside Partnership's Economic Review 2012 identifies a number of major projects that will help create wealth and realise future growth in the Liverpool City Region. Schemes such as Mersey Waters, the Mersey Gateway, improved access to the Port of Liverpool, the expansion of Liverpool Airport, 3MG, Daresbury Science and Innovation Campus and the continued redevelopment of Liverpool City Centre aim to take advantage of private sector led investment which will help the City Region recover from the impacts of the recession.

Improvements to the A5300/A562 junction will facilitate a number of these projects:

- Liverpool John Lennon Airport (JLA) expansion – the Airport Master Plan sets out growth to 2015 in detail and 2030 more generally. Access to JLA is a significant factor in investment decisions for individual businesses and a key requirement for some of Merseyside's growth sectors. The A5300/A562 junction is part of the main local road network in close proximity to the Airport. The Airport has carried out projections which show passenger traffic growing from 5 million passengers per annum (mppa) in 2006 to around 8.3 mppa by 2015 and 12.3 mppa by 2030. In addition, the Airport considers that over the medium term to 2015 its cargo business could grow to around 40,000 tonnes per annum. Based on passenger and cargo growth, projections suggest JLA has the potential to increase direct on-site employment numbers from around 2000 in 2006 to between 4,000 and 5,900 by 2015 and up to 6,700 by 2030. In addition off-site and indirect employment would also benefit the local economy.
- Mersey Gateway – Road access from Cheshire and North Wales will be improved following the construction of the proposed Mersey Gateway, a second river crossing near Runcorn that will link to the M56, due to open in 2014 or sooner. The A562 provides a direct link from

Knowsley to the current and future river crossing. The business case for the Mersey Gateway evidences how the scheme is likely to create over 5,000 long term jobs.

- Mersey Multimodal Gateway (3MG) – A major rail freight distribution park located in Widnes which is set for expansion. It provides rail connected distribution centres and an on-site intermodal rail freight terminal. The terminal handles approximately 60,000 containers per annum between road and rail and currently there are 75,000 sq metres of existing warehousing facilities, with outline consent for a total of 180,000 sq metres of new buildings. Expansion will create an additional 4,000 jobs, generating an additional £190m of GVA per annum by 2020. This will be facilitated by the A5300/A562 which connects the site to Knowsley.

- Port of Liverpool/Superport – freight traffic heading to the Port of Liverpool utilises the A5300/M57. Planning approval has recently been given for a £90 million post-Panamax container terminal at Seaforth, the first on the west coast, which would almost double container capacity at the Port. Liverpool SuperPort will drive substantial economic growth in the City Region, creating over 20,000 new jobs and contributing £6.1bn in GVA to the Liverpool City Region economy by 2020. This will mean increased freight along this route, to and from the port to South Liverpool and beyond.

- Daresbury Science and Innovation Campus (DSIC) – one of only two centres in the UK (along with Harwell Oxford) for 'big scale' science it is located to the south of Knowsley, accessed via the Silver Jubilee Bridge. The critical importance of the development of the DSIC for the long-term economic growth of the North and the UK as a whole is well-known. It is complementary to the Manchester and Liverpool economies along the Atlantic Gateway.

The proximity of the Port, Manchester Ship Canal, Liverpool John Lennon Airport and the national motorway network offers a particular opportunity for Liverpool City Region to maintain and enhance its role as a major hub for freight cargo distribution. Adequate highway capacity must, therefore, be maintained in the interests of safe and convenient access and importantly, to facilitate the ongoing regeneration in Knowsley, South Liverpool and the Liverpool City Region more generally.

Many of the schemes listed above are brought together as the Atlantic Gateway project which draws upon key assets across the Liverpool and Manchester City Regions. The vision is to maximize investment in the area and support delivery of major projects by LEPs and other partners. It is a major mechanism for attracting investment and is estimated that almost 130,000 net additional jobs could be created as a direct result of Atlantic Gateway priorities. The A5300/A562 junction is critical to so many of these projects that the local economy cannot afford for it to be congested. The proposed scheme will ensure that traffic queues are minimised and reliable journey times help realise growth potential.

Supporting Key Regeneration Activity

In addition to the major projects above, the A5300/A562 junction also supports the new Mayoral Development Zone covering Speke and Garston and the South Liverpool International Gateway. This area has a dedicated regeneration framework to which increased capacity and journey time reliability at the A5300/A562 would aid in accelerating the rate of economic growth, improving productivity and re-balancing the economy.

Increased capacity on the A5300/A562 junction would also be complementary to recent M62/M57 improvements (M62 junction 6). A Highways Agency major scheme recently provided freeflow link roads in each direction between M62 east and M57 north resulting in pronounced time savings and queue reductions. Combined with improvements at the southern end of the

M57 Expressway the positive influence of both schemes in respect to the regeneration policies of the area would multiply.

Indirect benefits of the scheme will include improved air quality and reduced noise as congestion is decreased as well as improved accessibility to key services for Knowsley residents. No AQMA's have been placed within Knowsley. However, road traffic sources are the greatest contributors to air pollution in the borough with 16,384 tonnes of CO2 being emitted per year from the A5300 Knowsley Express Way alone. The A5300/A562 scheme will also work alongside LSTF projects aimed at reducing congestion through engaging with employers, delivering sustainable transport infrastructure and making improvements to bus services.

An Alternative Way Forward for Knowsley

It is important to consider the implications for Knowsley and the wider Liverpool City Region should funding not be available to support this scheme. Whilst the level of financial support required is relatively small compared to other improvement projects across the highway network, the negative impact of not supporting this scheme would be considerable. Congestion would continue to grow on the approaches to the junction with journey times increasing further, adversely impacting employment, business and economic growth in the area. Without improvements to the junction, the development, job creation and economic growth planned for the Knowsley and the Liverpool City Region will not be fully realised.

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	257	1108		1365
Local Authority contribution	185	0	0	185
Third Party contribution	0	319	81	400
TOTAL	442	1427	81	1950

Table B: Cost estimates (Nominal terms)

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Works Non Contract	0	2/5/2014	
Expenses	109	2013 – 2015	
Works Contracts	1441	4/8/2014 –	

6/1/2015

Sub Consultants	25	10/10/2014
Fees	218	2013 – 2018
Contingencies	157	2013 – 2018
TOTAL	1950	

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.*

Halton Borough Council has contributed £400k to the scheme reflecting the benefits for their area of junction improvements at the A5300 pinch point. This contribution is fully secured and a letter from Halton expressing their support and commitment is appended.

- b) *Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.*

Have you appended a letter(s) to support this case? Yes No N/A

- c) *The Department may accept the provision of land in the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.*

Have you appended a letter to support this case? Yes No N/A

- d) *Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection.*

N/A

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?

A contingency fund of 10% has been applied to meet any cost increases incurred by risks on this project.

b) How will cost overruns be dealt with?

Robust project and risk management procedures will be implemented to minimise the likelihood and scale of cost overruns.

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

A full risk register and QRA can be found at **Appendix F** and **H respectively**. The risk register details the financial implications of each risk occurring and mitigating actions.

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)?

Knowsley Council will take full responsibility for any project 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 to include:

- *Significant positive and negative impacts (quantified where possible);*
- *A description of the key risks and uncertainties;*
- *A short description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.*

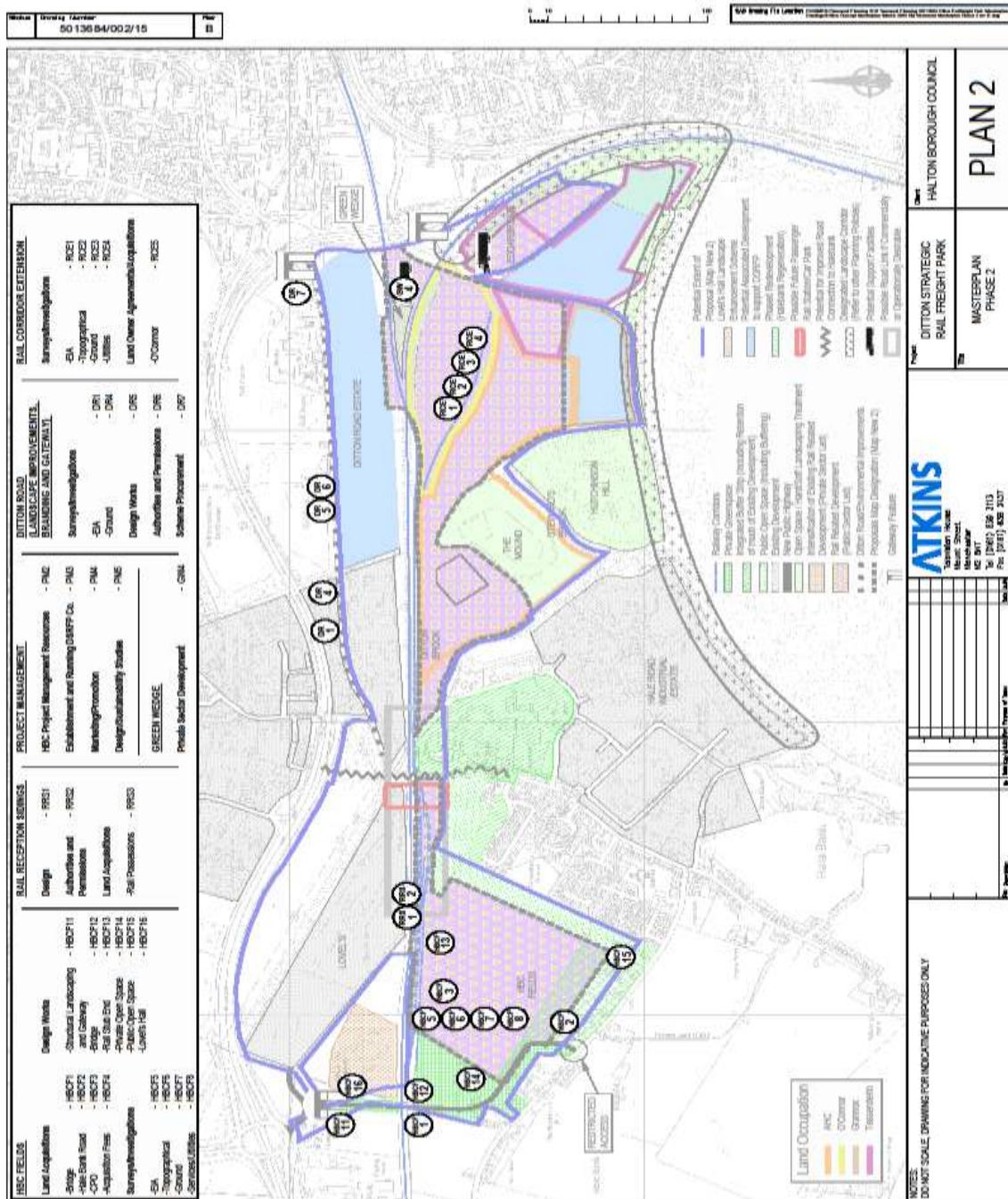
Local Impact

On a daily basis around 24,000 City Region residents travel into Knowsley for work and around 25,000 Knowsley residents leave the borough to work in other parts of the City Region. Many will travel by car and through the A5300/A562 junction.

Land to the immediate south of the junction is allocated for employment use by neighbouring Halton Borough Council and is currently under development for a mix of B1, B2, B8 uses as part

of the 3MG Masterplan (see plan below). The Lovel's land to the northwest of the Masterplan site is partly built out and currently marketed as Speke Approach, a light industrial and distribution development of 58 acres adjacent to the Knowsley Expressway.

The 3MG development as a whole is set to deliver up to 5,000 jobs by 2020. Speke Approach is not included in this figure and as a broad estimate we suggest that it has potential to deliver about 160 jobs and a GVA per annum of about £6.4 million. This is the gross figure, once netted of for development already completed it reduces by about 50% and the balance that may be attributable to the junction improvements equates to about 20% (16 jobs and £1.6 million GVA per annum). The 3MG Masterplan (below) also shows a link road at the sites western boundary potentially linking directly to the A5300/A562 roundabout and carrying additional traffic too.



Wider Impacts

In March 2011, Knowsley Council identified 149.1 ha of employment land it considered suitable for future employment use. The sites are spread across the district and are anticipated as creating an additional 12,130 jobs by 2026 (a 4.3% increase). Knowsley retains a manufacturing sector and a growing logistics sector which will be using the A5300 as a strategic link to the south for HGV movements. Some of the key existing sites are:

- Knowsley Industrial Park – the largest industrial area in the city region and second in the Northwest to Trafford Park. It accommodates about 600 businesses and 10,300 jobs.
- Knowsley Business Park – situated close to the Industrial Park on the A580 it is home to about 200 businesses and 4,800 jobs.
- Kings business Park and Huyton business Park are other strategic employment locations on the M57 corridor.

The A5300/A562 junction is a key node in the west-east-north connections linking the south of Knowsley with the rest of the borough, it also provides strategic connectivity to many of the city-region's and Knowsley's main employment sites. Some of the key sites that are affected by the junction and have the potential to support employment creation in future include those in the Table below.

Site	Size	Users & Sectors	Jobs	Development Timeframe
Jaguar Land Rover expansion land	18.4 ha	Automotive B1, B2, B8		Will depend on commercial conditions
South Liverpool International Gateway	129.2ha	Mixed-use B1, B2, B8		Will depend on commercial conditions
John Lennon Airport			9,400	
Port of Garston				
3M Multi-modal Gateway			5,000	2014/20
Knowsley Industrial Park 3			15,100	To be remodelled over the 15-year life of the Plan to support B8 growth potential

Other prominent sites that may be affected include Knowsley Safari Park (which received 500,000 visitors each year many travelling via A5300/A562 junction), and Daresbury Science Park which is already an established employment location but is set to accommodate a further 12,000 jobs by 2020 and anyone travelling from Knowsley, Liverpool or Sefton will drive via A5300/A562 junction and roundabout. Liverpool John Lennon Airport now handles 5 million passengers per annum (up from 500,000 in 1997) and directly employs about 300 people; it is now the tenth busiest airport in the country and anticipates further growth in future.

Knowsley Council is considering the potential for green belt release at Cronton, adjacent to the M57/ M62 junction due to the area having a shortage of large-scale development sites. Future development at the site would create thousands of jobs in the longer-term and the area's attractiveness would be influenced by connectivity through the A5300/A562 and to the New Mersey Gateway (once built).

Summary

The Pinch Point improvements would support development at Speke Approach, making the site more attractive and potentially bringing remaining development sites forward earlier. This could deliver 16 jobs and £1.6m of GVA per annum.

The A562 and A5300 corridors are home to significant and strategic employment locations which become more attractive if their connectivity is enhanced through improvements to the junction. The area has a competitive position in regards of workforce supply, availability of employment land and strategic infrastructure though the improved connectivity through the junction will enhance the area's competitive position and support employment growth and development in future, directly and indirectly.

At Liverpool city-region level the visitor economy is a key sector for growth and the junction directly serves two of the largest attractors – Knowsley Safari Park and Liverpool John Lennon Airport, connectivity to the airport is a key location decision factor for inward investors.

Modelling Approach – Liverpool City Region Transport Model

Traffic flow data for the assessment of the A5300/A562 junction was extracted from the Liverpool City Region (LCR) transport model for 2014 and 2024.

The LCR transport model is a multi-modal transport model, comprising separate highway and public assignment models and a bespoke demand model. In terms of its structure and components, LCR transport model has been developed in cognisance of the guidance set out in DfT's WebTAG documentation.

The LCR transport model was developed between August 2008 and September 2010 by a consortium of consultants led by Mott MacDonald on behalf of Merseytravel's Local Transport Plan (LTP) Support Unit. The modelled area covers the entire Liverpool City Region, encompassing each of the five districts, and further into Halton, Warrington and adjacent areas of Cheshire and Lancashire.

The model has been developed to:

- Produce a long term forecast of growth in demand for travel in the region, which will reflect changes to land use, demographics, employment and the economy;
- Forecast the impacts of growth and changes in demand for travel on the existing highways and public transport networks;
- Forecast the impacts of specific major regeneration projects and major land use developments on the transport system in the Liverpool City Region;
- Forecast the impacts of increased congestion on the local economy and quality of life;
- Examine an array of measures and interventions that could be deployed to mitigate traffic/travel growth impacts.

To date, the main application of LCR transport model has centred upon the development of an evidence base and appraisal of strategy options for the Third Merseyside Local Transport Plan, which went live in April 2011. LCR model has also been part of the modelling system used by model stakeholders in the region to provide data to support the successful Edge Lane Major Scheme Business Case, to review the planning application for a major development (Liverpool Waters) and for studies of parts of the strategic road network (M56 and M53). The LCR transport model was also used to assess the recent and successful Merseyside Local Sustainable Transport Fund bid.

TRANSYT Junction Models

Models of the A5300/ A562 roundabout were setup using TRANSYT software to assess the operation of the junction.

The do minimum models represent the existing configuration of the junction. The do something models were set up to reflect the proposed capacity improvements at the A5300 s/b arm and on the circulatory carriageway adjacent to the A562 w/b off slip arm. The individual models were optimised where possible to represent a fair comparison of the do minimum and do something configurations. The use of the A5300 southbound to A562 eastbound bypass slip has been modelled by removing the majority of the traffic flow for this movement from the model.

The tables below show the predicted junction operation for the 2014 and 2024 Do Minimum and Do Something models.

Summary of TRANSYT results for the Do Minimum Scenario

Link	2014				2024			
	AM		PM		AM		PM	
	DoS	Q	DoS	Q	DoS	Q	DoS	Q
111 A5300 Southbound (Nearside)	99	77	93	49	105	121	104	97
113 A5300 Southbound (Offside)	93	53	87	41	98	77	97	65
121 Circulatory adjacent A5300 (Nearside)	87	8	130	53	102	12	101	22
122 Circulatory adjacent A5300 (Offside)	80	6	11	1	91	8	9	1
211 A562 westbound offslip (Nearside)	106	90	72	23	113	120	75	23
212 A562 westbound offslip (Offside)	104	84	71	24	111	114	74	23
221 Circulatory adjacent A562 w/b offslip (Nearside)	121	146	64	17	115	131	63	15
224 Circulatory adjacent A562 w/b offslip (Offside)	100	53	74	26	107	89	79	24
311 Newstead Road	77	4	112	111	80	5	120	152
321 Circulatory adjacent A562 w/b offslip (Nearside)	61	1	50	0	63	1	53	3
324 Circulatory adjacent A562 w/b offslip (Offside)	68	46	41	25	60	41	37	23
411 A562 westbound offslip (Offside)	80	2	95	50	91	44	108	204
421 Circulatory adjacent A562 w/b offslip (Nearside)	64	35	52	19	58	29	48	14
423 Circulatory adjacent A562 w/b offslip (Offside)	75	48	58	32	68	42	54	29

Summary of TRANSYT results for the Do Something Scenario

Link	2014				2024			
	AM		PM		AM		PM	
	DoS	Q	DoS	Q	DoS	Q	DoS	Q
111 A5300 Southbound (Nearside)	84	18	90	18	88	40	90	26
113 A5300 Southbound (Offside)	77	16	72	12	82	35	74	18
121 Circulatory adjacent A5300 (Nearside)	44	3	63	6	39	5	63	7
122 Circulatory adjacent A5300 (Offside)	40	2	5	0	35	4	6	0
211 A562 westbound offslip (Nearside)	103	75	76	12	104	78	75	15
212 A562 westbound offslip (Offside)	101	70	75	12	102	72	73	16
221 Circulatory adjacent A562 w/b offslip (Nearside)	36	8	45	2	45	8	46	2
223								
224 Circulatory adjacent A562 w/b offslip (Offside)	115	116	80	8	123	171	78	13
311 Newstead Road	77	6	112	84	83	9	121	129
321 Circulatory adjacent A562 w/b offslip (Nearside)	60	17	50	0	63	29	53	1
324 Circulatory adjacent A562 w/b offslip (Offside)	70	47	41	11	66	44	37	15
411 A562 westbound offslip (Offside)	81	2	95	26	93	48	108	156
421 Circulatory adjacent A562 w/b offslip (Nearside)	65	36	52	6	61	32	48	7
423 Circulatory adjacent A562 w/b offslip (Offside)	77	49	58	13	73	46	54	18

Comparison of the Do Minimum and Do Something TRANSYT results shows that the junction is predicted to have better operation in the Do Something scenario at the A5300 s/b and A562 w/b entries to the roundabout.

Please see the CD version of this application for the full TRANSYT outputs.

Economic Appraisal

Economic appraisal of the proposed scheme is focussed on the benefits of the reduced delays predicted by the TRANSYT junction operation model. A simple appraisal was carried out over an eleven year time period (2014 to 2024) incorporating both model years, with a linear interpolation of benefits calculated between the two model years.

Delay data and predicted scheme delay savings were taken from the TRANSYT outputs, as shown below.

Do Minimum Delay Data (PCU-Hours)

Year	AM	PM
2014	313	170.4
2024	446.7	301

Do Something Delay Data (PCU-Hours)

Year	AM	PM
2014	217.2	99.3
2024	291	217.6

Scheme Delay Savings (PCU-Hours)

Year	AM	PM
2014	95.8	71.7
2024	155.7	83.4

Annualisation factors used for the LCRTM model have been applied to convert the peak hour delay savings into annual delay savings, as shown in the following tables.

Annualisation Factors

Year	AM	PM
2014	637	675
2024	637	675

Annual Delay Savings

Year	AM	PM
2014	61025	47993
2024	99181	56295

Value of time per vehicle was taken from Table 9 of WebTAG 3.5.6. For simplicity, the non-work car value was used to as a basis for converting the delay savings calculated from the TRANSYT model outputs into monetary values. The values of time were adjusted for the changing vehicle occupancy predicted in Table 6 of WebTAG 3.5.6 and further adjusted for the predicted growth in non-work value of time from Table 3b of WebTAG 3.5.6. This process resulted in the values of time and the conversion of the delay savings into monetary values shown in the tables below.

Values of Time (£/hour, 2010 prices)

Year	AM	PM
2014	13.88	12.63
2024	15.08	14.00

Delay Savings (£, 2010 prices)		
Year	AM	PM
2014	£846,898	£606,163
2024	£1,495,579	£788,273

Benefits for non-modelled years were calculated through linear interpolation between the two model years and discount factors were applied to produce benefits in 2010 prices, discounted to 2010, as shown below.

Summary of Discounted Benefits

Year	Undiscounted Benefit (£)	Discount Factor	Discounted Benefit (£)
2014	1,453,061	0.871	1,266,258.60
2015	1,536,140	0.842	1,293,388.63
2016	1,619,219	0.814	1,317,235.75
2017	1,702,298	0.786	1,337,990.97
2018	1,785,377	0.759	1,355,836.13
2019	1,868,456	0.734	1,370,944.31
2020	1,951,535	0.709	1,383,480.21
2021	2,034,615	0.685	1,393,600.53
2022	2,117,694	0.662	1,401,454.30
2023	2,200,773	0.639	1,407,183.25
2024	2,283,852	0.618	1,410,922.10

All monetary values expressed in 2010 prices

The net present value of the benefits (PVB) of the scheme were calculated by summing the discounted benefits shown above in Table 10. The PVB was found to be £14.938m in 2010 prices, discounted to 2010.

Conversion of the cost data, detailed in section B3 and Appendix C, results in the net present value of the costs (PVC) of the scheme being £1.543m in 2010 prices, discounted to 2010.

The benefits to cost ratio for the scheme is 9.7.

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

Has a Scheme Impacts Pro Forma been appended? Yes No N/A

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

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

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).*

The works will be procured using the NEC3 form of Contract which provides flexible contractual options. As the process will involve a full and detailed design being completed prior to tender, it is envisaged that an NEC3 'Option A' will be used which, by utilising a fixed-price mechanism, provides the Employer with the greatest degree of cost certainty. The NEC3 contract provides for a robust Risk Management process which ensures that construction risks are raised at the earliest opportunity and dealt with expeditiously thus optimising key project targets such as expenditure of project funds and impact of the project on the public. During the contract formulation stage, a thorough and detailed examination of risks are interpreted into a contract Risk Register, which transfers the ownership of each risk to either the Employer or Contractor on the basis of which party is best placed to deal with the risk should it arise.

The timescales have been assessed as follows (excludes maintenance period & post landscaping):

- Contract procurement and award – 6 months
- Post award / Pre-construction period – 7 months
- Construction period and completion of engineering works – 9 months

This equates to a total of 22 months. The periods referenced above are deemed to be inclusive of risks reasonably expected to incur such as:

- Delays in finalising design
- Delays to procurement process and contract award
- Delays to the construction programme

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 procurement route is a restricted tender process which conforms with the Public Contracts Regulations. This form of procurement is beneficial as we have already been able to involve our partners, 2020 Knowsley Ltd., to carry out preliminary design work. It is therefore a fluid process for 2020 Knowsley to finalise the detailed design and works information which can be sent out to the market for tenders. With the Restricted tender process, the first stage will involve a Pre-Qualification Questionnaire to the open market. This questionnaire will be carefully drafted and used to produce a shortlist of, say, 6 of the most suitable contractors for carrying out works of this nature. The basis for tender award will follow the MEAT criteria (Most Economically Advantageous Tender) which will evaluate both technical (qualitative) and price aspects of the tender. It is envisaged that this will be a 60% (Price) / 40% (Quality) split. The tender process will be managed to ensure that there is a suitable period from the point of tender award to the point of commencement of the works, ensuring that a schedule of meetings take place between the parties to the contract to best guarantee a smooth transition onto the construction period.

This form of procurement has been chosen because our existing framework contracts (used for works typically between £50k and £250k) are not suitable for procuring works of this value and nature and it is therefore necessary to look to the wider market. Following this, it was therefore felt that the restricted process is most suitable as it will give a degree of control to ensure that the most suitable type of contractors only are invited to tender and that the quality of the technical aspects of the bids are not overlooked for the sake of price alone.

c) A procurement strategy will not need to form part of the bid documentation submitted to DfT. Instead, the Department will require the bid to include a joint letter from the local authority's

Section 151 Officer and Head of Procurement confirming that a strategy is in place that is legally compliant and is likely to achieve the best value for money outcome.

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

**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.*

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.*

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
Completion of preliminary design	Nov 2013
Completion of detailed design	March 2014
Award contract	June 2014
Contractor starts on site	August 2014
Civil engineering construction works complete	January 2015
Handover of constructed highway scheme	February 2015

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)

Knowsley Council worked alongside the Highways Agency and contractors to ensure successful delivery of major junction improvement works at M62 Junction 6, Tarbock Island. Tarbock Island links the M62 and M57, located in the centre of Knowsley. The scheme provided two new free-flow link roads at the junction to relieve the heavily congested roundabout.

The scheme was given the go ahead by the Secretary of State in January 2007, work started on site in April 2007 and the link roads were completed by December 2008. The scheme was successfully completed to time, despite delays due to weather over the summer of 2007, and within the budget of £38million.

Close partnership working benefited all the organisations concerned. For instance, Knowsley Council were able to use the lane closures during the improvements to carry out routine road maintenance. This reduced the number of lane closures, with obvious benefits for people using the road.

Since opening, the link roads have removed over 20,000 vehicles every day from the roundabout, this represents 30% of the total daily flow.

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.*

N/A

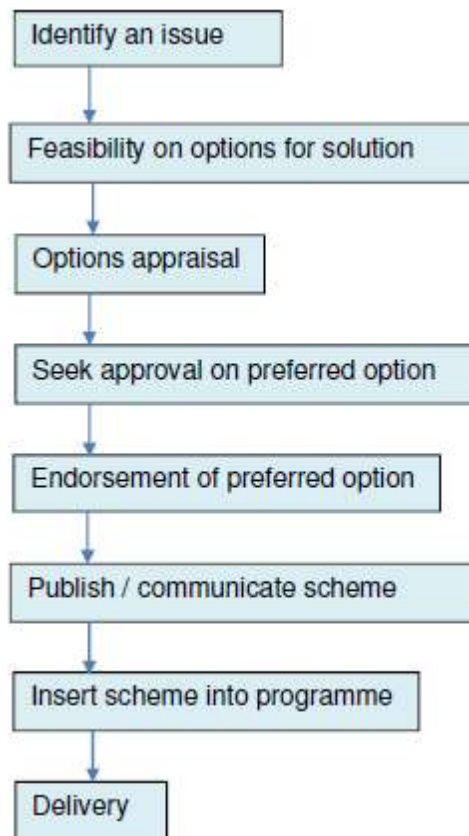
b) *Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.*

N/A

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.

Knowsley Council has a comprehensive approval process (as detailed below) to ensure robust decisions are made regarding improvements to the road network.



An issue on the highway network may be highlighted to Knowsley Council via a number of different routes; for example, through the Highways Asset Management Team and development of the asset management plan, through creation of the local plan or the investment profile, from stakeholder intelligence, formal surveys or queries from the public.

When an issue is identified the Council officers undertake a feasibility assessment of options for solution. Feasible options are then appraised. Appraisal takes into consideration cost, benefit, deliverability, level of risk and the fit of the option with the current work programme. Through options appraisal a preferred solution is identified. Officers seek approval for the preferred option from the relevant Director and Cabinet Member and then endorsement from the full Cabinet.

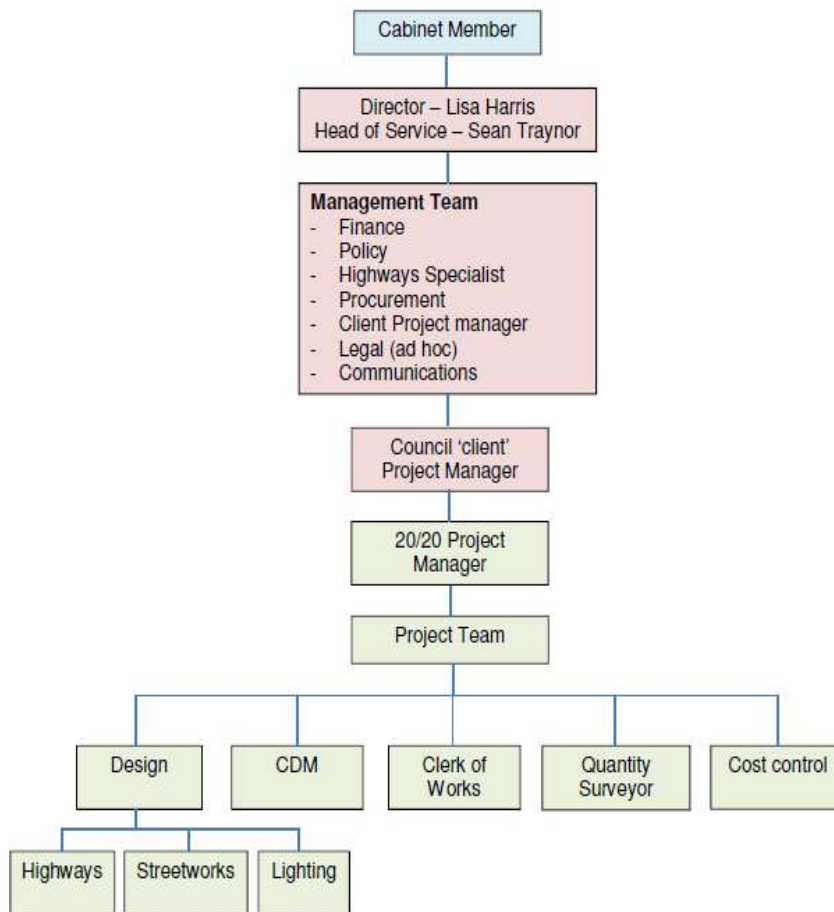
The approved scheme is communicated to the public and stakeholders and published on the Council's website. Following which the Council undertakes any statutory duties, legal and planning activities. The scheme is inserted into the work programme and subsequently delivered.

Once the scheme enters the delivery phase, the Council implements a proportionate governance structure.

Knowsley's Local Pinch Point schemes will be managed at a senior level by Director for Regeneration, Economy & Skills, Lisa Harris, and Head of Highways & Transportation, Sean Traynor. Lisa and Sean will be responsible for project control; they will make decisions within the scope of Cabinet approval and where appropriate decisions on any minor scope alterations. Any exceptional decisions outside of the approved scope of the scheme will be referred to the relevant Cabinet Member.

The Management Team will be comprised of officers from across the Authority with a specific role in the successful delivery of the project. The management team will meet regularly to track

progress and report to the Head of Service and Director. They will be responsible for discussing and resolving any issues arising, with experts from finance, procurement, highways, policy, legal and communications, able to advise on their specialist areas. Where needed the group will escalate issues upwards for decision.



The project manager sitting within Knowsley Council, the 'client' Project Manager will manage the project from the client side. The client project manager is responsible for undertaking regular project control meetings and liaison with the delivery body 20/20, ensuring timescales and budgets are met and any issues identified early. They will report to the management team. One point of contact provides continuity to the interface between the Authority and 20/20.

20/20's Project Manager holds responsibility for managing delivery of the project, leading and coordinating the project team. The project team comprises of specialists in all the relevant disciplines of delivery who carry out the required works.

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.

Has a QRA been appended to your bid?

Yes

No

Has a Risk Management Strategy been appended to your bid?

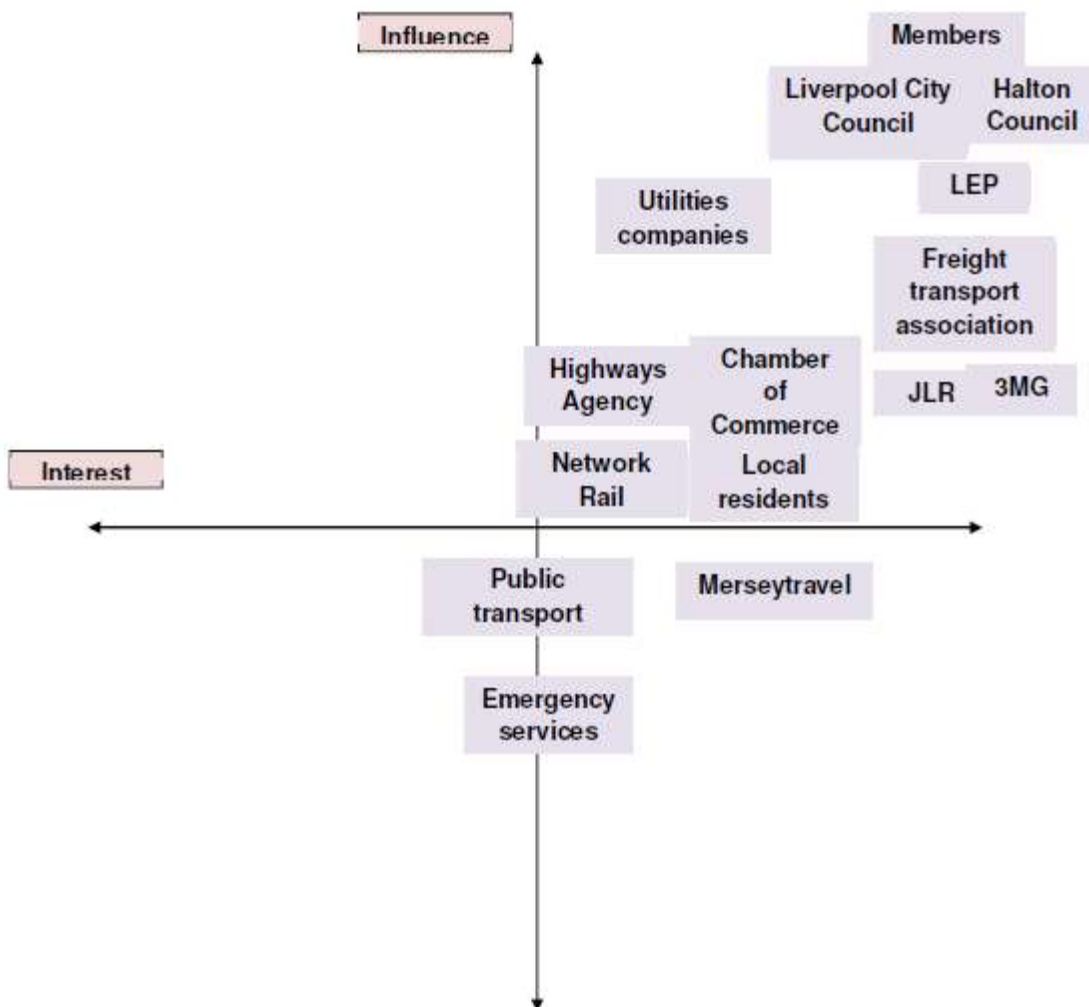
Yes

No

B12. Management Case - Stakeholder Management

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.

Knowsley Council have conducted a stakeholder review during the development of this application. The review was conducted through a meeting of the bid team, senior Council staff and members of staff from 20/20 as the delivery agent for the proposed scheme. A summary of the key stakeholders and their position on a chart considering their level of 'interest' and 'influence' over the scheme is provided below.



The diagram reinforces our need to maintain effective dialogue with partner authorities and our own members whilst at the same time engaging with the business community. We will also ensure that we manage robust forums for dialogue with the Highways Agency and utility companies during the development of the proposed scheme. Our strategy is set out in further detail in the table below.

Importance rank	Stakeholder	Influence	Interest	Strategy
1	Members	High	<ul style="list-style-type: none"> Politically important scheme for the economy of Knowsley and wider Liverpool City Region. 	Keep informed of progress and escalate major decisions through governance arrangements.
2	Halton	High	<ul style="list-style-type: none"> Links to economy of Halton and key development sites e.g. Mersey Gateway and 3MG. Impact on Halton roads if the scheme does/does not go ahead. 	Regular update meetings to discuss progress and issues and ensure successful outcomes for both Councils.
3	Liverpool City Council (LCC)	High	<ul style="list-style-type: none"> Proximity of scheme to the boundary of Knowsley and LCC boroughs. Improving accessibility to key employment centres in Liverpool. Impact on LCC roads if the scheme does/does not go ahead. 	Regular update meetings to discuss progress and issues and ensure successful outcomes for both Councils.
4	LEP	High	<ul style="list-style-type: none"> Importance of scheme to increase access capacity to key employment and development sites in the Liverpool City Region. 	Keep informed.
7	Utilities companies	High	<ul style="list-style-type: none"> Impact of scheme on their infrastructure. 	Consult on design of junction and work through any issues arising.
8	Freight transport associations	High – med	<ul style="list-style-type: none"> Importance of junction to strategic freight network, particularly the connection to the strategic road network and Port of Liverpool. 	Early communication of plans and keep informed.
5	3MG	High – med	<ul style="list-style-type: none"> Scheme is critical to increasing road capacity for 3MG development. 	Meet with 3MG to discuss plans and keep informed of project progress.
6	Jaguar Land Rover (JLR)	High – med	<ul style="list-style-type: none"> Proximity and importance of junction for access to JLR plant. 	Meet with JLR to discuss plans and keep informed of project progress.
9	Chamber of Commerce	High – med	<ul style="list-style-type: none"> Importance of increased junction capacity to business and economy of area. 	Keep informed.
10	Highways Agency	High – med	<ul style="list-style-type: none"> Links to M62 and M57. 	Keep informed.
11	Local residents	Medium	<ul style="list-style-type: none"> Access to employment and amenities. 	Hold public meeting to consult on plans. Keep informed through website.
12	Network Rail	Medium	<ul style="list-style-type: none"> Proximity to rail network. 	Adhoc meetings for issue resolution if required.
13	Merseytravel	Med – low	<ul style="list-style-type: none"> Impacts on public transport. 	Keep informed of project progress.
14	Public transport operators	Med – low	<ul style="list-style-type: none"> Potential impact of new layout and traffic management on bus services. 	Discuss junction layout plans and keep informed of traffic management arrangements.
15	Emergency services	Medium	<ul style="list-style-type: none"> Understanding of new layout. Potential impact of traffic management whilst scheme is undertaken. 	Communicate project plans and schedule.

- a) Can the scheme be considered as controversial in any way? Yes No
- b) Have there been any external campaigns either supporting or opposing the scheme?

Yes No

B13. Management Case - Assurance

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

Please see attached letter from Section 151 Officer at Appendix K.

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.

Benefit	Who will benefit?	Enablers required to realise benefit	Outcome displayed if benefits realised	Baseline measure	Who is responsible?	When will it occur?
Improved journey time reliability	Road users, commuters and businesses	Completion of junction improvements	Reduction in queue length and delays on approach to junction	TRANSYT DoS, queue length and delay data	Knowsley Metropolitan Borough Council (KMBC)	On scheme completion – Feb 2015
Improved	Commuters,	Completion of	Enhancement of	Number of	KMBC	On

access to employment and development sites e.g. 3MG	businesses, developers, investors and KMBC	junction improvements	the area's competitive position. Increase in employment opportunities and economic growth.	businesses and employment opportunities located in the area		scheme completion – Feb 2015
Increased junction safety	Road users	Completion of junction improvements	Reduction in number of accidents	Accident records 2007 – 2011	KMBC	On scheme completion – Feb 2015
Extension of asset lifespan	Road users and KMBC	Completion of junction improvements	Reduction in levels of maintenance required resulting in fewer road work disruptions	Current asset lifespan	KMBC	On scheme completion – Feb 2015

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

The benefits identified above will be measured through a combination of methods, as follows:

Method	Purpose
<ul style="list-style-type: none"> Traffic counts and surveys 	<ul style="list-style-type: none"> To measure changes in traffic flow, queue length and delay on approach to the junction
<ul style="list-style-type: none"> Semi-structured interviews (market survey) Business surveys Quantitative assessment of number of businesses and employment opportunities in the area 	<ul style="list-style-type: none"> To understand the impact on businesses located in the area, including the reasons for their choice of location Identify any patterns of change in the number of businesses and jobs available in the area
<ul style="list-style-type: none"> Review accident data 	<ul style="list-style-type: none"> Assess the impact of improvements on safety at the junction
<ul style="list-style-type: none"> Area officer Home visitor feedback Feedback from Councillor's surgeries Community groups impact survey Minority groups impact survey 	<ul style="list-style-type: none"> To understand and evaluate the impact on Knowsley residents, particularly in terms of ease of access to employment and leisure sites

Monitoring will be undertaken 12 months and 24 months post completion of the junction improvements and evaluation report produced.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for the M57 Extension A5300 Knowsley Expressway scheme, I hereby submit this request for approval to DfT on behalf of Knowsley Metropolitan Borough Council and confirm that I have the necessary authority to do so.

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

Name: Sean Traynor

Position: Head of Highways & Transportation

Signed:



D2. Section 151 Officer Declaration

As Section 151 Officer for Knowsley Metropolitan Borough Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Knowsley Metropolitan Borough 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:

James Duncan

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

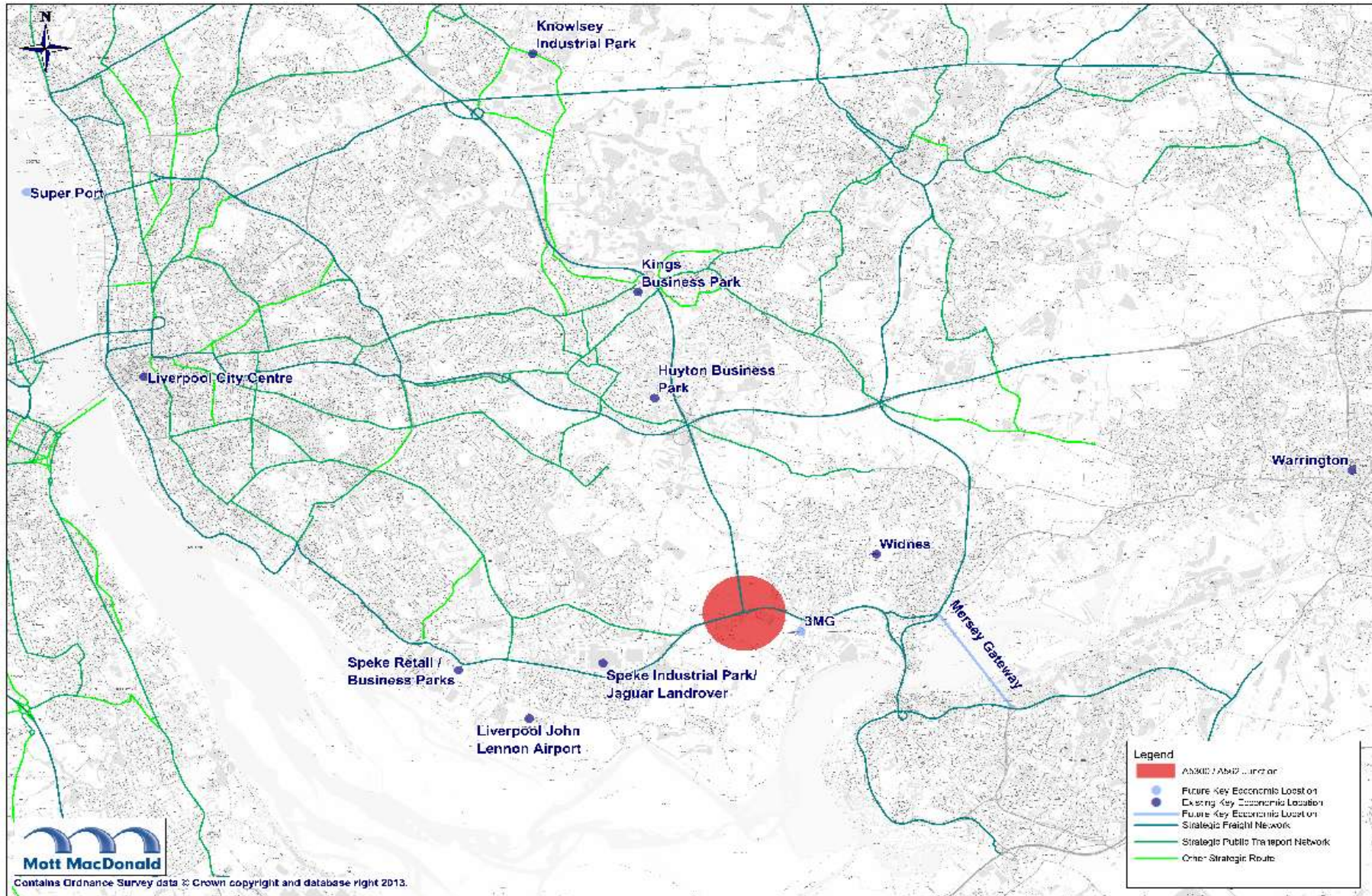
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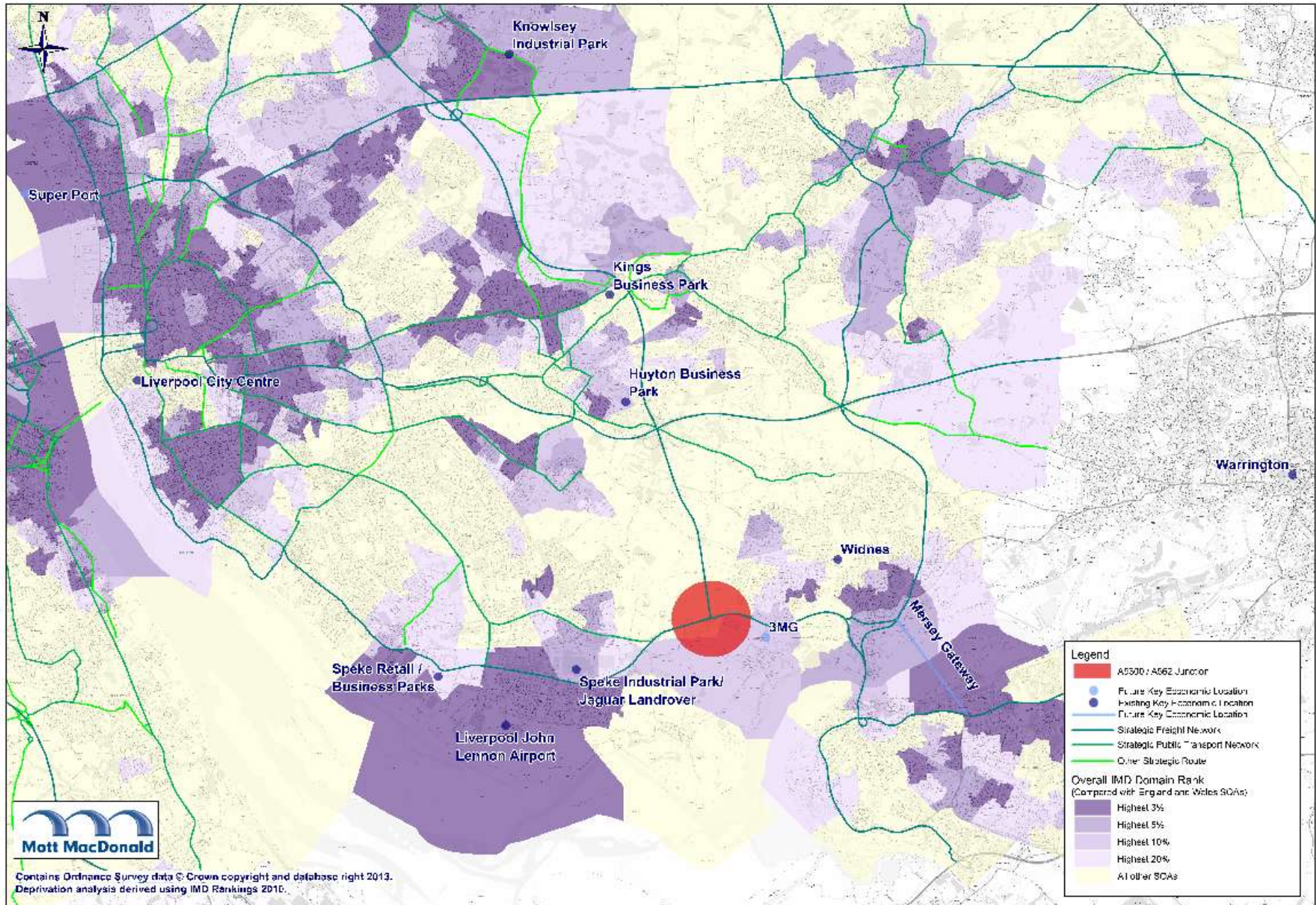
London

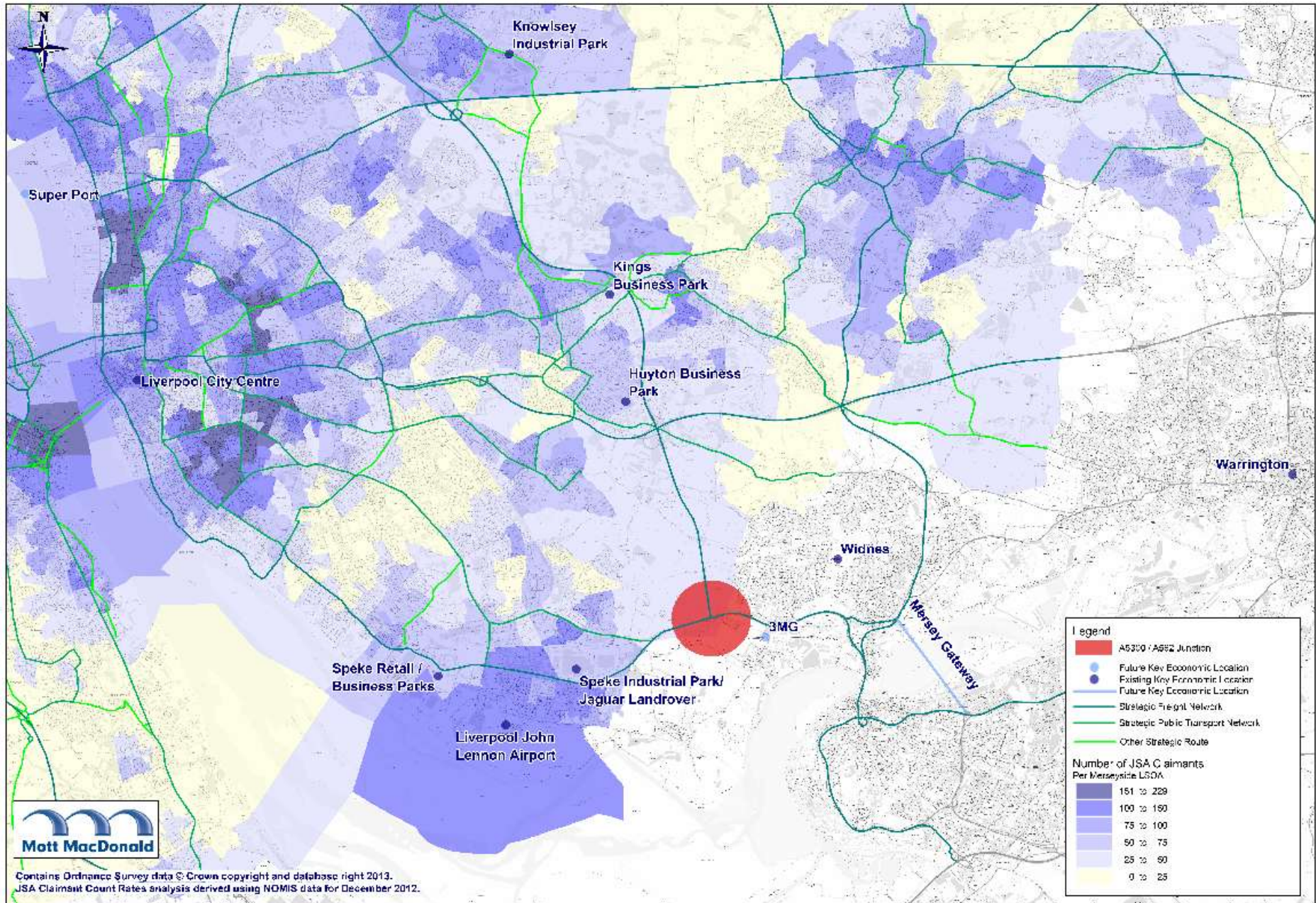
SW1P 4DR

An electronic copy should also be submitted to steve.berry@dft.gsi.gov.uk

Appendix A – Strategic Case – Supporting Maps







Appendix B – Scheme Environmental Appraisal

Environmental Benefits

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

Transport is a significant contributor to a number of environmental challenges facing Knowsley. This principally relates to emissions of pollution to air and the release of greenhouse gases which are contributors to climate change. However, there are less obvious environmental effects relating to transport and the infrastructure needed to enable safe transit; such as noise disturbance or segregation of habitats and communities.

Early environmental appraisal provides a rational approach to sustainable development. For the purpose of this bid, a 'Rapid Environmental Appraisal' is considered to be an appropriate level of assessment. Previously, this approach has enabled the determination of potential benefits and challenges attributable to the activities within the projects and programmes proposed on sensitive environmental receptors.

The rapid appraisal provided for this application is intended to act as a pre-cursor to detailed analysis of environmental impacts, which are taken up only if the need is subsequently demonstrated. For this more detailed level of assessment to be undertaken, it should be determined whether or not the project is likely to have significant environmental effects; therefore, this requires comprehensive information on the project scope, scale, location, phasing and an assessment of the baseline environment. At this stage, however, such a detailed assessment is not considered viable or necessary.

A bespoke environmental appraisal has been developed and undertaken for the purpose of this bid. The objective of the exercise was to assess and provide a high level environmental appraisal of the scheme, in order to support the economic case. In support of the decision-making process, the potential environmental impacts are identified and potential mitigations suggested.

We have appended an Environmental Appraisal summary of the environmental constraints, impacts and possible mitigation measures for the scheme to this bid, which have been identified through a high-level environmental appraisal. A number of environmental themes have been considered, and an overview of each theme is provided below:

- Landscape and Visual Amenity – including the scheme setting, landscape / townscape, land take
- Cultural Heritage - including historic and cultural buildings / assets and archaeological sites / remains (both discovered and potential).
- Ecology – including flora and fauna.
- Water Resources - relating to all aspects of the water environment including groundwater, surface water and water environments.
- Noise and Vibration - relating to all sources of environmental (ambient) noise and vibration from transportation, traffic and associated infrastructure.
- Air Quality - encompassing all emissions to air from vehicles, and includes greenhouse gases (including water vapour, carbon dioxide, methane and ozone) that are key contributors to climate change.
- Waste and Land Contamination – includes waste generation from construction and operation, and identification of ground contamination.

The environmental appraisal has been undertaken by giving consideration to the benefits and impacts of the Scheme against the seven environmental themes outlined above. In addition, the effects of the scheme have been identified using the scale outlined below:

Impact

5	Beneficial
4	Slight Beneficial
3	Neutral
2	Slight Adverse
1	Adverse

This appraisal has been undertaken by a suitably qualified and experienced environmental specialist using desk-based techniques. The results of the exercise have been determined based on previous experience on transportation/infrastructure projects, best practice and sound professional judgement.

Aspect	Baseline	Impact	Mitigation	Effect
Landscape and Visual Amenity	The A5300 / A562 link is in a rural setting; however, the roundabout is on the periphery of the Mersey Multimodal Gateway (3MG) logistics park, which is located at Ditton, approximately 2km from the site. Surrounding the location are other large scale commercial and industrial facilities.	During both the construction and operation phase it is assumed that there will be some landtake and vegetation clearance for the proposed left hand slip road, where the A5300 southbound lane meets the A562 eastbound lane. In addition, during the construction phase there is expected to be a decrease in visual amenity due to construction activities.	Sympathetic landscaping should be adopted, so that the Scheme is, at the very least, in keeping with the surrounding area. Opportunities for enhancement would be identified at a later stage.	2
	Scheduled Monuments (SM) and other archaeological remains contain irreplaceable information about the past. Lovel's Hall moated site and fishpond is a SM and it is located approximately 250m south of the site location.	Current proposals will have no impact on the SM.	No mitigation measures are required	3
Cultural Heritage	There are no listed buildings in close proximity to the site and the site is not within a conservation area.	There will be no impact on listed buildings for the proposed Scheme.	No mitigation measures are required.	3
Ecology	There are no statutory or international designations for nature within 1km of the A5300 / A562 link. However, Clinton Wood and Hale Road woodland are Local Nature Reserves (LNR) and are located approximately 50 - 100m east of the A5300, north and south of the A562.	Current proposals will not, in all likelihood, impact on the identified sites.	There is, however, a need for environmental awareness for construction activities which occur adjacent to these sites. Mitigation measures could include tree planting and habitat creation; however, this would need to be monitored after construction to ensure the intended measures are sustained and making a positive impact as proposed.	3

	<p>The potential presence of mammals needs to be taken into account when planning works. It is an offence to inflict any unnecessary suffering on any wild mammal. Under the Wild Mammals (Protection) Act 1996. In addition, all British birds, their nests and eggs are protected by law during the breeding season under the Wildlife and Countryside Act (WCA) 1981 and Conservation Regs. Part 1 of the WCA makes it is an offence to deliberately take, kill or injure any wild bird or to take, damage, or destroy any nest (even while being built) or egg of any wild bird.</p>	<p>Roadside habitats are important for a range of plants, mammals, and birds. The proposed slip road will require the removal of vegetation, which may provide suitable habitat for many species.</p> <p>Construction activities have the potential to cause harm to mammal species. For example, rabbit warrens that are not cleared prior to any earthworks could lead to the death of rabbits by crushing and asphyxiation which would breach this legislation.</p>	<p>Ensure an ecologist visits the site in the first instance. Mitigations will depend on the findings from the ecologist assessment.</p>	3
Water Resources	<p>Ditton Brook passes directly underneath the A5300.</p>	<p>During the site preparation and construction phases there is the potential for impacts on water quality, resulting from accidental spillages or leakages of oil and other fuels from machinery and storage areas. However, it is anticipated that appropriate provisions will be made in the Code of Construction Practice (CoCP), following best practice and incorporating mitigation measures to ensure that there will be no significant effects on hydrogeology, hydrology and surface water flood risk effects during the construction phase.</p>	<p>The initial effects on water quality, hydrogeology, hydrology and flood risk may be mitigated using a range of techniques. Typical mitigation measures may potentially include:</p> <ul style="list-style-type: none"> - prevention of sediment from entering watercourses during construction; - maintaining flood routes and drainage paths, including floodplain storage compensation; - SuDS, including surface water attenuation ponds; and - provision of additional groundwater drainage. 	3
	<p>Located within Groundwater Source Protection Zone (SPZ) 3, which is defined as the area around a source within which all groundwater recharge is presumed to be discharged at the source.</p>			3
	<p>The development is within Flood Risk Zone 3, which is classed as flood risk with a high probability, i.e. land with a 1 in 100 or greater probability of river flooding or a 1 in 200 or greater annual probability of flooding from the sea in any year.</p>			3
Noise and Vibration	<p>Sensitive receptors in close proximity to the development include the residents of Ditton, the nearest of which are approximately 500m east of the development.</p>	<p>Likely impacts could include damage, disturbance and nuisance, to people and animals - There are expected to be temporary noise and vibration effects during the construction phase of the proposed Scheme. There are not predicted to be any effects during the operation phase.</p>	<p>Best Practicable Means (BPM), to keep noise to a minimum, would be adopted and a regime of noise monitoring should be implemented. It is unknown whether there will be any residual effects from the construction and implementation of the road traffic Schemes.</p> <p>Under section 61 of the Control of Pollution Act 1974, consent can be applied for when it is expected that such a notice might be breached. In this instance, it may be advisable that a Section 61 Notice is applied for.</p>	3
Air Quality	<p>No AQMA's have been declared within Knowsley. Main pollutants of concern and contributory sources in Knowsley are from road traffic sources. The A5300 has a high percentage of heavy goods freight traffic on its way to the areas of Widnes and Runcorn (and the Mersey Gateway).</p>	<p>Activities associated with the construction of the Scheme have the potential to generate dust. In addition, an increase in localised air pollution is expected, due to congestion and traffic as a result of construction activities.</p>	<p>Incorporated mitigation measures will be utilised to reduce impacts from construction activities. Moreover, the Scheme is designed to increase traffic flow and reduce queue lengths, delays and congestion, thus having a positive effect on air quality.</p>	4
Waste and Land Contamination	<p>Land to be excavated - includes wooded area and grassland.</p>	<p>It is expected that some waste will be generated from the Scheme's construction activities,</p>	<p>Resource efficiency and effective waste management (in accordance with the waste hierarchy) will ensure environmental impacts are minimised.</p>	2

		including excavations in order to widen the carriageway.		
	The land north of Speke Road (A562) and the land situated between Speke Road and Ditton Brook, approximately is a historic landfill site and therefore there is potential for ground contamination.	Current Scheme proposals will not disturb contaminated land.	No mitigation measures are required.	3

Appendix C – Further Scheme Cost Information



Estimate of Scheme Costs Bid Submission Cost Estimate

2020 KNOWSLEY LIMITED

PROJECT TITLE	A5300 SLIP ROAD BID	PROJECT REF	1034741
FINANCE CODE	N/A	DRAWING No.	1034741-F100
CLIENT/DEPARTMENT	DRES KMBC	ISSUE NO.	Date
			06-Feb-13
EXPENSES	Road Closure - Administration Costs		£1,000.00
	Topographical Survey of Roundabout and Traffic Management		£3,500.00
	Feasibility Design Fees		£13,000.13
	Preliminary Wood Clearance Works		£13,000.00
	Specialist Ecology Report		£4,250.00
	Existing Drainage Survey and Traffic Management		£5,000.00
	Geotechnical Site Investigation for Embankment/Slope Stabilisation		£25,000.00
	External Geotechnical Consultant for specialist design of Embankment Stabilisation		£22,500.00
	Materials Testing during Construction		£18,000.00
	Descriptive Core Investigation and Report from UKAS Accredited Lab and Traffic Management		£870.00
	Preparation of Consultation and Communications Strategy Documents		£2,500.00
	Sub-Total 2		£106,120.13
WORKS CONTRACTS	S100 - Preliminaries		£8,150.00
	S200 - Site Clearance		£2,524.50
	S300 - Fencing and Environmental Barriers		£0.00
	S400 - Road Restraint Systems		£34,020.00
	S500 - Drainage and Service Ducts		£23,182.00
	S600 - Earthworks		£486,070.65
	S700 - Pavements		£277,449.43
	S1100 - Kerbs, Footways and Paved Areas		£27,488.50
	S1200 - Traffic Signs and Roadmarkings		£81,286.00
	S1400 - Electrical Work for Lighting and Traffic Signs		£1,750.00
	S1500 - WATC Communications		£0.00
	S3000 - Landscape and Ecology		£0.00
	Additional Works		£246,870.00
	Main Contractor Total:		£1,188,791.08
	Street Lighting Works (inc Manweb supply)	St Lighting Engineer	£15,000.00
	Traffic Signs Works (Upgrade of Advanced Warning Signs, Posts and New Installations for revised roundabout/slip road layout)		£13,000.00
	Commuted Sum for Street Lighting and Traffic Signs		£11,000.00
	Landscaping Mitigation Works in accordance with KMBC's Planning Policy		£213,534.00
	Sub-Total 3		£1,441,325.08
SUB-CONSULTANTS	Signal Installation (civils inc above)	T.E.S.	£25,000.00
		Sub-Total 4	£25,000.00
WORKS NON - CONTRACT	British Telecom	Project Manager	Unknown
	United Utilities	Project Manager	Unknown
	Scottish Power	Project Manager	Unknown
	Transco	Project Manager	Unknown
	National Grid	Project Manager	Unknown
	Network Rail	Project Manager	Unknown
	Virgin Media	Project Manager	Unknown
	Sub-Total 5		£0.00
	Statutory Undertakers included in % fee	Auto Calc	0
FEES	FEE RATE FOR BASIC SERVICES	10.00%	£1,441,325
	Preliminary Design 30%	Auto Calc	£43,240
	Detailed Design 30%	Auto Calc	£43,240
	Final Proposals and tender action 20%	Auto Calc	£28,827
	Contract Administration 20%	Auto Calc	£28,827
	Civil Eng Supervision Fees	3.50%	£50,446
	Planning Supervisor	Auto Calc	£14,413
	Disbursements Mileage and Printing	Project Manager	£1,000
	Safety Audit (Stages 1, 2 and 3)	Project Manager	£2,250
	Landscape Establishment Supervision Fees (Over 3 Year Period)	Project Manager	£7,800
	Sub-Total 6		£220,042
CONTIGENCIES	10% of all eligible items	Sub-Total	£157,244.52
SCHEME TOTAL		TOTAL	£1,949,731.86

Appendix D – Scheme Impacts Proforma

Data source: TRANSYT outputs (please see the CD version of this application)

Scenario	Input Data / Key Performance Indicators	Unit	AM Peak Hr	PM Peak Hr	Inter-Peak Hr	Nights	Sat	Sun
			Weekday	Weekday	Weekday	19:00-07:00	07:00-19:00	07:00-19:00
Do-Minimum	Number of highway trips affected	vehicles	7,814 (2014) 8,187 (2024)	7,066 (2014) 7,457 (2024)				
	Total vehicle travelled time	vehicle-hours						
	Total vehicle travelled distance	vehicle-km						
	Total network delays	vehicle-hours	313 (2014) 447 (2024)	170 (2014) 301 (2024)				
	Highway peak period conversion factor	-	2.48	2.69				
	Number of PT passenger trips on affected routes	passenger trips						
	Bus journey time on affected routes	minutes						
	Total PT travelled time	passenger-hrs						
	Total PT travelled distance	passenger-km						
	PT peak period conversion factor	-						
	Number of walking and cycling trips	person trips						
	Mode share in affected area							
	- Walking and cycling	person trips						
	- Bus/BRT	person trips						
	- Rail	person trips						
	- Car	person trips						
- Total	person trips							
Do-Something	Number of highway trips affected	vehicles	7,814 (2014) 8,187 (2024)	7,066 (2014) 7,457 (2024)				
	Total vehicle travelled time	vehicle-hours						
	Total vehicle travelled distance	vehicle-km						
	Total network delays	vehicle-km	217 (2014) 291 (2024)	99 (2014) 218 (2024)				
	Highway peak period conversion factor	-	2.48	2.69				
	Number of PT passenger trips on affected routes	passenger trips						
	Bus journey time on affected routes	minutes						
	Total PT travelled time	passenger-hrs						

Total PT travelled distance	passenger-km						
PT peak period conversion factor	-						
Number of walking and cycling trips	person trips						
Mode share in affected area							
- Walking and cycling	person trips						
- Bus/BRT	person trips						
- Rail	person trips						
- Car	person trips						
- Total	person trips						

Notes:

Values for "Number of highway trips affected" expressed in PCUs.

Values for "Total network delays" expressed in PCU-Hours.

Values for "Highway peak period conversion factor" are taken from the LCRTM model, upon which the flows are based.

Assessment Year = 2024

For Do-Minimum Scenario

	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
Vehicle Category	Weekday	Weekday	Weekday
Car Work			
Car Non-work Commuting			
Car Non-work Other			
Average Car	0%	0%	0%
LGV			
OGV1			
OGV2			
PSV			
All Total	0%	0%	0%
Public Transport			
Bus Work			
Bus Non-work Commuting			
Bus Non-work Other			
Bus Total	0%	0%	0%
Rail Work			
Rail Non-work Commuting			
Rail Non-work Other			
Rail Total	0%	0%	0%

	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
Average Network Speed (kph)	Weekday	Weekday	Weekday
Car			
LGV			
HGV & PSV			

For Do-Something Scenario

	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
Vehicle Category	Weekday	Weekday	Weekday
Car Work			
Car Non-work Commuting			
Car Non-work Other			
Average Car	0%	0%	0%
LGV			
OGV1			
OGV2			
PSV			
All Total	0%	0%	0%
Public Transport			
Bus Work			
Bus Non-work Commuting			
Bus Non-work Other			
Bus Total	0%	0%	0%
Rail Work			
Rail Non-work Commuting			
Rail Non-work Other			
Rail Total	0%	0%	0%

	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
Average Network Speed (kph)	Weekday	Weekday	Weekday
Car			
LGV			
HGV & PSV			

Appendix E – Appraisal Summary Table

Appraisal Summary Table

Date produced: 15 2 13

Contact:

Name of scheme:		M57 Extension A5300 Expressway - Access to Opportunity and Employment			Name		Andy Millar		
Description of scheme:		Installation of a left turn only slip road on the A5300 southbound to A562 eastbound junction, along with complementary improvements to the junction including kerb realignment and lane reorganisation			Organisation		Knowsley MBC		
					Role		Promoter/ Official		
Impacts	Summary of key impacts	Assessment							
		Quantitative			Qualitative		Monetary £(NPV)	Distributio nal 7-pt scale/ vulnerable grp	
Economy	Business users & transport providers	Benefits to all users have been assessed through savings in journey times resulting from decreased delays at the A5300/A562 junction. Due to the outputs from the TRANSYT software used to assess the operation of the junction, it is not possible to disaggregate the user benefits by the net journey time changes ranges shown. User benefits have not been disaggregated between business and social and the total user benefits for both is shown below for social.			Value of journey time changes (£)		Business User Benefits have been considered during preparation of the scheme strategic case. Benefits are expected to be distributed across the northern part of the Mersey estuary and M57 / A5300 corridor.	N/A	Beneficial
				Net journey time changes (£)					
				0 to 2min	2 to 5min	> 5min			
	Reliability impact on Business users	Although a quantitative assessment of reliability benefits has not been made, the scheme will reduce congestion at the A5300/A562 junction, potentially increasing reliability of journey time for all users.					Scheme will reduce congestion at A5300 / A562 junction improving journey reliability. Existing monitoring shows current journey time increase at congested periods of 250% (3 to 8 minutes)	N/A	Beneficial
	Regeneration	A qualitative assessment of the regeneration benefits of the scheme has estimated a GVA benefit figure of £1.6m GVA per annum. This is based on the scheme's ability to deliver improved levels of accessibility to sites identified as part of the 3MG master plan.					Regeneration benefits have not been specifically calculated through quantitative assessment. However, the proposed scheme would be expected to have strong regeneration benefits for south Knowsley and the Mersey Gateway area. It would also open up land for regeneration via improved accessibility	N/A	Beneficial
	Wider Impacts	Although a quantitative assessment of wider impacts has not been made, the predicted reduced journey times for users would result in wider impacts benefits.					Wider economic benefits would be expected to accrue because of the reported reductions in journey times as a result of the scheme. No values have been calculated	N/A	Beneficial

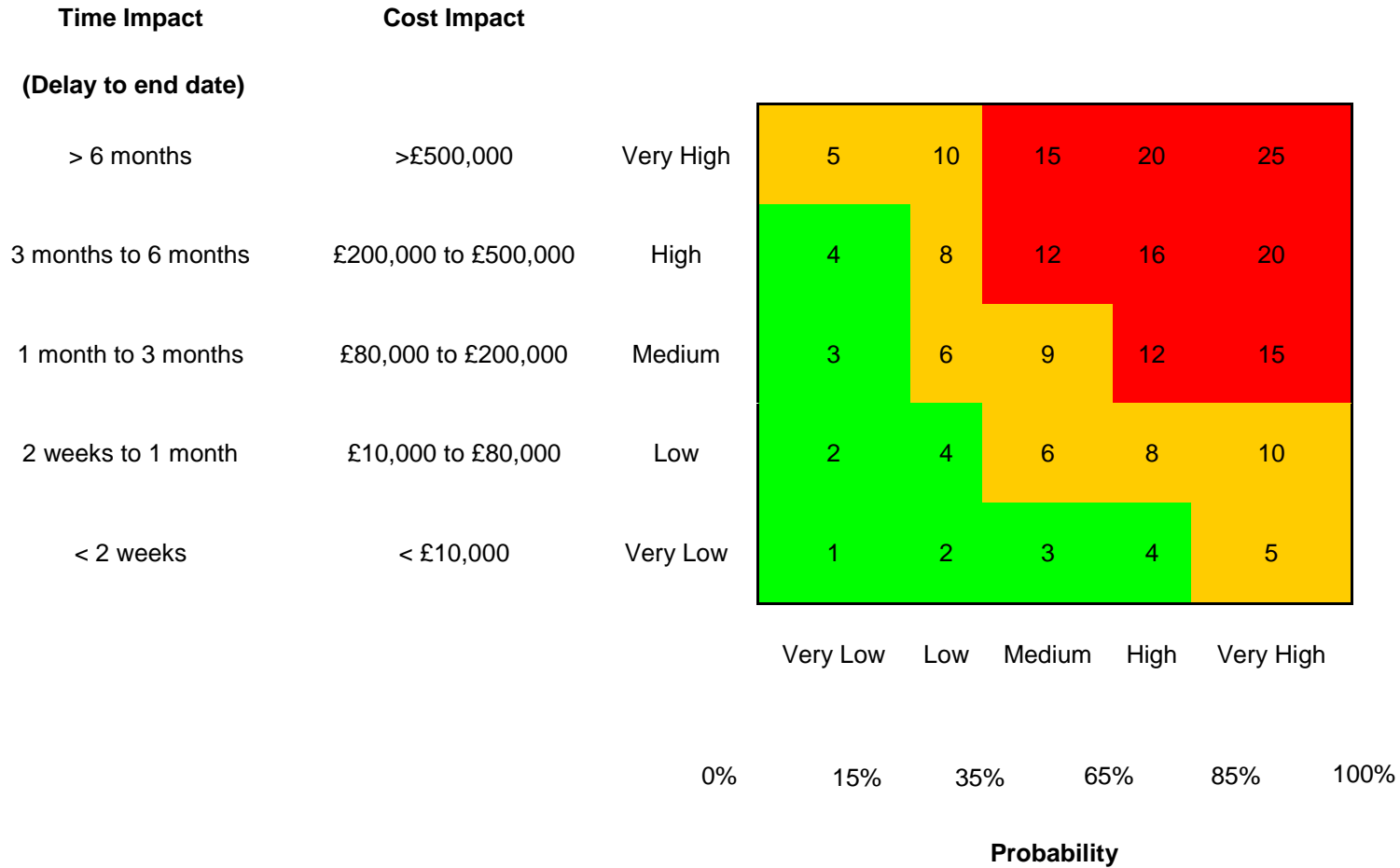
Environmental	Noise	Scheme is expected to have a neutral impact on noise levels. Whilst queuing would be reduced with a consequent reduction in noise levels from queuing traffic, noise may increase due to increased vehicle speeds through the junction.	-	The noise impacts of the proposed scheme have not been appraised separately as part of the wider environmental appraisal. However, indications suggest that the package of measures would have minor positive, secondary benefits on levels of noise close to the A5300 / A562 strategic corridor.	N/A	Neutral									
	Air Quality	Scheme is anticipated to deliver a beneficial impact on local air quality levels through a reduction in queue length on the approach to the junction and levels of stationary traffic in the immediate local vicinity of the junction.	-	Qualitative information on the air quality benefits of this application are provided in the main bid, to accompany the quantitative assessment of greenhouse gas emissions	N/A	Beneficial									
	Greenhouse gases	A quantitative assessment of the impact of the scheme on greenhouse gases has not been made. The improved operation of the A53300/A562 junction would result in existing users consuming less fuel and therefore likely resulting in reduced greenhouse gas emissions. However, increased capacity at the A53300/A562 junction would result in an increased demand for travel, which might offset the reduced greenhouse gas emissions due to reduced congestion.	<table border="1"> <tr> <td>Change in non-traded carbon over 60y (CO2e)</td> <td>-</td> </tr> <tr> <td>Change in traded carbon over 60y (CO2e)</td> <td>-</td> </tr> </table>	Change in non-traded carbon over 60y (CO2e)	-	Change in traded carbon over 60y (CO2e)	-	Qualitative information on the air quality benefits of this application are provided in the main bid.	N/A	Moderate Beneficial					
	Change in non-traded carbon over 60y (CO2e)	-													
	Change in traded carbon over 60y (CO2e)	-													
Landscape	Knowsley MBC have undertaken a proportionate Environmental Appraisal for the scheme to identify key environmental risks. This is included as an Appendix to the main bid. The appraisal has highlighted the good environmental performance of the scheme, and indicates where project partners are required to implement mitigation procedures during the construction phase to minimise any environmental impacts.	-	Further information on the likely environmental impacts of the scheme is presented in the proportionate SDI and Environmental Appraisal assessments. The overall results of this assessment indicate that this application should result in a beneficial result for the area.	N/A	Moderate Beneficial										
Townscape															
Heritage of Historic resources															
Biodiversity															
Water Environment															
Social	Commuting and Other users	Benefits to all users have been assessed through savings in journey times resulting from decreased delays at the A5300/A562 junction. Due to the outputs	<table border="1"> <tr> <td colspan="3">Value of journey time changes (£)</td> </tr> <tr> <td colspan="3">Net journey time changes (£)</td> </tr> <tr> <td>0 to 2min</td> <td>2 to 5min</td> <td>> 5min</td> </tr> </table>	Value of journey time changes (£)			Net journey time changes (£)			0 to 2min	2 to 5min	> 5min	-	£14.938m	Large Beneficial
Value of journey time changes (£)															
Net journey time changes (£)															
0 to 2min	2 to 5min	> 5min													

	from the TRANSYT software used to assess the operation of the junction, it is not possible to disaggregate the user benefits by the net journey time changes ranges shown. User benefits have not been disaggregated between business and social and the total user benefits for both are shown here in 2010 prices, discounted to 2010. A 2014 to 2024 11 year appraisal period has been used.	£14.938m			
Reliability impact on Commuting and Other users	Although a quantitative assessment of reliability benefits has not been made, the scheme will reduce congestion at the A5300/A562 junction, potentially increasing reliability of journey time for all users.	-	Reduction in queuing and journey time improvements	N/A	Beneficial
Physical activity	No assessment has been undertaken for this factor for this application.	-	-	N/A	-
Journey quality	A quantitative assessment of journey quality has not been made for this scheme. However, a key benefit of the scheme is a reduction in journey time through the junction, a reduction in queue length and greater journey time reliability. All these factors will increase perceived journey quality for scheme users.	-	Scheme will lead to a reduction in journey time and increased journey time reliability	N/A	Beneficial
Accidents	No quantitative assessment of accident benefits has been undertaken. However a reduction in accident levels on the A5300 southbound approach to the junction is expected due to reduced queuing and the provision of anti-skid treatments on the carriageway.	22 recorded incidents noted between 2007-11.	Scheme includes provision for anti-skid treatments to be applied to the A5300 southbound carriageway alongside provision of a left turn only slip road to reduce queuing. The aim is to reduce the number of accidents occurring in southbound queuing traffic.	N/A	Beneficial
Security	No assessment has been undertaken for these factors for this application.	-	-	N/A	-
Access to services					
Affordability					
Severance					
Option values					

Public Accounts	Cost to Broad Transport Budget	The cost to the broad transport budget is presented in 2010 prices, discounted to 2010.	£1.542m	-	£1.542m	-
	Indirect Tax Revenues	A quantitative assessment of indirect tax revenues has not been made. The improved operation of the A53300/A562 junction would result in existing users consuming less fuel and therefore likely having a negative impact on indirect tax revenues. However, increased capacity at the A53300/A562 junction would result in an increased demand for travel, which might offset the negative impact on indirect tax revenues due to reduced congestion.	-	-	N/A	Not Assessed

Appendix F – Risk Management Tables

Risk Matrix



Strategic Risk

					Risk Priority Ranking		
					Risk Matrix Priority Scores		Risk Matrix Priority Ranking
Risk Type	Project Risk Ref	RISK EVENT	CONSEQUENCES	MITIGATION	Probability	Impact	
Political Risk	Political Risk	Change of political administration.	LPP scheme could be of a lower priority for other locally elected members, thus reducing the impact of the LPP.	Confirm & obtain support for junction update from other locally elected members that represent the area.	10	Low	2
	Legislative Risk	Changes in legislation increase costs of development.	Changes in legislation & taxation regimes will have a direct impact on capital and revenue budgets for scheme.	1. Review any changes in legislation currently being promoted by central government and review throughout planning and implementation of scheme. 2. Update risk register and delivery programme in response to any proposed change.	25	Low	4
	Land Use Risk	Changes or restrictions in land use policy e.g. greenbelt land policies that could restrict development of sliproad	Restrictions placed over land use development may delay the commencement of the scheme or stop it completely.	The scheme complies with KMBC and national land use policy.	10	Low	2

	Policy Risk	Changes of national / local policy direction not involving legislation.	Policy changes may result in scheme components becoming redundant and / or additional measures needed to support local and national ambitions.	<ol style="list-style-type: none"> 1. Fully understand national legislation frameworks and incorporate flexibility to adapt to potential changes. 2. Scheme meets the objectives of Government's commitment to supporting economic growth by tackling barriers on the local highway network. 	10	Low	2
Management Risk	Staff Risk	Changes in the team responsible for delivery; delays in appointment of new team members.	Delay to overall delivery of the scheme and cost implications.	<ol style="list-style-type: none"> 1. Ensure that a staff continuity plan is put in place at the start of the delivery process. 2. Respond quickly to changes in staffing. 	15	Medium	5
	Communication Risks	Poor communication and co-ordination between KMBC and 20/20 responsible for scheme delivery.	Communication and co-ordination issues could result in programme delay, political frustration and additional scheme costs.	<ol style="list-style-type: none"> 1. Appoint appropriate Project Manager and delivery team. 2. Develop and implement robust governance and communication plans. 3. Ensure all staff involved are clear on communication routes. 	15	Medium	5
	Construction Programme Risk	The construction of the physical assets is not completed on time and to specification.	Additional costs required to deliver completed scheme. The benefits of the scheme are delayed or lost.	<ol style="list-style-type: none"> 1. Ensure that the scheme is substantially developed in advance of programme commencement. 2. Early and active engagement between KMBC & 20/20 as delivery body along with other key stakeholders during programme development. 3. Implement effective programme review and contingency planning procedures. 	40	High	12

	Construction Budget Risk	The construction of the physical assets is not completed to LPP fund budget.	Additional costs required to deliver completed scheme and potential benefits not delivered on time.	1. Establish robust governance and project management structures. 2. Adopt formal monitoring and review procedures. 3. Value Management of all proposals, in particular capital elements.	25	High	8
Delivery Risk	Planning Risk	The implementation of the A5300 junction improvements fail to adhere to the terms of planning permission / detailed planning cannot be obtained / if obtained, can only be implemented at costs greater than in the original scheme budget.	Scheme components cannot be delivered due to planning requirements. The benefits of the scheme are delayed or lost.	N/A	N/A	N/A	N/A
	Stakeholder Risk	Lack of support from key stakeholders and local community e.g. Liverpool JLA, Mersey Gateway Bridge, 3MG, local residents, local businesses	Scheme lacks local support resulting in a reorganisation of KMBC priorities. The benefits of the scheme are delayed or lost.	1. Undertake comprehensive engagement/consultation exercises with key stakeholder groups, local community forums etc. 2. Identify 'Local Champions' of the development 3. Develop robust strategic and local communication plans	25	Low	4
	Regulation Risks	The required Traffic Regulation Orders for the junction development do not receive support and are not approved.	Lack of support could result in strategy components not being delivered and / or a reorganisation of the strategy priorities.	N/A	N/A	N/A	N/A
	Special Interest Groups	Some relevant interest groups may not be identified e.g. residents, local businesses, neighbourhood forums	Lack of buy-in from key groups. Disengagement and lack of receptiveness to the scheme.	Identify any further interest groups that should be considered and consulted - especially local businesses & residents. Once identified, designated officer to contact these local groups and engage as required.	25	Low	4

	Procurement risks	Procurement of services may not be successful or may be delayed or challenged.	Delivery of scheme is delayed and jeopardised.	Continued development of robust procurement framework	25	High	8
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Financial Risk

					Risk Priority Ranking		
					Risk Matrix Priority Scores		
Risk Type	Project Risk Ref	RISK EVENT	CONSEQUENCES	MITIGATION	Probability	Impact	Risk Matrix Priority Ranking
Funding Risk	Operational Risk	Operating costs vary from budget; performance standards slip; or the service cannot be provided.	Additional revenue would be required in the longer term to support ongoing operation.	1. Develop detailed operation schedules note that LPP funding is only available in financial years 2013-14 and 2014-15. 2. Identify service performance standards before additional services are contracted.	25	Low	4
	Inflation Risk	Actual inflation differs from assumed inflation rates.	Additional costs required to deliver completed scheme.	1. Develop robust financial forecasts. 2. Adjust forecasts to account for any predicted rate of change and reflect change in the scheme delivery programme.	10	Low	2
	Contributions	Failue to secure all necessary contributions to scheme from partners.	Lower than expected match funding investment against LPP fund investment.	Halton council contributing £400k as they recognise the importance of the scheme for their economy.	10	High	4
	Costings	Project costs are underestimated	Costs overrun and additional costs are required to complete the scheme.	1. Detailed design and robust costing exercise undertaken 2. Contingency fund and procedures implemented	25	Medium	6

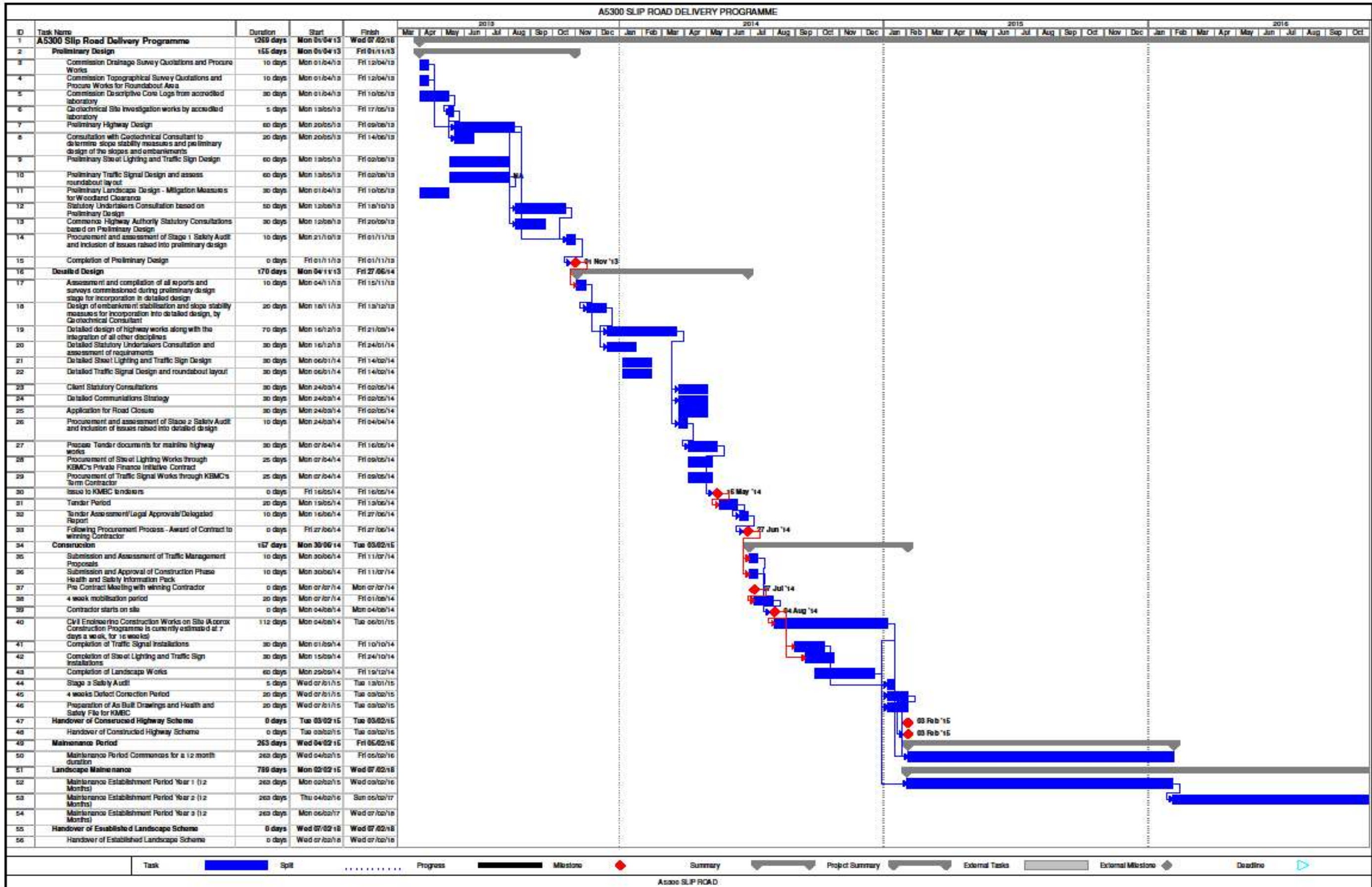
	Residual Value Risk	Uncertainty of the value of junction upgrade at the end of scheme development.	Long term reduction in asset value.	Identify value of junction upgrade and possible depreciation at initial design stage.	25	Medium	6
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Infrastructure Risk

					Risk Priority Ranking		
					Risk Matrix Priority Scores		
Risk Type	Project Risk Ref	RISK EVENT	CONSEQUENCES	MITIGATION	Probability	Impact	Risk Matrix Priority Ranking
	Cost Risk	Increase in scheme costs e.g. cost of materials & infrastructure.	The level of LPP funding made available is insufficient to meet the proposed scheme delivery costs.	Costs will be fixed with supplier on procurement and cost risk transferred to them.	25	N/A	N/A
	Provider Risk	Poor contractor performance and / or contractor becomes insolvent within the contract period.	Additional revenue would be required to support delivery of the scheme.	1. Further detailed work will be undertaken to ensure that expected benefits are realised during the design, implementation and management stages. 2. Degree of rigour imposed during the contractor procurement process, including performance bond in contract.	25	Medium	6

Environmental Risk	Environmental Infrastructure Risks	Conflicts between the scheme and underground utilities etc.	Potential reduction in level of green infrastructure.	1. Scheme plans have been developed in close coordination with Knowsley Highway Engineers and the project team will continue to work alongside them throughout the delivery process, following established protocol. 2. Measures such as use of test pits will be used to ensure no conflicts with utilities.	10	Low	2
	Environmental Risks	Environmental risks (eg failure to meet environmental legislation, risk of flooding, Environmental Impact Assessment).	Scheme is implemented without due consideration of relevant environmental legislation.	The project team will keep up to date on any environmental legislation changes which may affect the delivery of the project.	10	Low	2
Stakeholder Risk	Community Risks	Objections from local communities regarding the proposed junction upgrade.	Delayed / restricted implementation of the scheme; public opposition.	Community consultation strategy will be implemented to inform local residents of the benefits of the scheme.	25	Very Low	2
	Land Risks	Potential land ownership issues related to the selected site for infrastructure works.	Scheme delays / cancellation.	The investment site has been chosen using a rigorous programme of analysis to target LPP funding on a site where land ownership issues are unlikely to affect progress.	10	Medium	3
	Complementary Scheme Risks	Other schemes that could support the development fall through e.g. 3MG, Superport	Loss of scheme support & demand.	Keep up to date on any complimentary scheme changes which may affect the delivery or overall success of the project.	25	Medium	6
Structural Risk	Structural Risks	Physical / structural issues at the site where the scheme is to be delivered.	Time delays, with a potential resultant increase in scheme costs.	Conduct detailed site survey works in advance of construction.	40	High	12

Appendix G – Project Plan



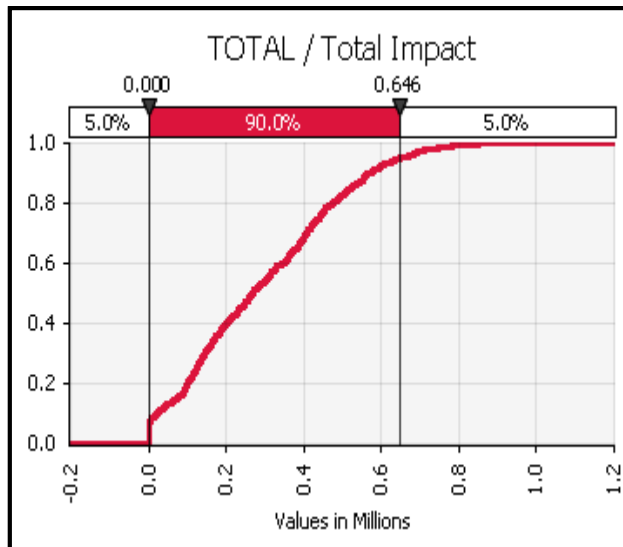
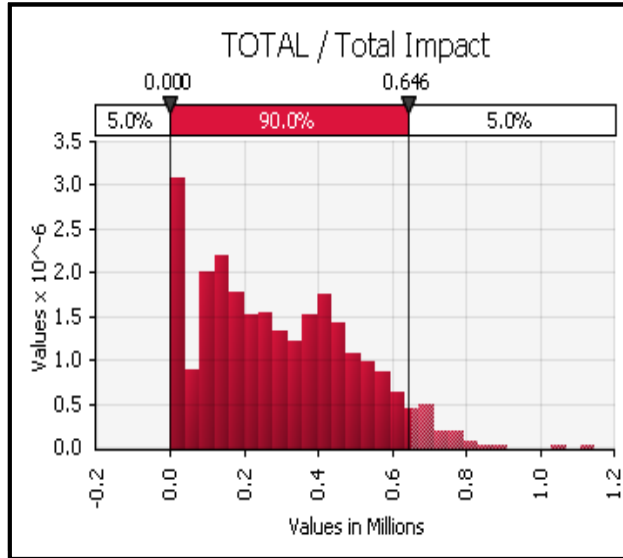
Appendix H – Quantified Risk Assessment

Mott MacDonald QRA

@RISK Output Report for TOTAL / Total Impact

Performed By: Amin, Amar

Date: 14 February 2013 09:42:52



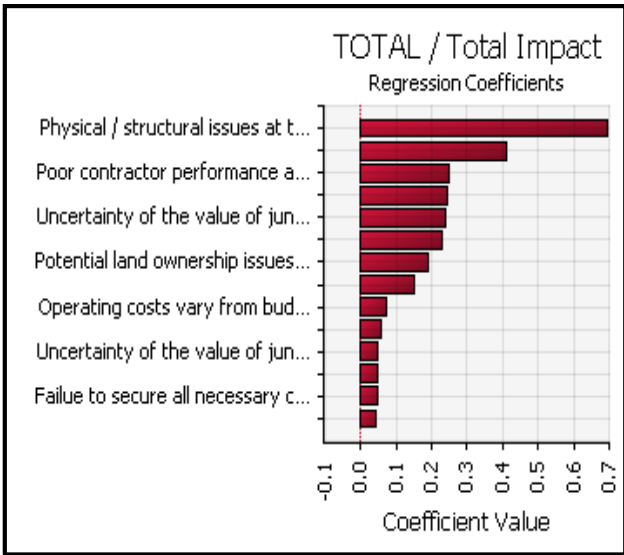
Simulation Summary Information

Workbook Name	B11 (version 2).xls
Number of Simulations	1
Number of Iterations	1000
Number of Inputs	72
Number of Outputs	2
Sampling Type	Latin Hypercube
Simulation Start Time	2/14/13 9:42:45
Simulation Duration	00:00:01
Random # Generator	Mersenne Twister
Random Seed	1873483711

Summary Statistics for TOTAL / Total Impact

Statistics		Percentile	
Minimum	£0.00	5%	£0.00
Maximum	£1,150,249.92	10%	£20,273.64
Mean	£292,282.99	15%	£72,296.08
Std Dev	£204,430.42	20%	£101,351.33
Variance	41791798625	25%	£124,102.30
Skewness	0.473565643	30%	£145,499.02
Kurtosis	2.647187767	35%	£171,626.02
Median	£269,958.41	40%	£203,769.18
Mode	£0.00	45%	£235,671.58
Left X	£269,958.41	50%	£269,958.41
Left P	50%	55%	£306,440.93
Right X	£474,412.54	60%	£347,070.98
Right P	80%	65%	£381,878.32
Diff X	£204,454.12	70%	£406,617.40
Diff P	30%	75%	£438,959.13
#Errors	0	80%	£474,412.54

Filter Min	Off	85%	£520,031.02
Filter Max	Off	90%	£569,458.94
#Filtered	0	95%	£645,958.68

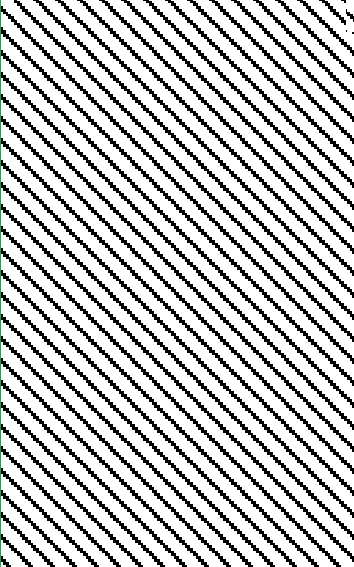
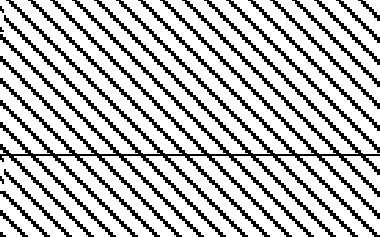






Regression and Rank Information for TOTAL / Total Impact			
Rank	Name	Regr	Corr
1	Physical / structural issues at the site where the scheme is to be delivered.	0.696	0.715
2	Failue to secure all necessary contributions to scheme from partners.	0.408	0.321
3	Poor contractor performance and / or contractor becomes insolvent within the contract period.	0.248	0.246
4	Project costs are underestimated	0.242	0.261
5	Uncertainty of the value of junction upgrade at the end of scheme development.	0.240	0.233
6	Other schemes that could support the development fall through e.g. 3MG, Superport	0.229	0.159
7	Potential land ownership issues related to the selected site for infrastructure works.	0.188	0.190
8	Physical / structural issues at the site where the scheme is to be delivered.	0.148	0.140
9	Operating costs vary from budget; performance standards slip; or the service cannot be provided.	0.071	0.127
10	Actual inflation differs from assumed inflation rates.	0.058	0.043
11	Uncertainty of the value of junction upgrade at the end of scheme development.	0.048	0.065
12	Poor contractor performance and / or contractor becomes insolvent within the contract period.	0.047	0.010
13	Failue to secure all necessary contributions to scheme from partners.	0.045	0.026
14	Environmental risks (eg failure to meet environmental legislation, risk of flooding, Environmental Impact Assessment).	0.040	0.044

Appendix I – Assessment of Social and Distributional Impacts

M57 Extension A5300 Knowsley Expressway

Indicator	Screening Assessment	Justification	Impact on Key Groups	Impact? (Positive / No Change / Negative)	Can potential negative impacts be mitigated through design?	Are potential impacts, where presumed, likely to be significant & concentrated?
User Benefits	✓	The scheme is to upgrade the efficiency of the A5300 junction to deliver a more reliable and efficient transport network thus improving journey times and accessibility. The junction of the Knowsley Expressway and the A562 is critical to the economic growth of Knowsley as it provides north-south connectivity where there are no north-south rail lines and much public transport is focused on east-west connections into Liverpool City Centre.	Improvements to the A5300/A562 junction will provide much needed capacity on the road network linking north to south Knowsley, north to south Liverpool, enabling growth and job creation (particularly for those from low income households and for young adults , who have been particularly hard-hit by the recent recession), connecting residents to employment and supporting investment throughout the area.	Positive		YES - Traffic flows & journey times will be improved at the A5300 junction while also providing a key link to employment sites across the Liverpool City Region.
Noise	✓	It is anticipated that an indirect benefit of the scheme will include a reduction in noise pollution as congestion is decreased.	With increased capacity, traffic flow & maintenance of the A5300 junction it is anticipated that there will be a decrease in the level of traffic-borne noise that affects residential receptors (including, for example, children) and businesses receptors in close proximity to the junction.	Positive		Partial YES - It is likely that the development will result in a dispersing of noise pollution as opposed to concentration in one area.

Air Quality	✓	An indirect benefit of the scheme will include improved air quality as a result of reduced levels of congestion. No AQMA's have been placed within Knowsley, however road traffic sources are the greatest contributors to air pollution in the borough with 16384 tonnes of CO2 being emitted per year from the A5300 Knowsley Express Way alone.	A reduction in the level of vehicle emissions has the potential to improve the quality of health & wellbeing of local residents with particular benefits for people with disabilities . Other residents, such as children and older people (who may be disproportionately prone to respiratory illnesses such as asthma), and those on lower incomes who live in close proximity to the junction, may also benefit from improved air quality.	Positive		Partial YES - Negative impacts of vehicle emissions in the local area can be mitigated with an improved flow of traffic at the A5300 junction.
Accidents	✓	The A5300/A562 junction has a poor record of road accidents with 22 recorded incidents occurring between 2007 and 2011. The proposed scheme is expected to reduce the number of road traffic accidents that take place at the junction.	Improved traffic flow and reduced congestion levels are expected to have a positive impact on the number of accidents at the junction involving key groups such as children, young adults and older people (all of whom are most likely to be involved in fatal pedestrian-traffic collisions, according to EU statistics).	Positive		YES - It is anticipated that there will be a reduction in the number of road traffic accidents that occur at the A5300/A562 junction approach.
Security	✗	It is not expected that security impacts will be sufficiently significant or concentrated to warrant further SDI analysis.				
Severance	✗	Severance impacts are not likely to be significant.				

Accessibility	✓	<p>Creating a junction that improves accessibility to employment, residences and other services is a key objective of the scheme. Congestion at this pinch point is costly in economic terms. It restricts the flow of traffic to and from the surrounding employment centres, residential areas and development sites, negatively impacting economic activity and limiting growth.</p>	<p>Upgrading the A5300 junction will improve accessibility to employment sites such as the Jaguar Land Rover plant, Liverpool John Lennon Airport, and the 3MG intermodal terminal. Reducing congestion and making trips using the A5300 more reliable will enhance access to the labour market for young adults and those without access to a car.</p>	Positive		<p>YES - A positive accessibility impact will be most significant directly from the A5300 junction upgrade but this will have a wider reach across the Liverpool City Region.</p>
Personal Affordability	✗	<p>Affordable travel impacts are not marked as a key objective.</p>				

Appendix J – Equalities Assessment

Directorate: Regeneration & Housing	Service area: Highways & Transportation	Responsible Officer: Lisa Harris	Completed by: Andy Millar, Paul Peng	Date: 11/02/2013 (V1)
Name and brief description of Policy/Decision/Function/Project/Service to be reviewed:		Bid to Department for Transport for funding to deliver two schemes: (1) M57 Extension A5300 Knowsley Expressway (2) Liverpool Gateway: Greystone Road Footbridge		
<p>Give details, with evidence, of the impact of the function on each of the protected characteristics in relation to the general duty:</p> <ol style="list-style-type: none"> 1. Eliminate discrimination, harassment and victimisation 2. Advancing equality of opportunity between people who share protected characteristics and those who don't share it 3. Foster good relations between people who share a protected characteristic and those who don't <p>Please give special consideration to, (this list is not intended to be exhaustive)</p> <ul style="list-style-type: none"> • Accessibility • Community Cohesion • Delivery of contracts • Human Rights Act • Positive action • Procurement • Reasonable adjustments 				
Does the Policy/Decision/Function/Project/Service have a direct impact on people?		Yes		
If yes, please complete the grid below. If no, consider whether or not an Equality Impact Assessment is necessary, if not state why not and exit process:		More detailed iterations of this document will be processed in the event of a successful funding obtainment.		
<p>Have you conducted a consultation? No (if yes please attach evidence or include link) We have not yet conducted a specific consultation on either scheme. However, the Local Transport Plan for Merseyside was subject to extensive statutory consultation, and contained similar proposals for the A5300, and an asset management plan. Informal consultations show outstanding support for both schemes. A full statutory consultation will be undertaken at the point of commissioning.</p>				

Who did you consult with? N/A		How and when did you consult? N/A		What was the feedback? N/A	
	Is there any potential positive Impact?	Is there any potential negative Impact?	What evidence do you have? (E.g. complaints, statistics, surveys etc disaggregated by equality groups.)	What action will you take to mitigate negative impact? Please state if negative impact is intended due to positive action.	How will you monitor and review the actions that you have taken to mitigate the impact?
Age	Yes – as a consequence of all age groups from young to elder having improved access.	No			
Carer's Status	Yes – as a consequence of people who have responsibility for caring dependents or relatives having improved access?	No			
Disability	Yes -as a consequence of people who are designated as Disabled having improved access.	No			
Gender	N/A	N/A			

Gender Identity	N/A	N/A			
Offending Past	N/A	N/A			
Sexual Orientation	N/A	N/A			
Race (including Gypsies and Travellers)	N/A	N/A			
Religion or Belief	N/A	N/A			
Social Economic Status	Yes – as a consequence of people who are excluded due to their economic status having improved access to opportunity.	No			

Appendix K – Supporting Letters



Knowsley Council

Our Ref: DOT bids Feb 13

11 February 2013

Mr S Berry
Department for Transport
Head, Highways Maintenance Branch
Local Transport Funding, Growth & Delivery
2/14 Great Minster House
33 Horseferry Road
LONDON
SW1P 4DR

Dear Sir

We confirm that Knowsley Metropolitan Borough Council's procurement strategy is legally compliant and likely to achieve a best value for money outcome. If you have any queries regarding this please contact Andy Millar on 0151 443 2235 or email andy.millar@knowsley.gov.uk.

Yours faithfully

James Duncan
Section 151 Officer

Liam Power
Procurement and Contract Manager



Knowsley Metropolitan Borough Council
PO Box 21, Archway Road, Hulton, Knowsley, Merseyside, L36 9YU
Telephone: 0151 484 3000 - www.knowsley.gov.uk





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

Our Ref

**If you
telephone
please ask
for**

Your ref

Date

**E-mail
address**

Mr. M. Noone
0151 511 7604

MN/SMB

13th February 2013

Mick.Noone@halton.gov.uk

Dear Mr Berry

**Local Pinch Point Fund Application
Proposed Improvement A5300/A562**

Halton Borough Council welcomes and supports Knowsley Metropolitan Borough Council's (KMBC) application to the Department for Transport's Local Pinch Point Fund.

The proposed A5300/A562 improvement scheme will resolve a long standing and increasing problem of traffic congestion. If approved, this scheme will not only address significant peak time queues and delays, it will at the same time enhance journey times between Knowsley, north Liverpool/Sefton, Halton and the M62 corridor. It should have the added benefit of improving road safety.

It will improve access to employment and development opportunities in Halton, notably at sites such as 3MG and HBC Fields but also further afield across the River Mersey to locations such as the Daresbury Enterprise Zone and the Heath in Runcorn. It will at the same time improve peak hour journey times to south Liverpool where many large employers are based. Improved and more reliable access to the A562 from the A5300 will also encourage greater use the Mersey Gateway which is due for completion early in 2017.

This improvement is important for the residents of Knowsley, a borough that has high deprivation levels. It should also ensure that businesses in this area can remain competitive by avoiding the unnecessary costs of traffic delays.

It's all happening IN HALTON

Policy & Resources

Municipal Building, Kingsway, Widnes, Cheshire WA8 7QF

Tel: 0303 333 4300

www.halton.gov.uk



INNOVATION IN PEOPLE



This proposed scheme is seen as a key element of the transport infrastructure in this part of the Liverpool City Region and Halton wholeheartedly support it.

Yours sincerely

A handwritten signature in black ink that reads 'M. J. NOONE'.

Mick Noone
Operational Director Policy, Planning and Transportation

It's all happening IN HALTON

Policy & Resources

Municipal Building, Kingsway, Widnes, Cheshire WA8 7QF

Tel: 0303 333 4300

www.halton.gov.uk



INVESTMENT IN PEOPLE



Steve Berry
Department for Transport
Head, Highways Maintenance Branch
Local Transport Funding, Growth & Delivery
Department for Transport
2/14 Great Minster House
33 Horseferry Road
LONDON
SW1P 4DR

Jaguar Land Rover
Halewood
Liverpool L24 9BA
T +44 (0)151 449 3200

7 February 2013

Dear Mr Berry,

Re: Local Pinch Point Fund Application – Support for Knowsley Council A5300

Jaguar Land Rover (JLR) is pleased to support Knowsley Council's Local Pinch Point Fund application.

JLR believe that infrastructure is critical to UK competitiveness. The efficient operation of the road network around key areas of manufacturing in the UK is important to the Government's stated objective to support advanced manufacturing as a key element of UK economic growth. Measures to improve capacity and remove pinch points in the road network would help to unlock growth, attract further foreign investment and build the wider manufacturing and supplier base in the UK.

JLR's Halewood Operations are located very close to the A5300 Knowsley Expressway, which is the extension to the M57 motorway, and a key freight route. It currently experiences periods of congestion which can result in significant and costly delays to business, particularly to businesses that run 'just in time' operations such as JLR.

JLR is also concerned that transport modelling exercises indicate that the situation will worsen over the next few years. JLR is therefore keen to support infrastructure improvements that will improve capacity and enable the efficient movement of people, freight and logistics.

I firmly believe the scheme being proposed will be of benefit to JLR, our many local suppliers and the wider economy.

Sincerely

Richard Else
Operations Director
Jaguar Land Rover - Halewood



Pam McGuinness
Senior Analyst – Places and Neighbourhoods
Policy, Impact and Intelligence Division
Chief Executive's Directorate

7th February 2013

Dear Pam

I am in receipt of your information with regard to proposals for improvements to the A5300 Knowsley Expressway/A562 Speke roundabout.

Our business here in Halewood is heavily reliant upon excellent road services and we see your proposals as further improving this network and enhancing our business location.

We also have many employees who use this route to and from the workplace and as such, again see the benefits of such improvements in this area also.

I would be very grateful if you could keep me informed of progress with this project and if we can be of any assistance with the feasibility study or information we would be very happy to support.

Kind Regards

A handwritten signature in black ink, appearing to read "A. Seeley".

Alan Seeley
Human Resources Manager
Halewood Transmission Plant
Liverpool L24 9LE

MT/jcc/003
15th February, 2013

Mr S Berry
Department for Transport
Head, Highways Maintenance Branch
Local Transport Funding, Growth & Delivery
2/14 Great Minster House
33 Horseferry Road
London
SW1P 4DR

Dear Sir

**Local Pinch Point Fund Application
M57 Extension A5300 Knowsley Expressway**

Liverpool John Lennon Airport welcomes and supports Knowsley Metropolitan Borough Council's (KMBC) application to the Department for Transport's Local Pinch Point Fund.

It is clear that improved and more reliable access to the A562/1 from the A5300 will encourage greater use of the airport, both in terms of passenger numbers and freight tonnage (the A5300 is part of the strategic freight route network). The scheme being proposed is likely to have a highly positive impact on the Airport's growth aspirations, particularly in relation to its surface access options for the Eastern Access Transport Corridor (EATC).

John Lennon Airport remains committed to playing its full role in delivering the jobs and investment promise of city region step-change initiatives, including Superport, Liverpool 2, the 3MG Multi-Modal Freight Terminal at Ditton, the developments at Halewood and South Liverpool and the Atlantic Gateway project. It recognises that maintaining a safe, convenient and sustainable access will be key to this.

I fully support this scheme, as it proposes infrastructure improvements which serve to remove pinch points and encourage the efficient movement of people and freight around the region.

Yours sincerely


Matthew Thomas
Chief Executive Officer



Steve Berry
Department for Transport
Head, Highways Maintenance Branch
Local Transport Funding, Growth & Delivery
Department for Transport
2/14 Great Minster House
33 Horseferry Road
LONDON
SW1P 4DR

Jaguar Land Rover
Halewood
Liverpool L24 9R
T +44 (0)151 448 0000

7 February 2013

Dear Mr Berry,

Re: Local Pinch Point Fund Application – Support for Knowsley Council A5300

Jaguar Land Rover (JLR) is pleased to support Knowsley Council's Local Pinch Point Fund application.

JLR believe that infrastructure is critical to UK competitiveness. The efficient operation of the road network around key areas of manufacturing in the UK is important to the Government's stated objective to support advanced manufacturing as a key element of UK economic growth. Measures to improve capacity and remove pinch points in the road network would help to unlock growth, attract further foreign investment and build the wider manufacturing and supplier base in the UK.

JLR's Halewood Operations are located very close to the A5300 Knowsley Expressway, which is the extension to the M57 motorway, and a key freight route. It currently experiences periods of congestion which can result in significant and costly delays to business, particularly to businesses that run 'just in time' operations such as JLR.

JLR is also concerned that transport modelling exercises indicate that the situation will worsen over the next few years. JLR is therefore keen to support infrastructure improvements that will improve capacity and enable the efficient movement of people, freight and logistics.

I firmly believe the scheme being proposed will be of benefit to JLR, our many local suppliers and the wider economy.

Sincerely

Richard Else
Operations Director
Jaguar Land Rover - Halewood



Mr S Berry
Department for Transport
Head, Highways Maintenance Branch
Local Transport Funding, Growth & Delivery
Department for Transport
2/14 Great Minster House
33 Horseferry Road
LONDON
SW1P 4DR

01 February 2013

Dear Mr Berry

Local Pinch Point Fund Application – Support for Knowsley Council

As Chief Executive of Knowsley Chamber of Commerce I am very pleased to support Knowsley Council's Local Pinch Point Fund application.

We work with and represent a wide spectrum of businesses from many different sectors, and are therefore well aware of the growing limitations of our city region highway network, especially those which can restrict the efficient movement of people, freight and logistics.

The A5300 Knowsley Expressway – which is the extension to the M57 and a named strategic freight route within the Liverpool City Region – currently experiences periods of congestion which result in significant and costly delays to business. It is of great concern that transport modelling exercises indicate that the situation will worsen over the next few years.

Taking into account Knowsley's socio-economic profile, it is critical that the road network should support business growth and I firmly believe the scheme being proposed will be of both high value and high benefit.

The work will help to galvanise vital connections between Knowsley's commercial hubs, including one of the biggest industrial parks in Europe (the Knowsley Industrial Park, Kirkby) and global successes such as Jaguar Landrover at Halewood, and Liverpool's John Lennon Airport, the New Mersey Gateway, L2 (the Superport) and also the 3MG Mersey multi-modal gateway at the end of the A5300. In short, these are key economic sites offering a range of employment opportunities for local people.

President: The Rt. Hon. The Earl of Derby

A company limited by guarantee
Registered in England, No. 2169528
VAT No. 4435 12053

Registered office and trading address:
Business Resource Centre
Admin Road, Knowsley
Merseyside L33 7TX

T: 0151 477 1256
F: 0151 549 1357
E: info@knowsleychamber.org.uk
www.knowsleychamber.org.uk

2

The port, airport and associated freight infrastructure contribute 34,000 jobs and £1.1 billion of GVA to the Liverpool City Region every year; hence any growth within this sector will add significantly to the economic success of the wider Liverpool City Region.

I am also relieved to hear that the Greystone Road Bridge over the M62 is finally being considered for replacement. Whilst I can't speak about its structural condition, it is often spoiled with graffiti and its unkempt aesthetic is an eyesore. This is the final bridge before entering Liverpool at the end of the M62 and quite frankly it represents a very poor gateway into the Liverpool City Region.

Knowsley Chamber fully supports both proposals and would be most disappointed if the decision is made to overlook schemes which are clearly supported and championed by sub-regional businesses and municipal leaders.

I look forward to hearing from you.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Lesley Martin-Wright', is written over a horizontal line. The signature is fluid and cursive, with a long, sweeping underline that extends to the left and then curves back under the name.

Lesley Martin-Wright (Ms)
Chief Executive

E: lesley.martin-wright@knowsleychamber.org.uk



Mr S Berry,
Department for Transport,
Head, Highways Maintenance Branch,
Local Transport Funding,
Growth and Delivery,
Department for Transport,
2/14 Great Minister House,
33 Horseferry Road,
London,
SW1P 4DR

Our Ref - NR/JM
13th February 2013

Re: Knowsley Council proposed A5300/A562 Junction Improvement scheme

Dear Sir,

The Road Haulage Association are a long established national trade association representing some 7500 haulage companies mostly drawn from the hire and reward sector.

I am writing to confirm the Associations support for the above mentioned scheme as we believe introducing measures to assist the flow of traffic from the A5300 to the A562 eastbound will have demonstrable economic and ecological benefits and will enhance the user experience of the route.

We look forward to seeing more detailed plans of the scheme as they are developed and hope suitable funding can be secured to introduce the proposed changes in as short a period as possible.

Yours truly,

Jeff Marriott
RHA Area Manager

Road Haulage Association Limited

Roadway House, Little Wood Drive, West 26 Industrial Estate,
Cleckheaton BD19 4TQ
Tel: +44 (0)1274 863100 Fax: +44 (0)1274 865855
northern@rha.uk.net

Chief Executive, Geoff Dunning FCILT MOTA

Regional Director, Steve Biddle MIRTE MSOE AILT

Registered in England No. 391886

www.rha.uk.net

IAC Group Ltd
Unit 1a Renaissance Way
Boulevard Industry Park
Halewood
Liverpool
L24 9PL
Direct Line: 0151 448 7226
Email: sandra.cave@iacgroup.com

Private and Confidential

Pam McGuiness
Senior Analyst – Places and Neighbourhoods
Policy, Impact and Intelligence Division
Knowsley Council
1st Floor Annexe, Municipal Buildings
Archway Road
Huyton
Merseyside, L36 9YU

15th February 2013

Dear Ms McGuiness

A5300 Knowsley Expressway – near Renaissance Way (Halewood)

I refer to your e-mail of 5th February 2013 addressed to IAC's corporate e-mail address, info@iacgroup.com, which has been forwarded to me for attention.

I confirm that IAC's Halewood plant would support Knowsley Council's application for funding to make improvements to the A5300 Knowsley Expressway/A562 Roundabout as this would improve journey times and safety for our employees using this junction.

However we would request that any improvement works are planned so as to take account of the shift start/end times for our employees, (continuous shift working across 24 hours Monday to Friday), which are mirrored by other major employers on and around Renaissance Way, in order that traffic disruption is minimised during the period of works.

In the meantime please do not hesitate to contact me if you have any queries or require any further information.

Yours sincerely



Sandra Cave
HR Manager

Registered Office:
IAC Group Ltd
Highway Point, Gorse Lane,
Coleshill
B46 1JU
United Kingdom

Phone 0044 (0)1675 484999
Fax 0044 (0)1675 482940
Internet www.iacgroup.com
Mail info@iacgroup.com

Company Directors
Jens Hoehnel
Simon Kesterton
Pat Salter
Company Reg No: 5611434
VAT No: GB 872 7376 86



Highways and Transportation
Knowsley Metropolitan Borough Council
Directorate of Regeneration, Economy &
Skills
PO Box 24 Archway Road
Huyton
Knowsley
Merseyside
L36 9YU

Your Ref:
Our Ref:
Name: Craig Jones
Tel: 0151 477 2029
email: craig.jones@2020knowsley.com

Date: 8th February 2013

Dear Sir/Madam

Pinch Point Bid

2020 Knowsley is a joint venture company representing a public/private partnership between Mouchel and the Metropolitan Borough of Knowsley. 2020 delivers professional architectural, landscape and engineering design services to clients in the public and private sector. As part of Mouchel, we are able to draw upon a wide range of additional expertise and resource for the benefit of our clients. We are fully committed to the Pinch Point bids being submitted by Knowsley Council and its partners and have the necessary resource and expertise to ensure that each is delivered to the highest of standards within the stated timeframes. We are delighted to be associated with Knowsley Council's bids.

Yours faithfully,

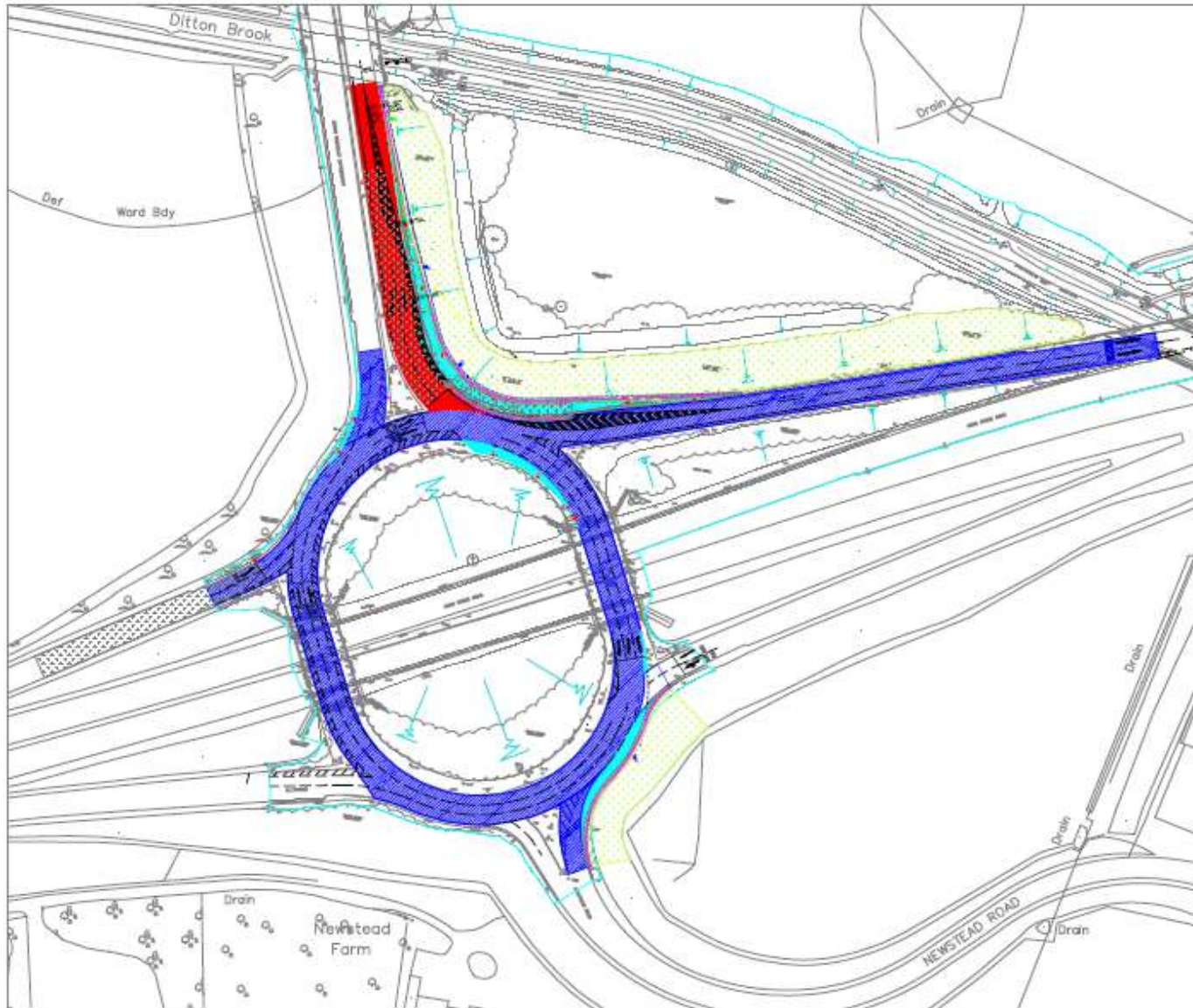
A handwritten signature in blue ink, appearing to read 'Craig Jones', with a stylized flourish at the end.

Craig Jones CEng MICE
Principal Bridge Engineer
2020Knowsley.

Mouchel working in partnership with Knowsley Council

2020 Knowsley Ltd, 9 West Street, Prescott, Knowsley Merseyside L34 1LF
Telephone : 0151 477 2020 Fax : 0151 477 2030 / 2040

Appendix L – A5300 Scheme Plan



Key

- █ Proposed 100mm depth edge kerb
- █ Proposed 150mm depth edge kerb
- █ Proposed 100mm depth kerb
- █ Proposed 100mm depth kerb
- Repointing existing kerbs with the use of cast in situ concrete
- Repointing existing kerbs with the use of cast in situ concrete with 4000C concrete
- Proposed 100mm depth kerb
- Proposed 150mm depth kerb
- Proposed 100mm depth kerb
- Proposed 150mm depth kerb
- Proposed ADS and posts to be upgraded
- Proposed ADS
- Proposed PCD kerb
- Proposed PCD kerb
- Proposed kerb joint bedding construction

Notes

1. Repointing to be detailed in accordance with TBASCO 2002 and as shown on the drawing.
2. Street lighting works will consist of the replacement of existing columns with new columns needed due to the kerbway widening. In addition 2 no columns and associated lighting to be replaced.
3. Traffic signal upgrade will involve signal control, DMS and relocation of existing signals.
4. Traffic signs to be upgraded in accordance with the new Highway Code.

Reference: A5300 Left Hand Road	
Revision: A5300/001	Date: 01/08/20
Drawn by: [Name]	Checked by: [Name]
Contract Arrangement: [Name]	
Project No: 1034741	Project Ref: F100