

# Liverpool City Region: Levelling Up For Recovery



**LIVERPOOL  
CITY REGION**  
COMBINED AUTHORITY

**METROMAYOR**  
LIVERPOOL CITY REGION

## Foreword

The most successful city regions have the infrastructure to move goods, services and people quickly, safely and efficiently within and between them. We know that the availability of good transport connectivity remains a barrier to employment and opportunity for too many in the Liverpool City Region and so we are acting to address this to improve our network.

Infrastructure investment plays a pivotal role in improving everyday life and as a City Region we are striving to ensure our infrastructure is not just a transport intervention but is also transformational, supporting housing, residents' access to key services, employment and education; the fundamental theme of the Levelling Up Fund.

As we plan for recovery, our aim is to Build Back Better: to reshape our economy and society in a way that is greener, fairer and more inclusive, with no one left behind. There can be no return to business as usual, or the old way of doing things.

The overarching message underpinning our recovery strategy is one of hope and confidence. By aiming for a people-focused recovery that responds to place-based challenges, we can offer hope to those who are out of work; support our business ecosystem to innovate, grow and thrive in the years ahead; putting the fight for a better environment at the heart of everything we do. This is crucial to hitting our ambitious city region target of becoming carbon neutral by 2040.

We hold a strong level of ambition for all our residents and we are confident in our ability to deliver quickly and effectively – this is reflected in our Levelling Up Fund submission. Key schemes in Wirral, Liverpool and Sefton will form a strategic corridor, improving connectivity and access to key services for our residents. These schemes will compliment other key investments in the area, including transport, skills and housing investments.

We believe the transport improvements in this submission will make a major difference to the lives of the 1.6m residents in our City Region.



*Steve Rotherham*

Steve Rotheram

Metro Mayor of the Liverpool City Region



*F. Rogers*

Frank Rogers

Chief Executive & Director General

## PART 1 GATEWAY CRITERIA

Failure to meet the criteria below will result in an application not being taken forward in this funding round

### 1a Gateway Criteria for **all bids**

Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22

*Please ensure that you evidence this in the financial case / profile.*

Yes [Refer to Section 6.1]

No

## PART 2 EQUALITY AND DIVERSITY ANALYSIS

2a Please describe how equalities impacts of your proposal have been considered, the relevant affected groups based on protected characteristics, and any measures you propose to implement in response to these impacts. (500 words)

The LUF package provides an opportunity to maximise a range of benefits that support equality, diversity and inclusive growth. Both the Maritime Corridor and Birkenhead Central Gateway projects are located in some of the City Region's most deprived areas, including Birkenhead (amongst the 10% most deprived neighbourhoods nationally<sup>1</sup>) and Litherland (amongst the 30% most deprived<sup>2</sup>).

The proposed transport infrastructure will improve access to high-quality employment opportunities in key employment locations, such as Seaforth Docks, Wirral Waters (c. 20,000 new jobs) and Liverpool City Centre for some of the country's most deprived residents. The infrastructure will not only provide improved access but sustainable and active travel prospects for LCR residents, improving physical activity and thus health and wellbeing.

A number of neighbourhoods in Birkenhead, Litherland and Bootle have some of the highest childhood obesity rates<sup>3</sup> and long-term health problems or disabilities<sup>4</sup> in the region in relation to health deprivation and disability<sup>5</sup> and the proposed enhancements to walking and cycling routes in our LUF package will help encourage increased active travel in those neighbourhoods that suffer from poor health and inactivity.

The proposed route improvements for the Maritime Corridor will also help to link a number of parks and open spaces (i.e. Poets Park, Hatton Hill Park, Kirkstone Park, Bootle Garden Allotments and Netherton Park), ensuring they are more accessible to some of the City Region's most deprived residents, on foot or by cycle. The schemes will also improve access to health care such as GPs and hospitals for residents that live in neighbourhoods that rank amongst the worst in the Liverpool City Region for access to healthcare<sup>6</sup>.

The enhancements will also provide new active travel routes to education for children and young people from some of the most disadvantaged neighbourhoods in Birkenhead, Litherland and Bootle. A number of these neighbourhoods are ranked amongst the 10% most deprived nationally in terms of access to Education, Skills and Training<sup>7</sup>. In total, 18 primary schools, 3 secondary schools and Wirral

<sup>1</sup> MHCLG, English Indices of Deprivation, 2019: Overall Index of Deprivation

<sup>2</sup> See Footnote 1

<sup>3</sup> Public Health England, 2016, National Child Measurement Programme; Childhood Obesity

<sup>4</sup> Office for National Statistics, 2011; Long-term health problem or disability

<sup>5</sup> MHCLG, English Indices of Deprivation, 2019: Health Deprivation and Disability Domain

<sup>6</sup> Consumer Data Research Centre, 2021; Access to Healthy Assets and Hazards (AHAH); Health Services Domain

<sup>7</sup> MHCLG, English Indices of Deprivation, 2019: Education, Skills and Training Domain

Met College<sup>8</sup> are within close proximity to the infrastructure improvements and will be linked via active travel.

Access to services and amenity for minority communities (Bangladeshi and Chinese communities) located in Birkenhead and Litherland will also be improved by the proposed interventions including access to jobs, healthcare, open space and leisure and amenity.

Other important assets<sup>9</sup> including the Swan Women's Centre and Job Centre Plus (Waterloo & Birkenhead) will be made more accessible by cycle and by foot as a result of the interventions.

The full Equalities Impact Assessment is provided in Annex E.

When authorities submit a bid for funding to the UKG, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of successful bids by UKG. UKG reserves the right to deem the bid as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

<https://www.liverpoolcityregion-ca.gov.uk/governance/policy-documents/>

### PART 3 BID SUMMARY

3a Please specify the type of bid you are submitting

Single Bid (one project)

Package Bid (up to 3 multiple complimentary projects)

3b Please provide an overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component elements are aligned with each other and represent a coherent set of interventions (Limit 500 words).

<sup>8</sup> Liverpool City Region Combined Authority, 2021; Asset Mapping

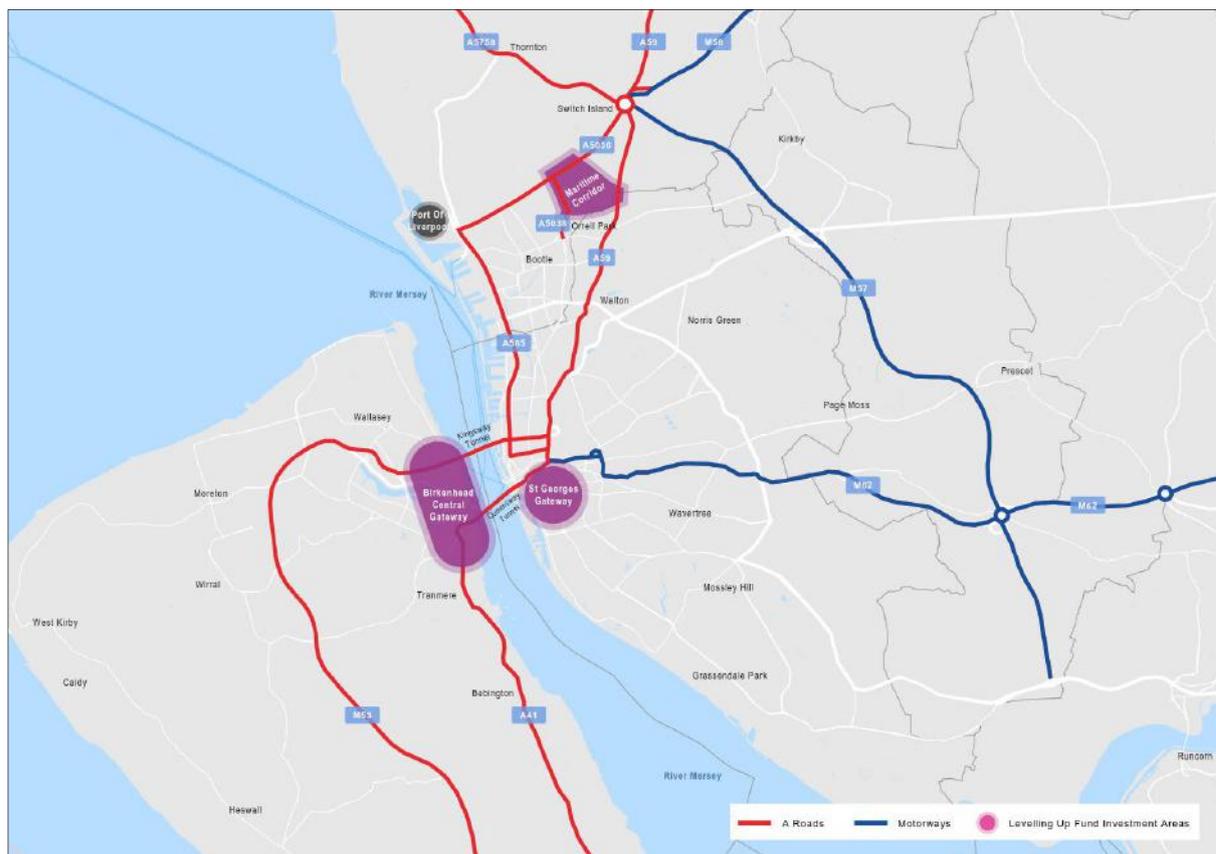
<sup>9</sup> See Footnote 8

## Liverpool City Region: Levelling Up for Recovery

Our LUF package comprises of three aligned projects that prioritise the provision of new, high-quality segregated walking and cycling routes in some of the City Region's most deprived areas, supported by complementary investment in the Key Route Network (KRN). The package will reduce congestion, improve sustainable access to employment and support clean, inclusive growth.

Figure 3.1 illustrates the three investment areas, which link from Birkenhead to Liverpool city centre via the Kingsway Tunnel and north to the Maritime Corridor in Sefton via a new active travel route.

**Figure 3.1: Levelling Up for Recovery: Priority Investment Areas**

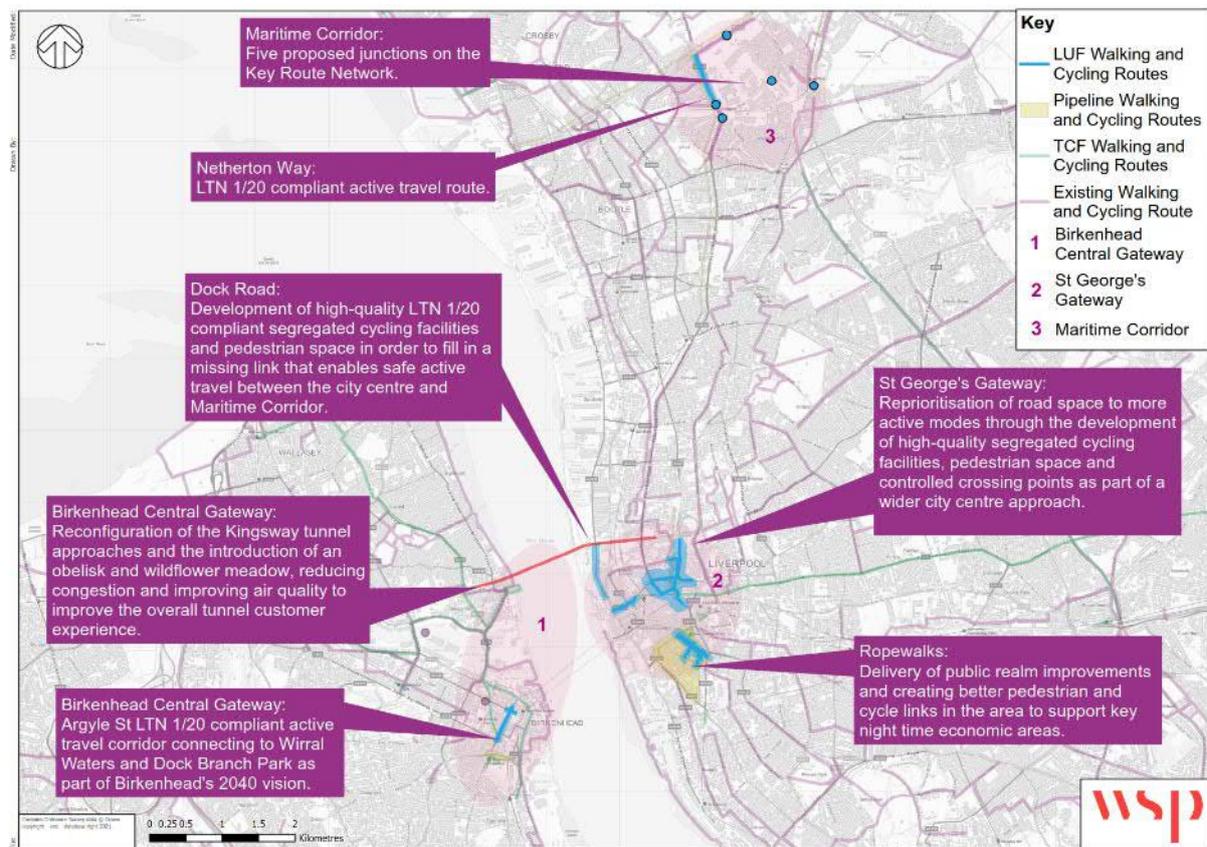


Our LUF package includes a series of shovel-ready projects that will increase levels of physical activity, boost economic productivity and reduce carbon emissions. We will deliver 6 kilometres of new LTN 1/20 compliant segregated walking and cycling routes with safe crossing facilities, 10 junction improvements (including 5 on the Key Route Network) that all include provision for active modes and a reconfigured toll plaza on the main strategic highway route between Wirral and Liverpool city centre.

By improving accessibility between residential communities and key employment locations and prioritising the use of active modes for shorter journeys, we will improve levels of health and wellbeing, provide inclusive access to opportunity and address issues of deprivation in areas that are in significant need of levelling up.

Figure 3.2 illustrates the proposed projects within our LUF package in more detail, showing how the projects form a coherent set of proposals that align with existing and planned investment.

**Figure 3.2: Levelling Up for Recovery Project Proposals**



As detailed in Section 4, we have prioritised investment in these three areas as:

- They suffer from some of the most **severe problems and challenges** in the City Region, including high levels of multiple deprivation, significant exceedances of air pollution legal limits and low levels of physical activity; and
- There are opportunities to **enhance the quality of place** for local residents, employees and visitors, making a visible difference to people's lives in terms of connectivity and journey quality and the quality of the local environment; and
- There is the opportunity to **address gaps in the walking and cycling network** that could help to address air quality, health and wellbeing issues; and
- The proposals **complement previous and ongoing investment** through the Local Growth Fund (LGF), Transforming Cities Fund (TCF) and Towns Fund, as well as wider private sector investment and LCRCA's planned transport pipeline investment (refer to Section 4c).

We will deliver these projects between 2021/22 and 2022/24, bridging the gap between our TCF programme and the longer-term delivery of our transport pipeline. Investment in the transport network is fundamental to economic rebalancing, inclusivity and clean recovery in line with the priorities set out in our [Economic Recovery Plan](#). We are committed to growth whilst addressing the LCR's declared Climate Emergency and achieving the [Metro Mayor's 2040 net zero carbon target](#). Without LUF investment, we will lose pace and our ability to deliver inclusive, clean growth will be compromised.

3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:	<b>£37.52m</b>	
3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	0%
	Cultural	0%
	Transport	100%

## PART 4 STRATEGIC FIT

### 4.1 Member of Parliament Endorsement (GB Only)

See technical note section 5 for Role of MP in bidding and Table 1 for further guidance.

4.1a Have any MPs formally endorsed this bid? If so, confirm name and constituency. Please ensure you have attached the MP's endorsement letter.

Yes  
 No

Dame Angela Eagle MP, Wallasey  
 Kim Johnson MP, Liverpool Riverside  
 Mick Whitley MP, Birkenhead

Letters of Endorsement are provided in Annex F. Please note that MPs are prioritising the local bids being made in their own constituency.

### 4.2 Stakeholder Engagement and Support

See technical note Table 1 for further guidance.

4.2a Describe what engagement you have undertaken with local stakeholders and the community (communities, civic society, private sector and local businesses) to inform your bid and what support you have from them. (Limit 500 words)

This section provides a summary of completed activity; our full Engagement and Consultation Strategy is provided in Annex G.

We mapped (Figure 4.1) key stakeholders and community representatives and determined their level of interest and influence in the LUF proposals, to identify how best to engage with each group going forward.

**Figure 4.1: Stakeholder Interest and Influence**



Table 4.1 summarises the views expressed to date and how they have shaped our LUF proposals.

**Table 4.1: Consultation and Engagement to Date**

Activity	Evidence of Support
<p><b>Public Consultation</b> Maritime Corridor (March 2021) Birkenhead 2040 (May 2021, including the Birkenhead Central Gateway proposals)</p>	<p>Maritime Corridor - public recognition of the benefits of 'fit for purpose' road infrastructure, safer junctions for pedestrians and cyclists, reduced noise, improved traffic flows/journey times (to access employment, education and training) and improved air quality. The consultation materials are provided in Annex G (analysis forthcoming). The scheme elements that require land take have been removed from the LUF package to reduce risk.</p> <p>Information on the Birkenhead 2040 Framework consultation: <a href="https://haveyoursay.wirral.gov.uk/regenerating-birkenhead-2">https://haveyoursay.wirral.gov.uk/regenerating-birkenhead-2</a>.</p> <p>Previous support received for similar schemes funded via local highways maintenance and Integrated Transport Block, Highways Incentive Fund, Highways Challenge Fund and National Productivity and Investment Fund.</p>
<p><b>Scheme Promoters</b> Liverpool City Council, Wirral Council, Sefton Council and Merseytravel Tunnels</p>	<p>Improvements to infrastructure and accessibility to make development sites more attractive are welcomed.</p> <p>Scheme promoters are willing to put elements of their schemes forward for the LCR LUF package, due to their deliverability and strategic fit with wider investment proposals, including the Towns Fund (Birkenhead), City Centre Connectivity (Liverpool) and longer-term proposals on Maritime Corridor (Sefton).</p>
<p><b>DfT</b> Local DfT representative sits on LCR's Transport Advisory Group.</p>	<p>Comments and advice on the evolving LUF package proposals and policy/fund alignment. DfT encouraged LCRCA to propose a large transport package to support complementary investment through LGF, TCF and ICF.</p>
<p><b>LCR LEP, LCR Officers, Politicians &amp; Partner Organisations</b> Formal and informal meetings.</p>	<p>The LUF proposals were approved by various partnership groups including the LCR KRN Group, Transport Advisory Group and Transport Committee. The proposals were discussed, challenged and prioritised against set criteria. This is evidenced in the <a href="#">LUF Agenda Item Report</a> and the CA <a href="#">Delegated Authority</a> decision.</p>
<p><b>Local MPs</b> From relevant constituencies.</p>	<p>MP support is evidenced in Annex F. MPs were asked to support the proposals but consideration was given to the fact that MPs may wish to support non-transport LUF bids in their respective constituencies.</p>
<p><b>Key Stakeholders</b></p>	<p>Previous lessons learnt in the delivery of LGF projects have been applied to the stakeholder engagement with businesses in Ropewalks in terms of early and ongoing focused engagement.</p> <p>Liverpool City Council consulted on St George's Gateway with Liverpool John Moores University, Liverpool BID and Baltic Creative to ensure specific needs were catered for.</p> <p>Sefton Council consulted on Maritime Corridor with Highways England.</p> <p><b>Letters of support are provided in Annex Q.</b></p>

LCRCA's dedicated LUF Programme Manager will have full responsibility for the ongoing programme of engagement and consultation, with the exception of statutory consultation required for Traffic Regulation Orders, which will be carried out by Wirral Council, Liverpool City Council and Sefton Council as the local highway authorities.

4.2b Are any aspects of your proposal controversial or not supported by the whole community? Please provide a brief summary, including any campaigns or particular groups in support or opposition? (Limit 250 words)

No aspects of our LUF package are controversial and there are no opposition campaigns that we are aware of. There is broad support for the aims of the proposed investment amongst elected members, key stakeholders, community representatives and members of the public in terms of improving the transport network to achieve City Region and national level economic, social and environmental goals.

Our Engagement and Consultation strategy (Annex G) demonstrates how we will continue to engage stakeholders and members of the public to maintain support through to delivery and during construction, with particular focus on network management during construction to minimise negative impacts on network users and stakeholders.

4.2c Where the bidding local authority does not have the statutory responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?

- Yes – note that LCRCA has statutory responsibility for the delivery of the LUF package; however, the three individual highway authorities retain statutory responsibilities for the delivery of schemes on the road network. Letters of support are provided in Annex H.
- No
- N/A

For Northern Ireland transport bids, have you appended a letter of support from the relevant district council

- Yes
- No
- N/A

**4.3 The Case for Investment**  
**See technical note Table 1 for further guidance.**

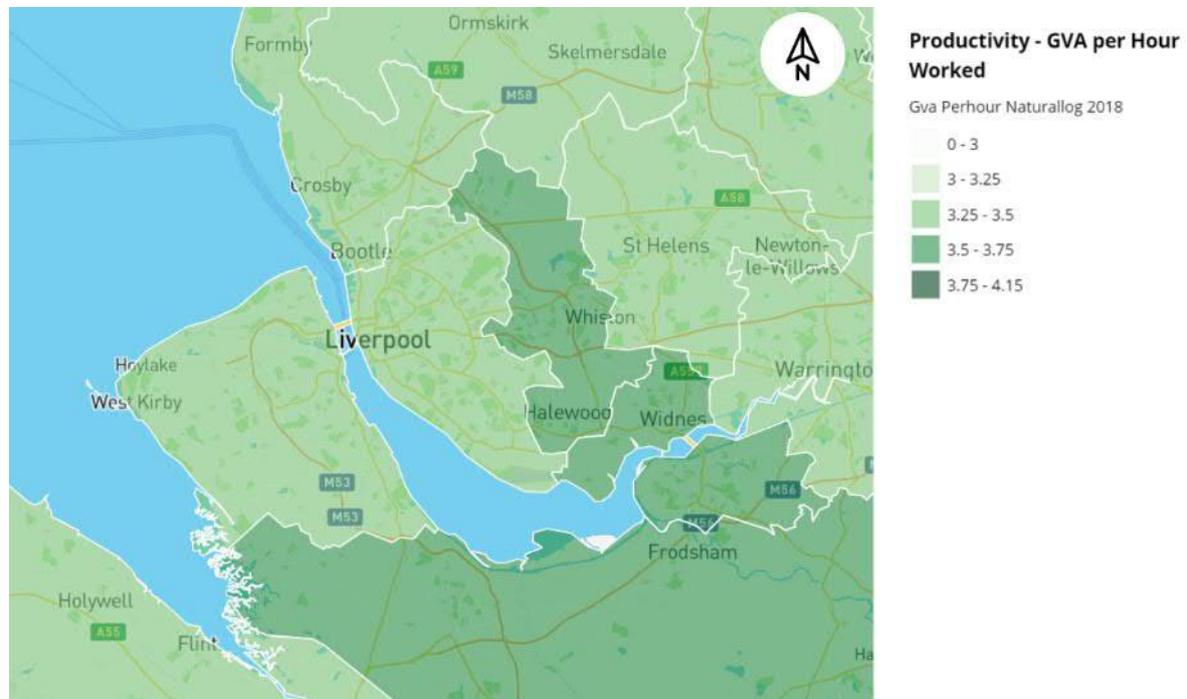
4.3a Please provide evidence of the local challenges/barriers to growth and context that the bid is seeking to respond to. (Limit 500 words)

The LCR faces several unique, long-standing challenges, which have been brought into sharper focus since our [climate emergency](#) declaration and the ongoing impacts of COVID-19. This section provides a summary and Annex I provides the full Strategic Case for our refreshed Transport Pipeline.

The LCR recorded 5% growth in 2018, above the national average. However, as evidenced in our [Draft Industrial Strategy](#), the LCR still lags far behind the UK average on many economic metrics and the gap has widened since the start of the pandemic.

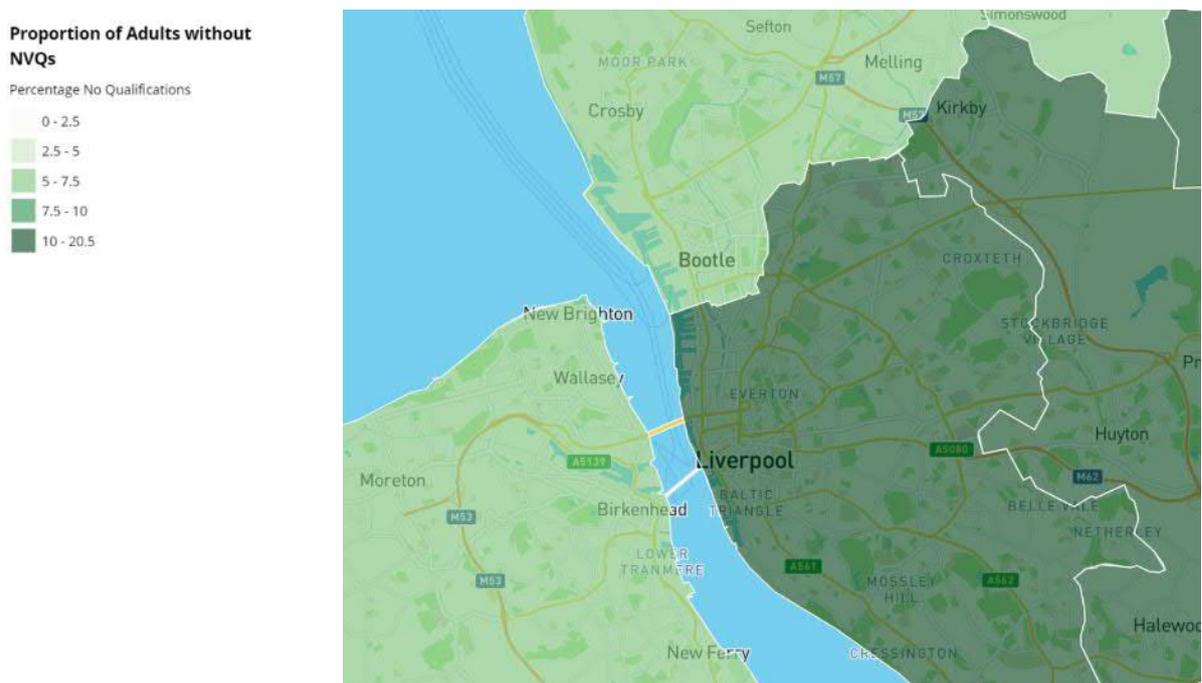
In 2017, real Gross Value Added was £31 per hour in the LCR, 90% of the UK average (Figure 4.2). GVA per head is only 74% of the national level and economic inactivity stands at 26%, the third highest in all Local Enterprise Partnership areas.

**Figure 4.2: GVA Per Hour Worked in the LUF Investment Area**



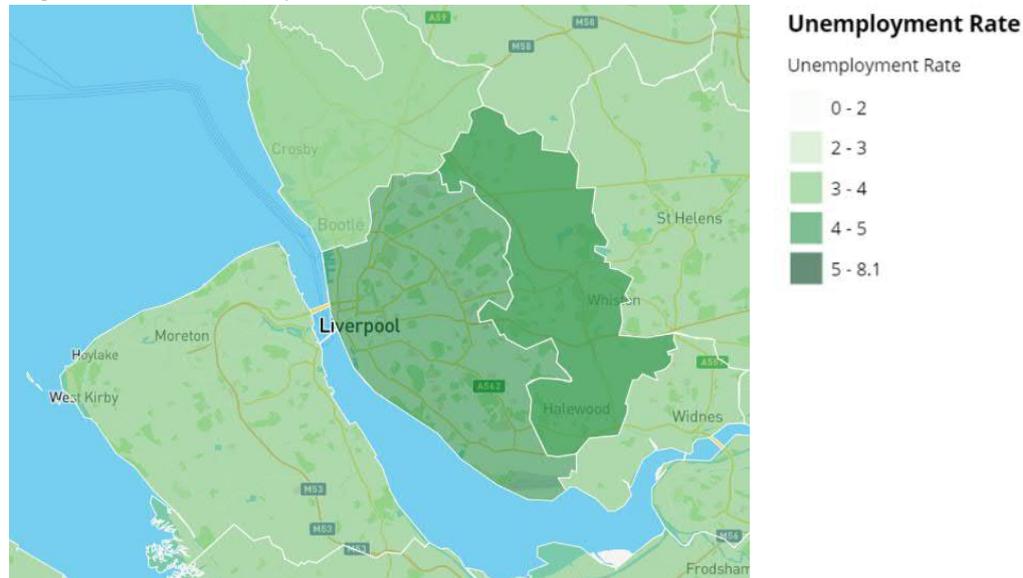
The skills gap is a key contributor, where 10-20% of all adults in Liverpool have no NVQs (Figure 4.3). In order to match the national average for NVQ4+ qualifications, the LCR would need a further 59,000 residents qualified to that level. More than 60% of graduates do not stay in the LCR after graduation.

**Figure 4.3: Proportion of Adults Without NVQs in the LUF Investment Area**



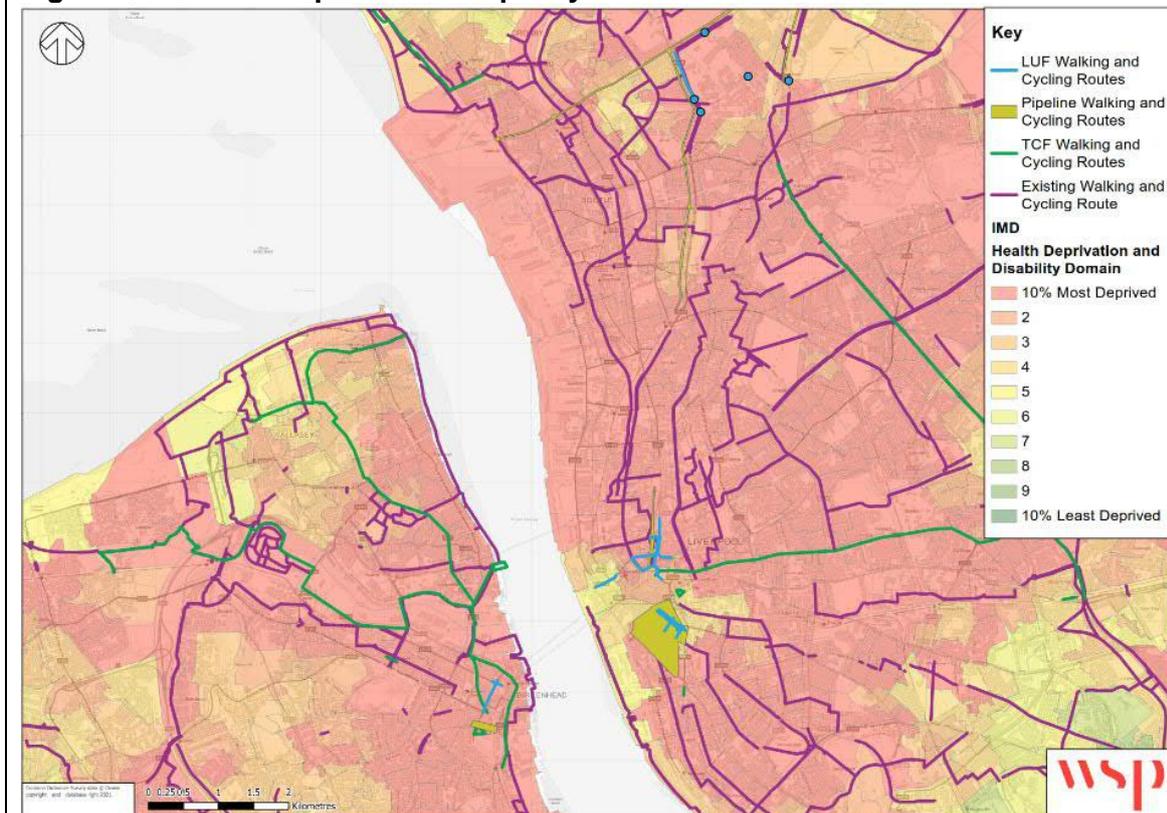
Long-term unemployment will likely grow as a result (Figure 4.4). The LCR is one of the foremost UK leisure and business tourism destinations, contributing over £4.9 billion to the local economy and supporting 57,000 jobs. Research has shown that the traditionally *'left-behind'* areas are not those most exposed to the short-term economic impacts of the pandemic; however, as a post-industrial city with a strong visitor economy, Liverpool is an important exception.

**Figure 4.4 Unemployment Rates in the LUF Investment Area**



Economic and health inequalities are intrinsically linked and are most acute in areas of high deprivation. Life expectancy in the LCR varies by 25 years and 5% of the population do not seek work due to health problems (Figure 4.5).

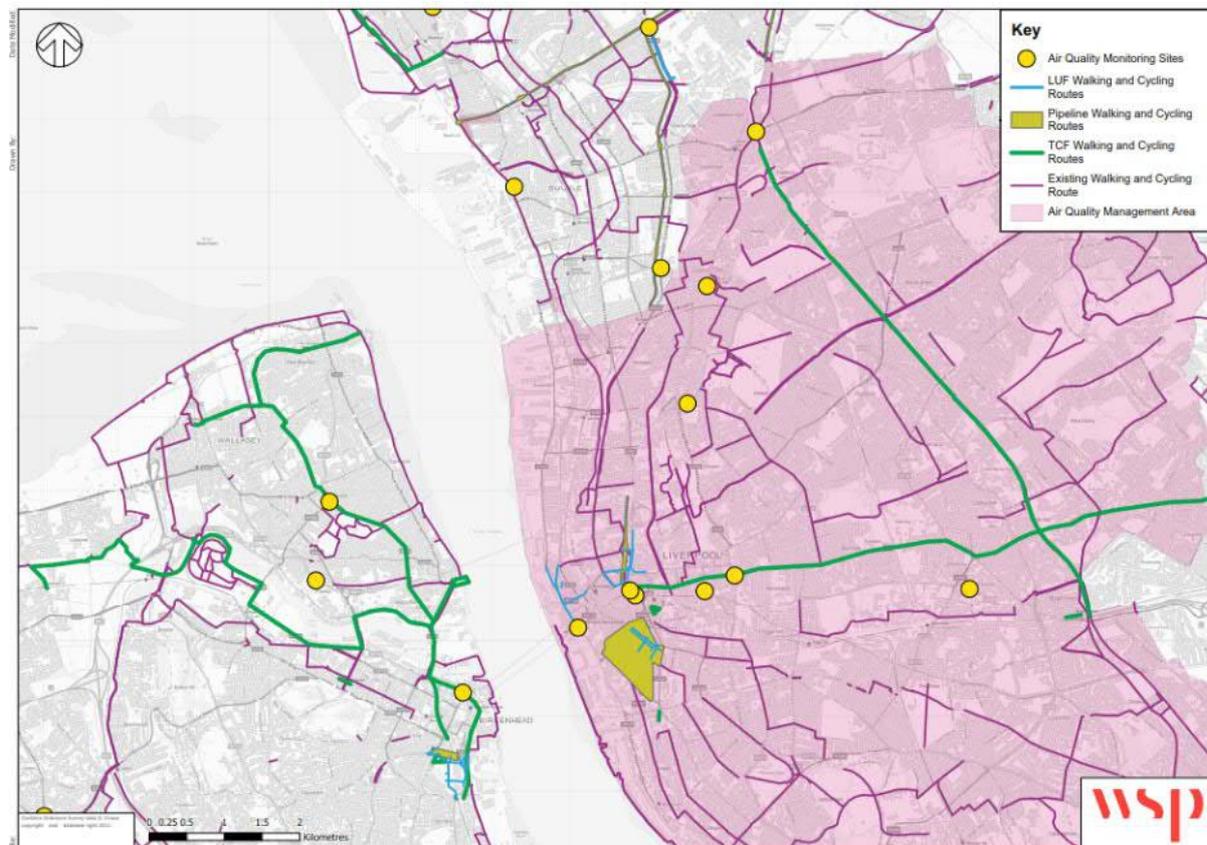
**Figure 4.5: Health Deprivation Inequality in the LUF Investment Areas**



Long-term ill health is linked to place-based challenges, in particular the quality of the environment which includes transport provision, severance and air quality. Poor air quality contributes to 800 deaths in the LCR each year, and research<sup>10</sup> shows that initial improvements seen in Liverpool during the first national lockdown quickly returned to pre-pandemic levels, despite a longer-term economic downturn.

Research<sup>11</sup> shows that up to 1,040 deaths a year in the LCR can be linked to exposure to PM<sub>2.5</sub> and NO<sub>2</sub>, with air pollution costing £480m each year. Even if pollution decreases in line with projected future improvements, an eight-year-old could still have their life cut short by up to five months. Deprived communities are likely to experience the largest health benefit through tackling poor air quality and could be less negatively impacted by policies which charge private car use.

**Figure 4.6: Air Quality Management in the LCR**



Urgent action is needed to address these issues and reduce the extent to which the LCR lags behind the rest of the UK<sup>12</sup>. Our LUF package will directly address these issues through mode shift, improved access to employment and an enhanced local environment.

<sup>10</sup> <https://www.centreforcities.org/wp-content/uploads/2020/12/How-have-the-Covid-pandemic-and-lockdown-affected-air-quality-in-cities.pdf> (accessed 15/03/2021)

<sup>11</sup> [The Health and Economic Impacts of Toxic Air in Liverpool City Region \(British Lung Foundation\)](#)

<sup>12</sup> <https://www.ifs.org.uk/publications/15055> (accessed 15/03/2021)

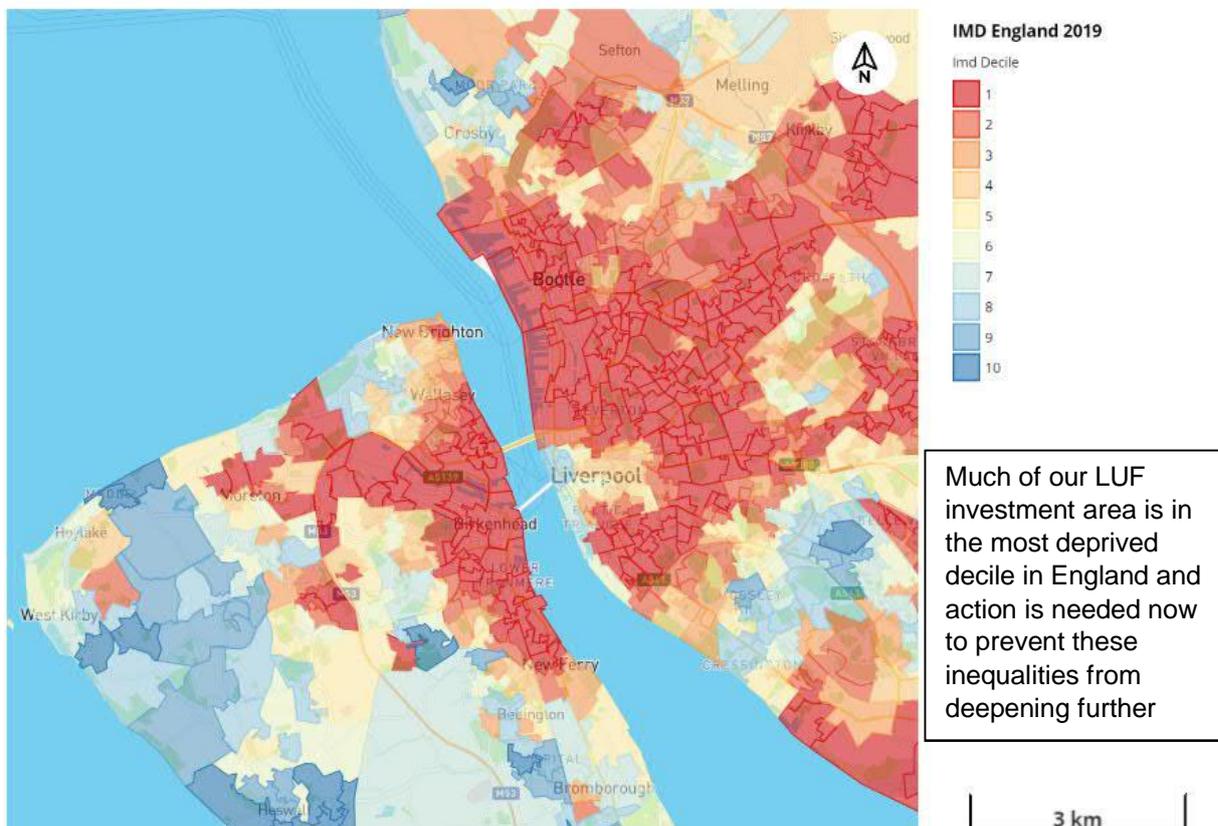
4.3b Explain why Government investment is needed (what is the market failure)?  
(Limit 250 words)

Urgent investment is required to help solve the challenges we face. Given the extensive geographic spread of problems across the LCR and public sector land ownership and statutory obligations, it would not be reasonable or equitable for one or a combination of businesses to pay for the interventions needed. Equally, the level of investment required cannot be funded using existing LCRCA funding or borrowing.

A central Government LUF allocation will enable us to directly and immediately tackle our problems, by improving connectivity in some of the most deprived areas, reducing unemployment and enabling clean, inclusive economic growth. We want to invest in visible, community-focused schemes that deliver real change. Our successful TCF investment programme has already put us on the right path, and our LUF package will accelerate the delivery of complementary, transformative transport interventions whilst we continue to develop our longer-term investment pipeline.

A range of negative externalities result from transport, in particular air pollution, poor journey times and increased business costs as a result of congestion. Air quality in particular impacts adversely on the health and quality of life of both vehicle users and non-vehicle users. As incomes rise, car use generally increases and an uplift in the LCR's productivity could result in increased negative externalities if investment is not made in improving provision for non-car modes. The uncertainties in future ways of living and working brought about by the COVID-19 pandemic place us at a crucial tipping point where we need to invest now to bring about sustainable, long-term change – and such change is only possible with devolved Government funding.

**Figure 4.7: Recovery from the Pandemic may Deepen Existing Inequalities**



4.3c Please set out a clear explanation on what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers with evidence to support that explanation. As part of this, we would expect to understand the rationale for the location. (Limit 500 words)

Our proposed interventions are targeted at the most deprived areas with the greatest air quality issues and the poorest levels of health and wellbeing, as identified through robust place-based analysis and extensive options identification, sifting and appraisal (refer to the Options Assessment Report in Annex J).



In Birkenhead we will transform Argyle Street with a new bi-directional segregated walking and cycling route to the town centre. This links to Wirral Council's own LUF interventions at Woodside, which will release strategic brownfield land for housing, a hotel and Dock Branch Park, a new 1km active travel corridor and public park. Together, these projects will address the existing over-engineered highway environment and support the >50 local businesses. This investment forms the early part of the [Birkenhead 2040 Framework](#) and supports significant regeneration activity at Wirral Waters. Through the LUF we will

also reconfigure the Kingsway Tunnel toll plaza to address congestion and delay on the strategic bus and car route into Liverpool. This will include signage on the approach routes in both Wirral and Liverpool as an early step in the longer-term plan to route all strategic traffic via the Kingsway Tunnel and transform Birkenhead into a green, well-connected town.

All of Birkenhead's Lower Super Output Areas (LSOAs) are within the most deprived 10% nationally. The LUF and wider investment will tackle this by improving sustainable connectivity between housing and employment, improving journey times by public transport and car between Wirral and Liverpool and accelerating the regeneration of Wirral's principle centre. This scheme is shovel-ready, with the demolition of ageing flyovers in Birkenhead already underway.



Upon arrival in Liverpool, people are faced with a congested network against a backdrop of Grade I listed buildings. Work is already underway to reprioritise road space and implement a comprehensive redesign following the removal of the city centre flyovers in 2019 (*shown right*<sup>13</sup>). Through the LUF we will deliver three new segregated walking and cycling routes in

<sup>13</sup> Image credit: [www.liverpoolecho.co.uk](http://www.liverpoolecho.co.uk)

the city centre that connect directly to major employers and infill gaps in the network. These routes will enhance access around the city centre, improve interchange onto public transport, and link to the Maritime Corridor via a direct, complete link. The city is mandated to develop options for a charging Clean Air Zone and the prioritisation of active travel in line with Gear Change will provide a feasible alternative to the car for shorter journeys. Our LUF proposals also include wider urban realm and pedestrian enhancements in Ropewalks, which are already procured.



In Sefton the Maritime Corridor project will enhance connectivity between employment centres such as Atlantic Park along the A5036 Dunnings Bridge Road, Local Plan employment sites and surrounding residential areas. Improved access to jobs will improve business efficiency and productivity, stimulating growth. By tackling congestion at key junctions and providing safe active travel infrastructure, we will stimulate clean, inclusive growth in an area serving the Port of Liverpool that is currently dominated by private vehicles (see *image left*<sup>14</sup>). Significant employment opportunities are being created using LCRCA Strategic Investment Fund support, including a logistics park, office/retail space and a large secondary school. The LUF investment will cut congestion, reduce severance for non-car users and enable active travel, with onward connectivity towards the city centre.

4.3d For Transport Bids: Have you provided an Option Assessment Report (OAR)	<input checked="" type="checkbox"/> Yes (Annex J) <input type="checkbox"/> No
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4.3e Please explain how you will deliver the outputs and confirm how results are likely to flow from the interventions. This should be demonstrated through a well-evidenced *Theory of Change*. Further guidance on producing a Theory of Change can be found within [HM Treasury's Magenta Book](#) (page 24, section 2.2.1) and [MHCLG's appraisal guidance](#). (Limit 500 words)

We have developed a bespoke logic map (Figure 4.8) for our LUF package that illustrates the logical transition through the context, inputs, outputs, short-term outcomes and longer-term impacts, based on a cohesive theory of change.

Our theory of change is based on a series of key assumptions. Firstly, the delivery of new and upgraded LTN 1/20 compliant segregated pedestrian and cycle routes improves connectivity to Birkenhead town centre, Birkenhead Central rail station, Wirral Waters and brownfield land development areas, key visitor and entertainment sites in Liverpool city centre and employment locations in Sefton. It is assumed that the existing prioritisation of road space to vehicular traffic, severance and lack of direct, high-quality walking and cycling infrastructure is one of the key barriers to people using these modes for short trips. According to UK and international research, the provision of segregated bike tracks on main roads, including at junctions, is the most important step that can be taken to promote cycle use<sup>15</sup>.

<sup>14</sup> Image credit: [www.placenorthwest.co.uk](http://www.placenorthwest.co.uk)

<sup>15</sup> As cited in [Gear Change](#), page 16

Hence, improving the quality and safety of the infrastructure and filling key gaps in the network will in the shorter term encourage increased active travel and access between residential areas and key destinations improving levels of physical activity and safety. As set out within [Gear Change](#), physical activity can help to prevent and manage over 20 chronic diseases and illnesses, which is particularly important in the LCR where 38% of adults in Liverpool and 24% of adults in Wirral are physically inactive.

Our LUF package will also improve key junctions on the KRN, delivering safer active modes crossings and reducing traffic congestion, resulting in time saving benefits for businesses and employees. This is particularly important on the A5036 Dunnings Bridge Road which links the Port of Liverpool to the motorway network along a key employment corridor. The reconfiguration of the Kingsway Tunnel toll plaza will reduce traffic congestion, improve Wirral-Liverpool journey times and enhance journey quality. Reductions in congestion and in idling vehicles at junctions will reduce emissions and improve air quality. The evidence is clear that a reduction in braking, acceleration and stop-start driving improves emissions performance and reduces particulate emissions from brake and tyre wear<sup>16</sup>.

We have developed four package level objectives that align with our key challenges and with the DfT's priority metrics and outcomes following the 2020 Spending Review<sup>17</sup>. The objectives, which will enable us to achieve the outcomes and impacts shown in the Logic Map, are:

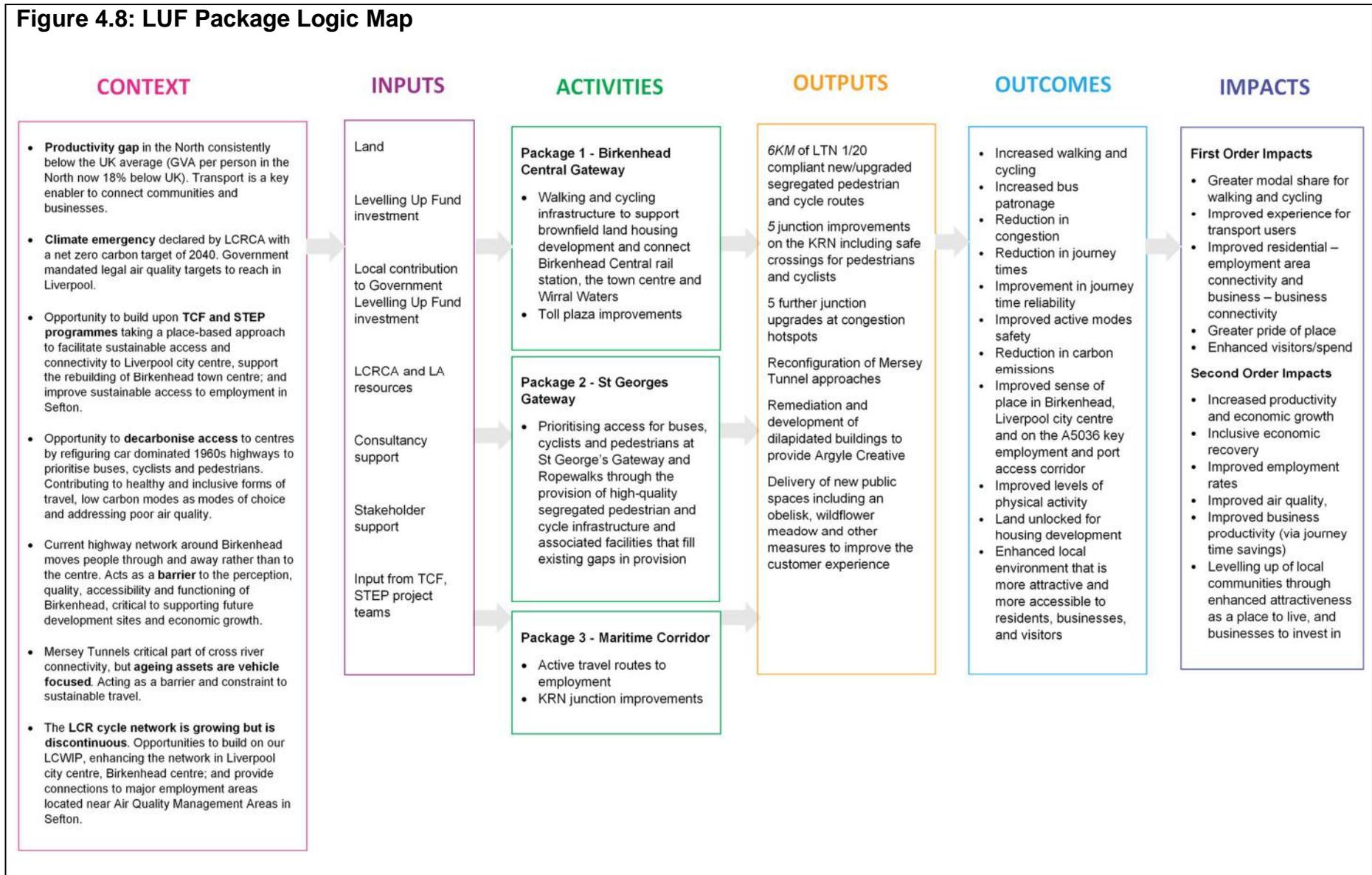
1. Reduce the mean minimum travel time to reach the nearest large employment centre by 5% in the Maritime Corridor and Birkenhead town centre investment areas by 2025;
2. Achieve 2% Greenhouse Gas emissions savings in the three LUF investment areas by 2025;
3. Achieve a 10% uplift in the mean annual number of cycling trips as a proportion of total trips on each LUF cycling route by 2025; and
4. Achieve a 10% uplift in the mean annual number of walking trips as a proportion of total trips on each LUF walking route by 2025.

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<sup>16</sup> [https://uk-air.defra.gov.uk/assets/documents/reports/cat05/1605120947\\_AQ0959\\_appendix\\_1-evidence\\_review\\_on\\_air\\_quality\\_effects\\_of\\_transport\\_measures.pdf](https://uk-air.defra.gov.uk/assets/documents/reports/cat05/1605120947_AQ0959_appendix_1-evidence_review_on_air_quality_effects_of_transport_measures.pdf)

<sup>17</sup> [Spending Review 2020: Provisional Priority Metrics and Outcomes](#)

**Figure 4.8: LUF Package Logic Map**



## 4.4 Alignment with the local and national context

See technical note Table 1 for further guidance.

4.4a Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, local economic strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up. (Limit 500 words)

Table 4.2 summarises how our LUF package supports relevant local, LCR and northern policy objectives.

**Table 4.2: Local Policy & Strategy Alignment**

Policy/Strategy	LUF Package Alignment
<a href="#">Transport for the North Strategic Transport Plan</a> (2019)	Aligns fully with its three aims of connecting people, connecting business and moving goods by increasing the resilience of the transport network, enabling inclusive access to opportunity and encouraging physical activity.
<a href="#">LCRCA Transport Plan</a> (2019)	The LUF proposals will deliver a step change in active travel provision in line with the Plan's short-term priorities of supporting inclusive, sustainable economic growth, delivering a new healthy mobility culture and supporting a resilient, safe transport network.
<a href="#">LCR Local Journeys Strategy</a> (2017)	66% of all journeys in the City Region are <5km, of which 50% are by car. The LUF proposals will support greater use of active modes for local journeys by providing safe, high-quality infrastructure.
<a href="#">LCR Local Cycling and Walking Infrastructure Plan</a> (2019)	The LUF package supports the delivery of the new 600km walking and cycling network by infilling key gaps in response to feedback that 71% of residents support the creation of safe, separated routes.
<a href="#">LCR Local Industrial Strategy (Draft)</a> (2020)	The LUF package directly addresses the issues highlighted in the LIS, including productivity, deprivation, skills, air quality and health.
<a href="#">LCR Economic Recovery Plan</a> (2020)	The Plan sets out an ambition to reshape the economy and society in greener, fairer and more inclusive way. Fundamental to this is the decarbonisation of the transport network and the LUF package will reduce carbon as evidenced in Section 4.4b.
<a href="#">LCR Air Quality Action Plan</a> (2020)	The LUF proposals will cut congestion, thus reducing emissions associated with idling traffic and facilitate mode shift, which directly supports the vision and objectives set out in the Plan.
<a href="#">Liverpool City Region Year One Climate Action Plan 2021-2022</a>	Our LUF proposals focus on high-quality active travel provision and decarbonisation of the road network, strongly supporting the actions set out in the LCR Climate Action Plan, specifically AT2 and AT3 regarding the development of a walking and cycling network in Wirral and Liverpool.
<a href="#">Liverpool Clean Air Plan Strategic Outline Case</a> (2019)	The whole of Liverpool is an AQMA and, in response to a Defra mandate, a Clean Air Plan is being developed to bring pollution levels within legal limits. The St George's Gateway proposals will support any future charging Clean Air Zone in the city centre by enhancing opportunities for walking, cycling and interchange to public transport.
<a href="#">Birkenhead 2040 Framework</a> (2020)	The Framework sets out radical proposals to create well-connected, green, family-friendly neighbourhoods and the Argyle Street active travel corridor is named as a specific project to be delivered under the vision.
<a href="#">Sefton Air Quality Annual Status Report</a> (2019)	Our LUF proposals for the Maritime Corridor focus on active travel, reducing congestion and improving air quality, which will address the localised areas of concern highlighted in the AQASR, including Millers Bridge/Derby Road junction, Bootle (PM10 and NO <sub>2</sub> ); Hawthorn Road/Church Road junction,

	Litherland (NO2), Lathom Close, Princess Way, Seaforth (NO2); and South Road/Crosby Road North junction, Waterloo (NO2).
<a href="#">Sefton Vision 2030</a> (2016)	The Maritime Corridor project supports the vision in taking account of the climate change emergency and the health and wellbeing of residents when planning the interventions.

4.4b Explain how the bid aligns to and supports the UK Government policy objectives, legal and statutory commitments, such as delivering Net Zero carbon emissions and improving air quality. Bids for transport projects in particular should clearly explain their carbon benefits. (Limit 250 words)

**Table 4.4: National Policy & Strategy Alignment**

Policy/Strategy	LUF Package Alignment
<a href="#">National Infrastructure Strategy</a> (2020)	The LUF proposals align with the theme of 'fairer, faster, greener' and the impetus on levelling up, by improving capacity and resilience in the transport system and providing low or zero carbon alternatives to the car.
<a href="#">Build Back Better: Our Plan for Growth</a> (2021)	We will invest in high-quality transport infrastructure that reduces emissions, improves physical activity and connects areas of deprivation to opportunities, in line with the infrastructure, skills and green growth priorities.
<a href="#">The Ten Point Plan for a Green Industrial Revolution</a> (2020)	Point 5 specifically relates to Green Public Transport, Walking and Cycling and our LUF proposals support this and wider decarbonisation of the economy.
<a href="#">UK Net Zero Commitments</a> (2021)	The UK government has brought into law a commitment to cut emissions by 78% by 2035 compared to 1990 levels. Whole-life carbon appraisal of our LUF package estimates it will have a <b>carbon benefit (net reduction) of 12,577 tCO<sub>2</sub>e over 60 years due to mode shift and traffic flow efficiencies</b> (see Section 5).
<a href="#">Gear Change</a> (2020)	Our LUF proposals fully align with Gear Change, by providing high-quality, segregated routes that tackle real and perceived barriers.
<a href="#">Bus Back Better</a> (2021)	Our projects will ease interchange onto bus and reduce congestion at key pinch points along public transport corridors.
<a href="#">Local Transport Note 1/20</a> (2020)	All of our LUF cycling proposals comply with the principles in LTN 1/20 in terms of coherent, direct, segregated and safe routes.
<a href="#">Environment Bill</a> (forthcoming)	Our LUF proposals will improve air quality and thus align with the ethos of the Bill.

4.4c Where applicable explain how the bid complements / or aligns to and supports other investments from different funding streams. (Limit 250 words)

The Birkenhead Central Gateway LUF proposals complement a significant amount of ongoing investment in Wirral's principle centre, including its £24.6m Future High Streets Fund allocation and the confirmed £2.19m Brownfield Land Fund allocation to Wirral Council to enable its purchase (now complete) of the former House of Fraser building and facilitate new housing development, as well as wider private sector investment by Peel and others in Wirral Waters.

In Liverpool, the St George's Gateway proposals directly align with the £47m Liverpool City Centre Connectivity scheme under delivery through the Strategic Investment Fund and the wider transformation of the highway layout following the demolition of the flyovers in 2019.

In the Maritime Corridor, the LUF interventions on the local network complement the start of a wider scheme in conjunction with Highways England for them to provide active travel infrastructure along the length of the A5036 corridor, a significant step change in a currently traffic-dominated environment.

At the City Region level our LUF package will complement the transformative change we are delivering through our £172.5m TCF programme, including the purchase of a hydrogen bus fleet and a significantly enhanced network of air quality monitoring sites.

4.4d Please explain how the bid aligns to and supports the Government's expectation that all local road projects will deliver or improve cycling and walking infrastructure and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the Government's cycling design guidance which sets out the standards required. (Limit 250 words)

For all proposed junction improvements, we have used the DfT assessment tool provided in LTN 1/20 to ensure they meet the relevant guidelines.

In Birkenhead Central Gateway, the proposed Argyle Street active travel corridor fully conforms to LTN 1/20 design standards, providing a bi-directional segregated route with safe crossings. As part of the reprioritisation of road space, strategic traffic will be re-routed further north using signage and improvements to the Kingsway Tunnel toll plaza.

In St George's Gateway, the three new active travel routes all conform to LTN 1/20 design standards, again with complementary reprioritisation of road space to focus on pedestrians and cyclists. Longer term plans for city centre bus re-routing are currently under development, with potential for complementary bus priority measures, and the LUF proposals have been developed in such a manner that they do not prejudice those plans coming forward in future.

The junction improvements proposed as part of the Maritime Corridor project all include signalised walking and cycling crossing facilities and will reduce congestion, improving bus journey times. They also do not prejudice future interventions under development as part of LCRCA's Green Bus Routes programme, which will examine bus priority and other measures on this and selected other key bus corridors. The Netherton Way walking and cycling route is designed to LTN 1/20 standards and provides fully segregated provision.

## PART 5 VALUE FOR MONEY

### 5.1 Appropriateness of data sources and evidence

See technical note Annex B and Table 1 for further guidance.

All costs and benefits must be compliant or in line with [HMT's Green Book](#), [DfT Transport Analysis Guidance](#) and [MHCLG Appraisal Guidance](#).

5.1a Please use up to date evidence to demonstrate the scale and significance of local problems and issues. (Limit 250 words)

**Table 5.1: Scale and Significance of Issues in the LUF Bid Area**

Area	Issues
<p><b>Birkenhead Central Gateway</b></p>	<p>All of Birkenhead's LSOAs are in the <b>top 10% of most deprived LSOAs nationally</b>. Congestion on the Kingsway Tunnel approaches for Liverpool-bound traffic evidenced by an increase in morning peak journey times compared to the off-peak/inter peak, <b>impacting on people's ability to access employment in Liverpool</b>.</p> <div data-bbox="400 577 603 898" style="border: 1px solid black; padding: 5px; width: fit-content;"> <p>2019 (pre-COVID) weekday journey times on a key tunnel approach route</p> </div> <div data-bbox="608 421 1406 898" style="text-align: center;"> <p style="text-align: center;">Gorse Lane to Toll Booth</p> </div>
<p><b>St George's Gateway</b></p>	<p>Liverpool was declared an AQMA by Defra in 2009 based on exceedances of NO<sub>2</sub> legal limits. <b>2019 data shows an annual mean of 57.3 µg/m<sup>3</sup> NO<sub>2</sub> for two sites in the project area</b> (legal limit is 40 µg/m<sup>3</sup>). Key corridors have <b>poor quality pedestrian infrastructure and no cycling infrastructure and the overall environment is heavily car-dominated</b>.</p>
<p><b>Maritime Corridor</b></p>	<p><b>Congestion and journey time delays</b> for buses, freight and private vehicles, with five junctions forecast to operate at/over-capacity in the AM and PM peaks in 2025 and 2030 without intervention (based on 2019 traffic data). <b>High levels of health deprivation</b>, with Sefton ranked 37 of all UK authorities (2019 IMD data). <b>Two of three locations declared as an area of air quality concern in the borough are located on the A5036<sup>18</sup></b>. Based on the latest (2019) Annual Air Quality Status Report, 70 properties in the project area are predicted to exceed the legal annual NO<sub>2</sub> standard. <b>Air quality remains the single biggest environmental risk to public health in Sefton and England as a whole<sup>19</sup></b>. Public Health England's Air Pollution tool suggests that almost <b>200 cases of heart disease and stroke</b> and <b>almost 100 cases of chronic lung disease are linked to levels of NO<sub>2</sub> in the borough each year</b>.</p>
<p>5.1b Bids should demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues. Please demonstrate how any data, surveys and evidence is robust, up to date and unbiased. (Limit 500 words)</p>	
<p>Our LUF bid draws on a range of data and evidence to illustrate the key problems and challenges faced in the City Region and more locally in the three LUF investment areas. The place-based analysis that we have undertaken to illustrate social, economic and environmental issues is largely based on national datasets, including the latest (2019) Index of Multiple Deprivation (IMD) data, the most recent Census data available (2011) and other data such as unemployment data collected by the Office of National Statistics. National datasets go through a robust checking and cleaning process, with</p>	

<sup>18</sup> [Sefton Annual Air Quality Status Report 2019](#)

<sup>19</sup> [Sefton Public Health Annual Report 2018-19](#)

appropriate adjustments made and analysis that includes cross-checks of findings against independent, unbiased data. National datasets are also usually temporal, which means that any potentially erroneous data can be identified relatively easily.

We have supplemented this with the use of data collected at City Region and Local Authority level, including air quality monitoring data. This is based on primary data collection at the City Region's air quality monitoring sites in line with the requirements set out by Defra for Air Quality Management Areas. The air quality data and exceedances that we have used in our LUF bid are from 2019, the latest data available for the pre-pandemic period. This data is submitted to central Government and wider public bodies for additional checks and scrutiny and as such is considered to be robust.

The economic appraisal we have carried out uses a number of data sets. For the active modes appraisal, we have used Census 2011 data to estimate existing demand, as specific walk and cycle count data is not available for the routes proposed. We have then cross checked this against local (although not route specific) data available for the City Region which was collected using automatic cycle counters to ensure it is appropriate. We have used data from the National Travel Survey (2019) as recommended in Transport Analysis Guidance (TAG) to identify other parameters to use in the appraisal, such as the average trip length.

We have used two traffic models to understand the with-scheme forecast traffic impacts and user benefits (using TUBA) for the Birkenhead Gateway and Maritime Corridor highway proposals; the Wirral Traffic Model and the Maritime Corridor Model, which are both SATURN models.

Both of these models are TAG compliant and are calibrated and validated in line with the standards set out in TAG Unit M3.1 and M1.2, including the use of robust datasets that reflect neutral periods on the network to build the models and the use of independent validation data to check for accuracy within acceptable limits.

The Maritime Corridor model has been rebased to 2019, based on 2019 Automatic and Manual Traffic Count data and Traffic Master journey time data. The Wirral model has a base year of 2015 and is based on 2015 Road Side Interview data, Automatic and Manual Traffic Count data and Traffic Master journey time data. The origin-destination matrix was strengthened using data from the Liverpool City Region Transport Model.

5.1c Please demonstrate that data and evidence chosen is appropriate to the area of influence of the interventions. (Limit 250 words)

Our place-based analysis and economic appraisal uses data and evidence at a variety of spatial levels. Economic statistics such as GVA and productivity have generally been examined at Local Authority level, consistent with the analysis used by Government in defining the three levels of LUF priority areas and with the three project areas we will invest in. The use of this data will enable us to examine the longer term impacts that the investment has on key metrics at the Local Authority level. It is difficult to attribute impacts seen at this level to one individual scheme or package; however, our LUF package is designed to build on the impacts already being delivered through our TCF investment programme and lay the foundations for investment through the ICF. Data analysis at this level is important to show the cumulative impacts of this and wider investment in the LCR and constituent Local Authorities.

The data we have used to illustrate the problems faced in terms of congestion, air quality and health are collected at a much more local level, either in the direct vicinity of the scheme itself (e.g. air quality along the A5036 Dunnings Bridge Road or congestion data from the Kingsway Tunnel approaches) or at Lower Super Output Level (e.g. deprivation and unemployment data). These enable us to examine the extent to which each project addresses local level problems and challenges in line with the outputs and outcomes shown in our Logic Map. This is important as it is the project outputs and outcomes that will make the biggest visible difference in transforming people's lives and communities.

## **5.2 Effectiveness of proposal in addressing problems**

5.2a Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems. Quantifiable impacts should usually be forecasted using a suitable model. (Limit 500 words)

In order to confirm the theory of change set out in our logic model and understand whether the proposed investment is likely to achieve the objectives we have set, we have used models and other tools to forecast the impacts of the projects and have quantified these impacts where possible.

Table 5.2 shows how each of our proposed projects will address the problems we identify in Section 4, including quantified impacts forecasted using models. The evidence source is listed; the evidence itself is presented in the Economic Assessment Report in Annex K and the accompanying technical notes.

**Table 5.2: How the LUF Package will Address Our Problems**

Project	Impacts	Evidence
Birkenhead Central Gateway	20 second travel time saving per Wirral-Liverpool Kingsway Tunnel user. 20 additional cycling trips per day on Argyle Street and 625 additional walking trips per day. Total net carbon benefit (reduction) of 7,931tCO <sub>2</sub> e over 60 years as a result of mode shift from the new active travel corridor on Argyle Street and modelled traffic flow efficiencies as a result of the Kingsway Tunnel improvements.	Wirral Traffic Model outputs DfT Uplift Tool used in the AMAT appraisal WSP Carbon Appraisal Framework
St George's Gateway	399 additional cycle trips per day on the 3 St George's Gateway active travel corridors and 499 additional walking trips Total net carbon impact of 254 tCO <sub>2</sub> e over 60 years, noting that this is a minor short-term potential disbenefit that will change with future investment and additional travel behaviour change.	DfT Uplift Tool used in the AMAT appraisal  WSP Carbon Appraisal Framework
Maritime Corridor	Journey time savings of £4.98m for commuters and other users and a further £1.86 for business users over the 60-year appraisal period 15 additional cycling trips per day on Netherton Way and 13 additional walking trips per day. Total net carbon benefit (reduction) of 4,900tCO <sub>2</sub> e over 60 years as a result of the junction improvements and the Netherton Way active travel corridor.	Maritime Corridor Traffic Model and TUBA Outputs DfT Uplift Tool used in the AMAT appraisal WSP Carbon Appraisal Framework

We have used monitoring and evaluation data held by LCRCA from other junction improvement schemes and active travel schemes to cross-check the forecast impacts of the LUF projects, and we are content that these impacts are proportionate, robust and achievable.

5.2b Please describe the robustness of the forecast assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis or model (in terms of its accuracy and functionality) (Limit 500 words)

The approach taken to the modelling and appraisal of our LUF package follows the DfT's Transport Analysis Guidance (TAG) in respect of proportionality, employing models and tools available at the time of the assessment and reflecting the level of development of some of the package elements. As such, each element has a slightly different modelling and appraisal methodology, tailored to the available data sources and relevant DfT guidance in order to provide a robust platform for the analysis.

All demand estimates, and the overall economic appraisal, have been undertaken in line with recognised DfT guidance, in particular that set out in the following units of TAG:

- TAG Unit A1.1 Cost Benefit Analysis (2018);
- TAG Unit A5.1 Active Mode Appraisal (2020);
- TAG Unit A5.4 Marginal External Costs (for decongestion benefits) (2020);
- TAG Unit M4 Forecasting and Uncertainty (2019)
- TAG Unit M1-1 Principles of Modelling and Forecasting (2013); and
- TAG Databook (for modelling and appraisal values).

The appraisal methodology for each element has been broken down into a number of key steps as follows:

1. **Baseline Demand** – determine current demand and future forecasts of demand in the location of the scheme.
2. **Forecast Demand with Scheme** – determine the impact of the scheme on demand for the particular mode.
3. **Scheme Impacts** – identify and quantify the key impacts of the scheme.
4. **Economic Appraisal** – monetise the impacts of the scheme.
5. **Reporting** – complete standard appraisal proforma e.g. Analysis of Monetised Costs and Benefits.

For the highway elements of both the Maritime Corridor and Birkenhead Central Gateway projects, existing TAG-compliant traffic assignment models covering Sefton and Wirral districts have been used. These models, developed using the SATURN software, have been demonstrated to be calibrated and validated to the standards set out in TAG, and in particular with reference to TAG Unit M3.1 Highway Assignment Modelling (2020). Data Collection, Local Model Validation and Forecasting Reports for both the Wirral Traffic Model and the Maritime Corridor Traffic Model can be made available to DfT if required.

It should also be noted that the approach to forecasting future levels of demand, and the development of suitable reference cases using these traffic models, has been undertaken to reflect the guidance contained within TAG Unit M4, with future demand constrained to TEMPro.

For the appraisal of active travel measures, it was considered that the DfT's 'Active Modes Appraisal Toolkit' (AMAT) was the most appropriate tool. The DfT's Uplift Tool has been used to provide estimates of forecast future levels of demand with the proposed interventions, in line with current best practice guidance.

### 5.3 Economic costs of proposal

5.3a Please explain the economic costs of the bid. Costs should be consistent with the costs in the financial case but adjusted for the economic case. This should include but not be limited to providing evidence of costs having been adjusted to an appropriate base year and that inflation has been included or taken into account. In addition, please provide detail that cost risks and uncertainty have been considered and

adequately quantified. Optimism bias must also be included in the cost estimates in the economic case. (Limit 500 words)

Scheme costs for each element of the bid have been prepared in line with TAG Unit A1.2 Scheme Costs (DfT, 2017). As such, the base scheme costs, which are in 2021 prices have been:

- Adjusted to take account of changes in real costs over time during the scheme delivery period, i.e. adjusted for inflation;
- Uplifted to include a risk allowance that reflects all of the risks that can be identified at this stage, specific to each project element, to form the risk-adjusted cost estimate;
- Uplifted to include optimism bias appropriate to the stage of development of each project element;
- Rebased from a 2021 price base to 2010 prices using the GDP deflator as per the TAG Databook;
- Discounted using a discount rate of 3.5% per annum with all values discounted to a present value year of 2010; and
- Converted from factor costs to market price unit of account by using an indirect tax correction factor of 1.19.

**Table 5.3: Scheme Costs (£'000, 2021 prices)**

Project	Base	Risk	Bid Total	Local Match	Optimism Bias	Optimism Bias (match)	Total
Birkenhead Gateway	19,008	1,901	20,909	2,091	1,318	132	<b>24,450</b>
St George's Gateway	12,204	1,220	13,424	1,342	1,619	162	<b>16,547</b>
Maritime Corridor	1,898	380	2,277	228	501	50	<b>3,056</b>
<b>Package Total</b>	<b>33,109</b>	<b>3,501</b>	<b>36,610</b>	<b>3,661</b>	<b>3,438</b>	<b>344</b>	<b>44,053</b>

**Table 5.4: Profiled Scheme Costs (£'000, 2010 market prices discounted to 2010)**

Project	2021/2022	2022/2023	2023/2024	Total
Birkenhead Gateway	2,148	10,546	2,580	<b>15,274</b>
St George's Gateway	928	3,182	6,058	<b>10,169</b>
Maritime Corridor	548	1,381	-	<b>1,930</b>
<b>Package Total</b>	<b>3,625</b>	<b>15,109</b>	<b>8,638</b>	<b>27,372</b>

## 5.4 Analysis of monetised costs and benefits

5.4a Please describe how the economic benefits have been estimated. These must be categorised according to different impact. Depending on the nature of intervention, there could be land value uplift, air quality benefits, reduce journey times, support economic growth, support employment, or reduce carbon emissions. (Limit 750 words)

The economic costs and benefits have been calculated at a project level and then aggregated to provide an analysis of monetised costs and benefits for the LUF package. A summary is provided below and full details are provided in the Economic Appraisal Report in Annex K.

## St George's Gateway

An aggregate appraisal of the quantified and monetised benefits of the three new walking and cycling routes was undertaken, using the 2021 version of the DfT's Active Modes Appraisal Toolkit (AMAT) for a 20-year appraisal period. Table 5.5 shows the calculated baseline and forecast demand for the city centre routes, with forecast demand estimated using the DfT's Uplift Tool.

**Table 5.5: St George's Gateway Walking & Cycling Demand Forecasts**

Scenario	Demand (daily)
Baseline Cycling Demand (without proposed intervention)	180
Estimated Cycling Demand (with proposed intervention)	579
Baseline Walking Demand (without proposed intervention)	42,826
Estimated Walking Demand (with proposed intervention)	43,361

A spreadsheet-based approach has been used to monetise the journey quality benefits to pedestrians using these routes. We have used the widely-adopted TfL 'Business Case Development Manual' (May 2013), which provides values against a range of improvement works. Base and forecast pedestrian demand is shown in Table 5.6.

**Table 5.6: Ropewalks Pedestrian Demand Forecasts**

Year		Do Minimum Demand <sup>1</sup>	Do Something Demand
Base Year	2012	1,031,052	1,031,052
Forecast Year	2021	1,032,081	1,032,081
Forecast Year	2031	1,025,027	1,025,027

<sup>1</sup>Growth in active mode demand estimated from the Liverpool City Region Transport Model

## Birkenhead Central Gateway

The Argyle Street walking and cycling route and associated urban realm improvements have been appraised using the AMAT and the TfL VURT (Valuing Urban Realm Toolkit) respectively for a 20-year appraisal period. Table 5.7 shows the baseline and forecast demand on this corridor.

**Table 5.7: Argyle Street Pedestrian & Cycle Demand Forecasts**

Scenario	Demand (daily)
Baseline Cycling Demand (without proposed intervention)	121
Estimated Cycling Demand (with proposed intervention)	141
Baseline Walking Demand (without proposed intervention)	1,192
Estimated Walking Demand (with proposed intervention)	1,817

The proposed capacity improvement at the Kingsway Tunnel toll plaza has been modelled in the TAG compliant Wirral Traffic Model (SATURN), based on a forecast 20-second time benefit per tunnel user.

The following assessment parameters were assumed:

- Average weekday AM peak hour: (08:00-09:00);
- Average weekday Inter Peak hour: (average hour between 10:00 and 16:00) and Average weekday PM peak hour (17:00-18:00).

- Opening year: 2025
- Design year: 2035
- Appraisal period: a 60-years.

The economic benefits have been calculated using TUBA.

### Maritime Corridor

Traffic modelling was undertaken using the Maritime Corridor SATURN model, which was developed from the A5036 Port of Liverpool Model and rebased to 2019 in line with TAG. The Do Minimum includes the current proposals for the A5036 Port of Liverpool scheme (using the off-line alignment running through Rimrose Valley).

The series of junction improvements representing the Do Something Scenario were built into the DM network to produce the DS network. The following assessment parameters were used:

- Average weekday AM peak hour: (07:30-09:30);
- Average weekday Inter Peak hour: (average hour between 10:00 and 16:00) and Average weekday PM peak hour (16:30-18:30).
- Opening year: 2025
- Design year: 2030
- Appraisal period: a 60-years.

The following tools were used to estimate the scheme benefits:

- Road User Impacts** – TUBA Version 1.9.13 (travel time benefits, VOC and indirect tax benefits).
- Safety Impacts** – Cost and Benefit to Accidents – Light Touch (COBALT) based on those links forecast to experience a change of  $\pm 10\%$  in traffic flow.
- Environmental Impacts** – TUBA Version 1.9.13 (Greenhouse Gas emissions).
- Wider Economic Impacts** – WITA Version 2.0.
- Reliability Impacts** – calculated in line with TAG Unit A1.3 (May 2019) Section 6.3 using the ‘urban area’ methodology.

Appraisal of the Netherton Way proposals was carried out using the AMAT for a 20-year appraisal period. Table 5.8 shows the demand forecasts.

**Table 5.8: Maritime Corridor Netherton Way Pedestrian & Cycle Demand Forecasts**

Scenario	Demand (daily)
Baseline Cycling Demand (without proposed intervention)	420
Estimated Cycling Demand (with proposed intervention)	435
Baseline Walking Demand (without proposed intervention)	269
Estimated Walking Demand (with proposed intervention)	282

### Carbon Appraisal

WSP’s Carbon Appraisal Framework was used to estimate and quantify the predicted change in carbon dioxide equivalent emissions over a 60-year appraisal period, including consideration of changes to user emissions and embodied carbon during construction. The Birkenhead Central Gateway and Maritime Corridor schemes show a net carbon benefit of -7,931tCO<sub>2</sub>e and -4,900tCO<sub>2</sub>e respectively, equivalent to removing circa 7.2m car trips from the network during the same period<sup>20</sup>. The St

<sup>20</sup> Based on an average trip length of 8.4 miles and average emissions in 2020.

George's Gateway scheme shows a minor disbenefit of 254tCO<sub>2</sub>e; however, this is based on consideration of the LUF walking and cycling city centre proposals only and does not consider wider changes underway in the city centre that will have a larger impact on mode shift and modelled vehicle efficiencies. Overall our LUF package delivers a significant carbon net benefit of -12,577tCO<sub>2</sub>e.

5.4b Please complete Tab A and B on the **appended excel spreadsheet** to demonstrate your:

Tab A - Discounted total costs by funding source (£m)

Tab B – Discounted benefits by category (£m)

Please refer to the completed spreadsheet in Annex L.

## 5.5 Value for money of proposal

5.5a Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios. If a Benefit Cost Ratio (BCR) has been estimated there should be a clear explanation of how this is estimated i.e. a methodology note. Benefit Cost Ratios should be calculated in a way that is consistent with [HMT's Green Book](#). For non-transport bids it should be consistent with [MHCLG's appraisal guidance](#). For bids requesting funding for transport projects this should be consistent with [DfT Transport Analysis Guidance](#). (Limit 500 words)

The economic costs and benefits of the constituent schemes in each of the three projects have been aggregated into a package-level Analysis of Monetised Costs and Benefits (AMCB) table, provided in Table 5.9.

**Table 5.9: LUF Package Analysis of Monetised Costs and Benefits (AMCB)**

Analysis of Monetised Costs & Benefits (£000s, 2010 prices discounted to 2010)	
Noise	2
Air Quality	6
Greenhouse Gases	459
Journey Quality	18,772
Physical Activity	6,055
Accidents	36
Economic Efficiency: Consumer Users (Commuting)	11,181
Economic Efficiency: Consumer Users (Other)	10,244
Economic Efficiency: Business Users & Providers	15,497
Wider Public Finances (Indirect Taxation Revenues)	-956
<b>Present Value of Benefits (PVB)</b>	<b>61,296</b>
Broad Transport Budget	27,598
<b>Present Value of Costs (PVC)</b>	<b>27,598</b>
<b>OVERALL IMPACT</b>	
<b>Net Present Value</b>	<b>33,697</b>
<b>Benefit Cost Ratio (BCR)</b>	<b>2.22</b>
<b>Wider Economic Impacts</b>	<b>1,750</b>
<b>Reliability</b>	<b>4,800</b>

<b>Adjusted Present Value of Benefits (PVB)</b>	<b>76,835</b>
<b>Adjusted Benefit Cost Ratio (BCR)</b>	<b>2.46</b>

The PVB of the package is 61.296m and the PVC is 27.598m, giving a NPV of 33.697m and an initial BCR of 2.22. This represents High Value for Money in accordance with HM Treasury's Value for Money Framework.

The inclusion of the calculated reliability benefits and Wider Economic Impacts (WEIs) for the Maritime Corridor project gives a package level adjusted BCR of 2.46, again representing High Value for Money.

Table 5.10 summarises the project level BCRs and Value for Money categories. The VfM of each project is High, with BCRs above two. Annexes A to C provide further details of the monetised benefits of each project.

**Table 5.10: Project Level Benefit Cost Ratios & Value for Money Categories**

Project	PVB £M	PVC £M	NPV £M	BCR	Value for Money
St George's Gateway	21,161	10,395	10,766	2.04	High
Birkenhead Central Gateway	32,663	15,273	17,390	2.14	High
Maritime Corridor	7,472	1,930	5,542	3.87	High
<b>Total</b>	<b>61,296</b>	<b>27,598</b>	<b>33,69</b>	<b>2.22</b>	<b>High</b>

5.5b Please describe what other non-monetised impacts the bid will have and provide a summary of how these have been assessed. (Limit 250 words)

### Carbon Impacts

**Whole-life carbon appraisal of the LUF package estimates it will have a carbon benefit of -12,577 tCO<sub>2</sub>e over 60 years**, as a result of modes shift and modelled traffic flow efficiencies. The whole-life assessment indicates that operational emission benefits will outweigh quantified estimates of embodied carbon within a few years of opening. Full details of the carbon appraisals are provided in Annex K.

### Social Impacts

**Table 5.11: Qualitative Social Impacts**

Impact	Score	Commentary
Accidents	2 Moderate Beneficial	Five new, high-quality pedestrian and cycling routes will result in a positive accident benefit in the project areas and more broadly in the wider network. These benefits will accrue from users a reduction in vehicle kilometres through mode shift.
Physical Activity	3 Large Beneficial	The reprioritisation of road space and the delivery of new walking and cycling infrastructure will increase the number of walking and cycling trips made and the volume of users who may benefit is significant.
Security	1 Slight Beneficial	Improvements to the public realm in Ropewalks and Birkenhead will improve the perception of personal safety and security.
Severance	2 Moderate Beneficial	The measures provide enhanced walking and cycling facilities and a reduction in traffic dominated layouts, addressing key severance issues that create barriers to accessing employment.

<b>Journey Quality</b>	<b>3</b>	<b>Large Beneficial</b>	The proposals provide high-quality public realm and walking and cycling infrastructure within the heavily used areas of Liverpool and Birkenhead – creating an attractive physical and social environment, reducing route uncertainty and fear of accidents.
Personal Affordability	1	Slight Beneficial	Increasing the number and quality of active mode facilities should widen the transport options for lower income residents and residents with no access to a car.

5.5c Please provide a summary assessment of risks and uncertainties that could affect the overall Value for Money of the bid. (Limit 250 words)

Sensitivity tests have been carried out to understand the change in PVC and/or PVB needed to reduce the BCR below 2.0 and thus change the Value for Money category from High to Medium. The results are shown in Table 5.12.

**Table 5.12: Sensitivity Tests: Changes in PVC/PVB**

Project	PVC for BCR <2 (£'000)	Change (£'000)	% Increase	PVB for BCR <2 (£'000)	Change (£'000)	% Decrease
St George's Gateway	10,580	180	2	20,790	-371	-2
Birkenhead Central Gateway	16,332	1,058	7	30,547	-2,116	-6
Maritime Corridor	3,736	1,806	94	3,859	-3,612	-48
<b>Total</b>	<b>30,648</b>	<b>3,050</b>	<b>11</b>	<b>55,196</b>	<b>-6,099</b>	<b>-10</b>

The St George's Gateway scheme is most sensitive in terms of changes in the PVC and/or PVB affecting the VfM category. However, for the package overall, an 11% increase in PVC or a 10% decrease in PVB would be needed to reduce the BCR below 2.0 and thus reduce the VfM category to Medium.

Changes to the PVC are most likely to be driven by changes in the delivery cost; therefore, an appropriate risk allowance has been included in the project costs to mitigate the impact on the BCR as far as possible.

Changes in the PVB are most likely to be a result of inaccurate demand forecasts, noting that the demand impacts of active travel schemes can be difficult to quantify, particularly as the LUF routes form part of a 600km network of high-quality walking and cycling infrastructure across the LCR. However, the network impact is likely to be significantly larger than that forecast for the LUF routes, which consist of relatively short sections. Hence, forecast walking and cycling demand is likely to be underestimated.

A further uncertainty is the impact of COVID-19 on travel behaviour, including the degree to which shifts to greater home working, more online shopping, a lower propensity to use public transport and greater awareness of the health benefits of active travel prevail subsequent to the pandemic.

5.5d For transport bids, we would expect the [Appraisal Summary Table](#), to be completed to enable a full range of transport impacts to be considered. Other material supporting the assessment of the scheme described in this section should be appended to your bid.

Please refer to the Appraisal Summary Table in Annex M.

## PART 6 DELIVERABILITY

### 6.1 Financial

See technical note Table 1 for further guidance.

6.1a Please summarise below your financial ask of the LUF, and what if any local and third party contributions have been secured (please note that a minimum local (public or private sector) contribution of 10% of the bid costs is encouraged). Please also note that a contribution will be expected from private sector stakeholders, such as developers, if they stand to benefit from a specific bid (Limit 250 words)

Our financial ask of the LUF is £37.52m. LCRCA is putting forward a local contribution of £3.75m, which represents 10% of the financial ask. This gives a total LUF package value of £41.28m. A letter of confirmation from the LCRCA Section 73 Officer that evidences this commitment is attached in Annex N.

Table 6.1 provides a summary of the funding requirements for the package and each of the three constituent projects, showing the base cost, the inflation and risk allowances applied (as described in Section 6.1f), the local contribution and total funding. In addition to the local contribution that LCRCA is putting forward, LCRCA will fund the monitoring and evaluation costs from its own capital allocation.

**Table 6.1: Total Funding Requirements (£000, 2021 prices)**

Project	Base Cost	Inflation Allowance	Risk Allowance	Sub-Total	Local Contribution	Total
Birkenhead Gateway	19,324	515	1,984	<b>21,823</b>	2,182	<b>24,005</b>
St George's Gateway	11,818	386	1,220	<b>13,424</b>	1,342	<b>14,766</b>
Maritime Corridor	1,863	34	380	<b>2,277</b>	228	<b>2,505</b>
<b>Total</b>	<b>33,005</b>	<b>936</b>	<b>3,584</b>	<b>37,524</b>	<b>3,752</b>	<b>41,276</b>

Table 6.2 provides a financial profile of the funding requirements over the planned delivery years. We anticipate that we can achieve spend of 13% of the total cost in the first delivery year (2021/22), subject to timely funding confirmation in Autumn 2021. We confirm that all spend will be complete by the end of the 2023/24 financial year, in line with the LUF guidance.

**Table 6.2: Profile of Funding Requirements (£000, 2021 prices)**

Project	2021/22	2022/23	2023/24	Total
Birkenhead Gateway	2,963	15,050	3,810	21,823
St George's Gateway	1,163	4,128	8,133	13,424
Maritime Corridor	631	1,646	-	2,277

<b>Sub-Total</b>	<b>4,757</b>	<b>20,824</b>	<b>11,943</b>	<b>37,524</b>
Local Contribution	476	2,082	1,194	3,752
<b>Total</b>	<b>5,233</b>	<b>22,906</b>	<b>13,137</b>	<b>41,276</b>

Note that there are no private sector stakeholders that stand to benefit from any of the projects within our LUF package.

6.1b Please also complete Tabs C and D in the **appended excel spreadsheet**, setting out details of the costs and spend profile at the project and bid level in the format requested within the excel sheet. The funding detail should be as accurate as possible as it will form the basis for funding agreements. Please note that we would expect all funding provided from the Fund to be spent by 31 March 2024, and, exceptionally, into 2024-25 for larger schemes.

Please refer to the completed Excel spreadsheet provided in Annex L.

6.1c Please confirm if the bid will be part funded through other third-party funding (public or private sector). If so, please include evidence (i.e. letters, contractual commitments) to show how any third-party contributions are being secured, the level of commitment and when they will become available. The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Where relevant, bidders should provide evidence in the form of an attached letter from an independent valuer to verify the true market value of the land.

Yes  
 No

6.1d Please explain what if any funding gaps there are, or what further work needs to be done to secure third party funding contributions. (Limit 250 words)

There are no funding gaps identified for our LUF package. Any cost overruns beyond the financial costs detailed in this application will be met by LCRCA as confirmed by the Section 73 Officer Letter in Annex N.

6.1e 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. (Limit 250 words)

The package being put forward for consideration as part of the LUF is unique and no other funding applications have been submitted. Our LUF programme accelerates the delivery of shovel-ready transport pipeline schemes, bridging the gap between our TCF programme and forthcoming Intra Cities Fund programme.

Elements of the Birkenhead Gateway package are a continuation of the first phase of realigning access to Birkenhead town centre as part of the preparation works for wholesale regeneration of the town. The first phase of the town centre scheme, which involves the removal of two flyovers, is currently under delivery through TCF. The LUF proposals will provide high-quality, segregated walking and cycling provision, better connecting the town centre with Wirral Waters and a major brownfield land housing development. A successful LUF application would enable LCRCA and Wirral Council to progress the wider regeneration project that will be delivered in part through the Future High Streets Fund.

The planned walking and cycling infrastructure enhancements in the Ropewalks area of Liverpool city centre build on packages of work that are already complete and complement the ongoing development of future regeneration plans for the area, which is one of the city's night-time economy focus points. Similarly, the planned walking and cycling infrastructure enhancements in the wider city centre complement investment already made through the Sustainable Transport Enhancements Package (STEP) and TCF, to provide a coherent and connected network within the city centre and north towards the Maritime Corridor.

The Maritime Corridor LUF proposals are the first part of a wider scheme which seeks to transform multimodal connectivity along the corridor and decarbonise local transport in an area of significant employment growth, that we expect to fund through ICF.

6.1f Please provide information on margins and contingencies that have been allowed for and the rationale behind them. (Limit 250 words)

The proposals set out in the Birkenhead Gateway and St George's Gateway projects have a 10% contingency applied to the base scheme costs. This is because some elements have already been procured, and others are still undergoing final design work. The 10% contingency will provide a margin that can be used to mitigate key risks that emerge during delivery, particularly around putting the necessary Traffic Regulation Orders in place and procured prices being higher than originally forecast and/or cost overruns during delivery. Any particularly risky elements that could require a higher contingency allowance (such as land acquisitions) have been removed from these proposals and programmed as part of longer term investment. Previous experience of delivering similar types of work shows that 10% is appropriate at the current stage of design.

An Outline Business Case has been prepared for the Maritime Corridor proposals, and a 20% risk allowance has been included in the costs presented in that business case by Sefton Council's appointed consultants. This allowance relates to the nature of the works required, the location of the proposed active modes improvements and the proximity of the junctions to private land. LCRCA has assessed the level of risk for this package and has not added a further contingency allowance for the elements of the wider scheme being put forward for the LUF.

Should any of the proposed works delivered through the LUF exceed the base cost + 10% contingency allowance, any additional overrun will be met by LCRCA as confirmed in the Section 73 Letter in Annex N.

6.1g Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UKG funding partners. (you should cross refer to the Risk Register). (Limit 500 words)

Table 6.3 shows the main financial risks for our LUF package, which have been extracted from the package Risk Register (Annex O). Each risk has been given an impact and likelihood score, which together give a combined pre-mitigation score. As the statutory body with responsibility for delivery, LCRCA will hold ultimate

responsibility for risk. Appropriate risk allocation and transfer will be sought during the procurement stage in line with the stated contractual terms, to reduce LCRCA's risk as far as possible. We have put mitigation actions in place to reduce the likelihood and impact of each risk, and an appropriate risk allowance has been made in the scheme costs accordingly.

**Table 6.3: LUF Package Top Financial Risks**

Risk Description	Consequences of Risk Materialising	Impact Score	Likelihood Score	Total Score	Action	Impact Score	Likelihood Score	Total Score
There is a risk that LCRCA may fail to secure all necessary funding from Government to deliver the planned LUF package.	LCRCA unable to fund all of the projects commissioned, reputational impact on the organisation, reduction in outputs, outcomes and impacts delivered.	5	4	20	Submission of a robust LUF package supported by comprehensive place-based analysis. Selection of projects that are readily deliverable and meet the Fund objectives. Allocate pre-development funding to ensure projects are ready for future capital funding.	4	3	12
There is a risk that the stakeholder engagement and consultation process leads to significant changes to the project designs.	Cost escalations/overruns, risk to achieving full delivery, difficulties in achieving an acceptable solution amongst all stakeholders.	3	3	9	Early stakeholder engagement to feed into the design process at an early stage, application of suitable project risk allowances, value engineering.	3	2	6
There is a risk of cost escalation between the design stages and procurement as a result of under-estimation of costs at design stage, contractor price increases or other reasons.	Cost escalations/overruns, risk to achieving full delivery.	3	3	9	Each package of works includes elements that have been delivered across our region under previous funding streams. The Project Managers are working in tandem with the Development Team to ensure that the cost assumptions in the bid are complete and robust.  Cost consultants to be appointed for larger projects to identify, track and manage costs.	3	2	6
COVID-19 impact and prevention measures could cause delays and disruption to project delivery through: - Ongoing delays at Ports caused by additional COVID restrictions; - Further lockdown restrictions at Domestic or European locations; and/or - New strains of the virus causing disruption to the movement of goods or people.	Delays and increased costs, failure to deliver projects within the LUF funding window	4	2	8	Embed contingency into the scheme costs and programme to account as far as possible for unanticipated changes/delays.  In extreme circumstances, request additional time for LUF project delivery from Government.	3	2	6
Changes to the way the UK operates with the European Union could cause cost increases.	- Delays to the supply chain, and associated cost increases for the delivery of necessary materials; - Increase in costs for materials; - Greater risk of exchange rate fluctuations; and/or - Additional administration costs for managing European purchases.	4	2	8	Early engagement with suppliers  Agreement of contractual terms to protect LCRCA from cost escalations, cost management through design process, informed by market data.	3	2	6
There is a risk that the allowances for statutory undertaker diversions are insufficient due to the current level of design	Cost escalation	3	3	9	Engagement with statutory undertakers under code of practice (C1-8). Design management to avoid unnecessary impact	3	2	6
Risk that the programme is delayed due to a number of reasons (design, consultation, stats, construction issues etc.)	Cost escalation and delay	4	4	16	Close supervision and governance of the packages, planning support and early warnings process.	3	3	9

## 6.2 Commercial

See technical note Section 4 and Table 1 for further guidance.

6.2a Please summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted. The procurement route should also be set out with an explanation as to why it is appropriate for a bid of the scale and nature submitted.

Please note - all procurements must be made in accordance with all relevant legal requirements. Applicants must describe their approach to ensuring full compliance in order to discharge their legal duties. (Limit 500 words)

Our LUF package is comprised of three projects in Birkenhead, Liverpool City Centre and Sefton and are interlinked in terms of the problems they aim to solve and the corridor they serve. The three elements will be delivered in geographically distinct locations, under the responsibility of Wirral Council, Liverpool City Council and Sefton Council as the highway authorities. The LCRCA Transport Group will manage the delivery of the LUF package centrally; and the projects will be procured

by lead sponsors working under LCRCA's LUF Programme Manager. This will appropriately allocate the risk in terms of the ability to use different procurement routes and supply chains, whilst retaining central oversight.

We will use an output based procurement strategy, based on:

- 6 kilometres of new segregated walking and cycling routes, on Argyle Street (Birkenhead), Netherton Way (Sefton) and Great Crosshall Street/Chapel Street/Dock Road (Liverpool);
- 10 junction improvements on the KRN, involving widening, changes to approach lanes and the provision of safe pedestrian and cycle crossings;
- Kingsway Tunnel toll plaza reconfiguration and improvements to signage on key approaches;
- A wildflower meadow and obelisk in Wirral; and
- Pedestrian and urban realm improvements in Ropewalks, Liverpool.

We may procure projects to be delivered individually, or projects may be grouped by type or location where this achieves economies of scale and prevents delivery delays. For each project, our preferred procurement strategy and form of contract must:

- Achieve cost certainty, or certainty that the project can be delivered within the available funding;
- Minimise further scheme preparation costs with respect to design by ensuring appropriate quality and best value;
- Allow for contractor experience and input to the construction programme to ensure that it is robust and achievable; and
- Allow for contractor input to risk management, including mitigation measures, to reduce risks to a level that is as low as reasonably practicable and improve outturn cost certainty, as well as enabling LCRCA to transfer risk to the contractor, where appropriate.

The procurement process will be undertaken in strict accordance with the legislative framework set out in LCRCA's Procurement Strategy and is subject to LCRCA's Procurement Gateway Process.

Table 6.4 summarises the advantages and disadvantages of the two main procurement routes.

**Table 6.4: Procurement Routes Considered**

Procurement Route	Advantages	Disadvantages
<b>Open or Restricted Competitive Tenders</b>	Access to the full market with a large pool of suppliers More opportunities for innovation May achieve more interest as framework contractors may have limited capacity during the delivery timescales	No established level of confidence in new suppliers May not be proportionate to the size and scale of the projects Longest timescales of any procurement route, with significant resource required

		to manage the tender process and evaluate submissions Potential for high delivery costs
<b>Framework Agreements</b> (held by LCRCA and Local Authorities)	Use of pre-qualified established suppliers with a local track record Competitive prices and use of fixed rates Fast route to market	May expire before the project reaches completion Lack of innovation / use of established practices that do not evolve Lack of capacity during the LUF delivery period

Our preferred option is to use established framework agreements that LCRCA and the Local Authorities hold with contractors. This enables timely procurement, balances risk and cost and provides confidence in the contractor's ability to deliver, with established risk allocation and transfer arrangements in place.

### 6.3 Management

See technical note Section 4 and Table 1 for further guidance

Delivery Plan: Places are asked to submit a delivery plan which demonstrates:

- Clear milestones, key dependencies and interfaces, resource requirements, task durations and contingency.
- An understanding of the roles and responsibilities, skills, capability, or capacity needed.
- Arrangements for managing any delivery partners and the plan for benefits realisation.
- Engagement of developers/occupiers (where needed)
- The strategy for managing stakeholders and considering their interests and influences.
- Confirmation of any powers or consents needed, and statutory approvals e.g. planning permission and details of information of ownership or agreements of land/assets needed to deliver the bid with evidence
- Please also list any powers/consents etc needed/obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them.

6.3a Please summarise the delivery plan, with reference to the above (Limit 500 words)

The delivery programme in Annex P demonstrates the deliverability and flexibility of the LUF package, with several elements ready for delivery and not interdependent on other elements. Our programme applies lessons learnt during TCF delivery to ensure timely delivery and effective network management during construction.

We will continue to progress all of the projects within our LUF package at risk during the LUF decision-making period by Government, so that they are ready to be delivered on site from Autumn 2021. We have funding committed for this development work; however, we will need LUF confirmation before delivery can start.

Our delivery programme demonstrates that, subject to the timely confirmation of LUF funding, during the 2021/22 financial year we can commence delivery of the

following projects, which have a value of £4.8m (13% of the total LUF package cost excluding local contribution):

- St George’s Gateway:
  - Ropewalks Fleet Street;
  - Ropewalks Colquitt Street; and
  - Ropewalks Square.
- Maritime Corridor:
  - Netherton Way Active Travel.

All projects will be complete before the end of the 2023/24 financial year.

The key interface within the programme relates to the phasing of the St George’s Gateway Phase 1 works at Dale Street and Great Crosshall Street to manage the impact on the existing highway network. Liverpool City Council will prepare a detailed phasing and traffic management plan that is agreed with LCRCA in advance of works starting.

The powers and consents required to deliver the programme are limited to Traffic Regulation Orders (TROs). These will be progressed by the relevant Highway Authority, which will submit a detailed consents tracker to the LUF Programme Manager monthly. We have previously provided evidence of this approach to Government in our annual TCF Performance Report, which Government cited as an example of best practice.

The key programme delivery dates are shown in Table 6.5. The full Delivery Programme in Annex P details the key milestones and interdependencies and the Engagement and Consultation strategy in Annex G details the timescales for planned engagement.

**Table 6.5: LUF Package Key Programme Delivery Dates**

Milestone	Date
LUF Package Bid Submission to Government	18 June 2021
Government Funding Announcement (Expected)	By 30 November 2021
LCRCA LUF Programme Manager Appointment	By 31 December 2021
<b>Birkenhead Central Gateway</b>	
Kingsway Tunnel Approaches	1 April 2021 to 15 February 2023
Argyle Street Active Travel Corridor	1 June 2021 to 26 June 2023
<b>St George’s Gateway</b>	
Ropewalks	1 December 2021 to 9 January 2024
Chapel Street Active Travel Corridor	1 December 2021 to 5 July 2022
Dock Road Active Travel Corridor	18 June 2021 to 19 October 2023
St George’s Gateway Phase 1 (Dale Street, Great Crosshall Street)	1 June 2021 to 9 January 2024
<b>Maritime Corridor</b>	
RN Junction Improvements	3 May 2021 to 31 March 2023
Netherton Way Active Travel Corridor	1 April 2021 to 21 February 2023
<b>Monitoring and Evaluation</b>	

Baseline Surveys	September/October 2021
1 Year After Surveys	September/October 2024
3 Years After Surveys	September/October 2026
5 Years After Surveys	September/October 2028
Final Reporting	December 2028

In accordance with our National Local Growth Assurance Framework, each project will be subject to an enhanced monitoring regime and benefits realisation analysis by the LCRCA Programme Management Office, including a dedicated Assurance Manager, monthly dashboard reports and robust change control.

6.3b Has a delivery plan been appended to your bid?

Yes – please refer to Annex P

No

6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22?

Yes

No

6.3e Risk Management: Places are asked to set out a detailed risk assessment which sets out (word limit 500 words not including the risk register):

- The barriers and level of risk to the delivery of your bid;
- Appropriate and effective arrangements for managing and mitigating these risks; and
- A clear understanding on roles / responsibilities for risk.

## Our Approach

LCRCA recognises the importance of effective risk management as a key element of its performance and governance framework. LCRCA has a mature and robust approach to risk and adds appropriate, proportionate risk allocations to project costs. Its approach is embedded within the corporate risk management strategy, which forms the basis of the risk management strategy for this programme.

## Roles and Responsibilities

### **Senior Responsible Officer**

As SRO, Shane Fitzpatrick will hold overall responsibility for risk management across the LUF programme. Shane will ensure that programme-wide risk management is effective, consistently applied and embedded across the constituent projects.

### **Programme Manager**

A designated Programme Manager will be appointed to lead the day-to-day delivery of the package and constituent projects, should we be successful in securing a LUF allocation. It will be the Programme Manager's responsibility to ensure that adequate consideration is given to the management of risks that threaten or compromise the delivery of the programme, and that effective controls are in place so that these are managed. The Programme Manager will capture all such risks and opportunities in the Risk Register during delivery, reviewed monthly or sooner as required, and significant risks will be escalated to the SRO to agree a course of action.

### **Programme Management Office (PMO)**

LCRCA's Programme Management Office supports Project/Programme Managers in scheme delivery and assists them in identifying and assessing the risks that could jeopardise or significantly impact on delivery, and in planning controls and actions to minimise the likelihood and/or impact of such risks.

### **All Employees**

All LCRCA and Local Authority employees are responsible for complying with internal controls designed to minimise risk and being aware of the risks that they encounter in their day-to-day roles, developed through bespoke internal training

## Risk Management Process

LCRCA employs a 4-stage process to manage risk:

1. Identification
2. Evaluation
3. Addressing
4. Reporting

The initial LUF programme risks have been identified at structured workshops and will be supplemented by additional risks and opportunities identified during the delivery of the programme. The potential impact of each risk (time, cost, quality,

reputation etc.) has been assessed, recorded and a suitable owner identified. Risks have then been scored for likelihood and impact, and control measures identified to reduce the risk score as far as practical. Following this a treatment for the risk has been identified to further reduce the impact:

- **Terminate** – can an activity be discontinued so that the risk is eliminated? This usually applies to risks with very high residual scores.
- **Treat** – can the risk be mitigated by the application of controls?
- **Tolerate** – can the risk be accepted? This usually applied to risks with very low residual scores.
- **Transfer** – can the risk be transferred to another party? It is rare that a risk can be fully transferred, but a significant element could be transferred via insurance, for example.

Finally, risks are reported via the established programme governance channels to ensure there is clear ownership and accountability for the implementation of control measures and treatment of risks.

### Key Risks

Table 6.6 shows the top risks, including financial, programme management and corporate risks. Mitigation plans have been put in place and are already being implemented to reduce the likelihood and impact of these risks as far as is practical.

**Table 6.6: LUF Package Key Risks**

Risk Type	Risk Description	Consequences of Risk Materialising	Impact Score	Likelihood Score	Total Score	Action	Impact Score	Likelihood Score	Total Score
Financial	There is a risk that LCRCA may fail to secure all necessary funding from Government to deliver the planned LUF package.	LCRCA unable to fund all of the projects commissioned, reputational impact on the organisation, reduction in outputs, outcomes and impacts delivered.	5	4	20	Submission of a robust LUF package supported by comprehensive place-based analysis. Selection of projects that are readily deliverable and meet the Fund objectives. Allocate pre-development funding to ensure projects are ready for future capital funding.	4	3	12
Programme Management	Risk that schemes are insufficiently mature and / or that scheme development lead times are too long to allow delivery within the necessary timescale	Failure to deliver the programme outcomes within the necessary timescales	4	4	16	1. Select projects based on ability to deliver 2. Use proportionate approach to business case development 3. Secure in-house resource for business case development where possible 4. Early engagement with market 5. Early engagement with sponsors	4	2	8
Corporate	Risk of clawback if benefits are not delivered in timescales required	Failure to deliver the programme outcomes within the necessary timescales	4	3	12	Over-programme to enable any underspend to be re-allocated. Monthly project reporting and fortnightly board meetings to ensure any possible delays or underspends are identified at an early stage.	3	3	9
Programme Management	Risk that the CA does not have sufficient project and programme management capacity and capability to deliver its LUF programme within the necessary timescales	This could mean that key resources are not secured, impacting the ability to deliver CA responsibilities	4	3	12	A thorough analysis of the resource requirements for the LUF projects and the LCRCA Transport Pipeline is underway, with funding identified for 2021/22 to put in place the resources required to develop and deliver the projects.	4	1	4
Programme Management	Risk that delivery of the approved basket of projects does not result in achievement of the desired outcomes associated with LUF	Failure to deliver the LUF programme outcomes within the necessary timescales	4	3	12	1. Use the SIF Assurance Framework and TAG where appropriate 2. Share LUF programme updates with DfT 3. Monitor anticipated outcomes as well as spend.	3	1	3
Programme Management	Risk of significant network disruption if projects are delivered simultaneously or overlap with other interventions, e.g. TCF project at Birkenhead	Delays to journeys, reputational damage	4	4	16	Phasing of works within the funding window to minimise impact. Communications strategy and strengthening of alternative travel options	4	2	8

6.3f Has a risk register been appended to your bid?

Yes – please refer to Annex O.

No

6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)

**Table 6.7: Evidence of the Successful Delivery of Similar Programmes**

Programme	Value	Timescale	Key Outputs Delivered	Delivered to Time?	Delivered to Budget?
Sustainable Transport Enhancements Package (STEP)	£41.4m capital	2015-2021	>26km of new and improved cycle routes in Years 1 & 2 Journey time savings on Liverpool City Corridor Improved public realm for 30 businesses	Yes (Years 1 & 2; Years 3-6 on track)	Yes (Years 1 & 2; Years 3-6 on track)
Better Bus Area	£3.9m capital	2014-2018	Junction improvements to relieve pinchpoints and improve bus reliability Upgrades to bus infrastructure along key corridors	Yes	Yes
Runcorn Station Quarter	£18.1m capital	2019-2021	New town centre gateway comprising of public realm and active travel links	Yes	Yes

The above schemes have been centrally managed by the CA on behalf of the LCR Transport Partners via the Transport Advisory Group (TAG) and the same process is proposed for the LUF package.

Walton Hall Avenue Corridor Surfacing, Traffic Signal & Lighting Improvements	£2.9m capital	2017/18	Reduced congestion at key locations Reduced maintenance liability Improved key assets Improved access to employment and housing	Yes	Yes
A58/A580/A57 2 Transport Connectivity (to meet the criteria of the NPIF DfT funded programme)	£750k	2017/18	As above	Yes	Yes
M62 Junction 5 widening and exit slip signalisation	£397k	2017/18	As above	Yes	Yes

As part of the LCR Transport Pipeline Refresh, LCRCA has undertaken a thorough review of the projects delivered in the last five years and these lessons have been

applied to the LUF package, including a coordinated approach to building strong and robust project teams, with clear roles and responsibilities, and dedicated specialist resource to overcome key challenges.

6.3h Assurance: We will require Chief Financial Officer confirmation that adequate assurance systems are in place.

For larger transport projects (between £20m - £50m) please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews. (Limit 250 words)

LCRCA has established a Single Investment Fund (SIF), through which it administers the City Region's single pot allocation of funding from Government alongside other local and national funding sources.

A supporting Assurance Framework has been produced which explains how LCRCA appraises, monitors and evaluates projects to achieve value for money. The Assurance Framework also outlines clear and transparent procedures for all stakeholders in the LCR area (including the constituent Local Authorities, Merseytravel, the LCR LEP, other key partner agencies, businesses and residents) regarding delivery and spend. The assurance framework and the associated spend are managed in accordance with the usual local authority checks and balances, including those set out in the Local Government Fiscal Framework and the Local Government Accountability System Statement.

Within the LUF programme, each project will be subject to a robust and independently verified business case approval process, prior to final determination by LCRCA. This process, built upon HM Treasury Green Book principles, includes external appraisal and independent panel scrutiny, providing robust and proportionate assurance.

During the development stage we will also adopt an additional monitoring regime, supported by a dedicated team to ensure that projects are progressing as planned, with key risks and decisions escalated to the Transforming Portfolio Board. The Board provides timely decisions and oversees the development and delivery of the programme. Once a project has received LCRCA approval, monitoring is carried out by the LCRCA PMO team under the Assurance Framework, with progress, risks and issues reported to the Transport Portfolio Board.

This approach is designed to maintain focus on delivery across the programme to deliver positive outcomes for the City Region as quickly and efficiently as possible.

## 6.4 Monitoring and Evaluation

*See technical note Section 4 and Table 1 for further guidance.*

6.4a Monitoring and Evaluation Plan: Please set out proportionate plans for M&E which should include (1000 word limit):

- Bid level M&E objectives and research questions
- Outline of bid level M&E approach
- Overview of key metrics for M&E (covering inputs, outputs, outcomes and impacts), informed by bid objectives and Theory of Change. Please complete Tabs E and F on the **appended excel spreadsheet**

- Resourcing and governance arrangements for bid level M&E

### Approach

LCRCA's Assurance Framework specifies a requirement for all projects it funds, to have an effective monitoring and evaluation plan. This must form a key part of the business case to assess:

- The effectiveness and impact of investing public funds; and
- To identify best practice and lessons learnt that can inform decisions about future delivery.

Our approach to M&E is aligned to that set out in the Magenta Book<sup>21</sup>; using monitoring as a tool to check progress against planned targets, and through evaluation seek to assess the effectiveness and efficiency of our programmes and whether anticipated benefits are realised.

The monitoring and evaluation objectives for the LUF package are to:

- Demonstrate local progress and the extent to which the programme has met delivery milestones and objectives, including lessons learnt.
- Generate evidence on which interventions are the most effective at achieving the objectives and the progress of outcomes and impacts.
- Apply knowledge about what has worked, how and why to inform future projects/investments.

Figure 4.9 in Section 4 provides the Logic Map for the LUF package. Facilitating new transport connections to support the delivery of housing and addressing barriers presented by the current car dominated highway layout by implementing walking and cycling interventions, will lead to increased levels of walking and cycling, helping to reduce congestion, carbon emissions and improve air quality. This will support healthier, greener, more attractive local communities as places to live and work.

### Research Questions

Table 6.8 sets out the research questions to guide the evaluation and the assessment of each project within the package of interventions. These will inform the success of the programme in line with the logic model and scope of evaluation around delivery, outcomes and impact.

**Table 6.8: Research Questions**

Topic	Research Questions
1. Package Design and Rationale	Is the package well designed and underpinned by a strong intervention logic and clear rationale?
2. Delivery Progress	Has the package been delivered in line with expectations?
3. Delivery and Management	What factors have influenced the delivery and management of the package? What lessons can be learnt for future programmes?

<sup>21</sup><https://www.gov.uk/government/publications/the-magenta-book>

4. Impacts	<p>Did the package achieve what it set out to do?</p> <p>What difference did the interventions make?</p> <p>What have been the changes in outcome indicators (e.g. modal change, transport user experiences, accessibility)</p> <p>What has been the geographic distribution of any impacts (e.g. cycling and walking counts, travel times and any change to traffic flows)</p> <p>Which target groups have been impacted (beneficially and adversely)?</p> <p>Have there been any unintended outcomes?</p> <p>What is the overall social, economic and health impact of the project?</p>
5. Value for Money	How efficiently have these impacts been delivered and how much value has been achieved from the public sector investment?
6. Additionality	What role did the CA play in enabling the package and maximising its impact?

### Approach to Monitoring and Evaluation

A theory-based approach to the evaluation will provide a full critique of the original intervention logic for the programme, covering all aspects of the logic model to understand the extent of change and why. This approach will seek to mainly collect existing quantitative data to help compare outcomes with those predicted within the appraisal; and to efficiently collect the large amount of data needed to monitor and evaluate the programme.

New data will only be collected where there is a gap crucial to understanding an intervention's effectiveness, e.g. primary research with beneficiaries and stakeholder feedback. This will be triangulated with secondary data analysis to understand change.

### Key Metrics

It is anticipated that outcomes from the programme will start to emerge in 2025, with impacts emerging up to three years later (2028). Data collection to inform the evaluation will be phased to include baseline data and one, three and five years after completion. For consistency, each package of interventions will use a series of common metrics and additional bespoke metrics, as shown in Table 6.9.

**Table 6.9: Key Metrics**

	Measure	Data Collection	Source	Frequency
<b>Input</b>	Delivery progress, risks and financials – project and package levels	Project performance reporting and claim forms Issues identified through project management/ stakeholder feedback to identify any emergent outcomes	Dashboards  Stakeholder feedback	Monthly  Project completion
<b>Output</b>	Km of new/upgraded cycle and walking paths No. of junction upgrades Ha. of new public space	Project monitoring	Dashboards	Upon delivery completion

<b>Outcome</b>	% increase in walking and cycling counts	Walk and cycle surveys/counts on each LUF route – using automated counters where these align with the routes	Project partners	Quarterly
	Reduction in congestion and delay	Manual counts on Maritime Corridor and at Kingsway Tunnel	Traffic data	Annual
	Enhanced attractiveness to residents, business, and visitors	Perceptions of place by residents/businesses/visitors; and house price, commercial rental/sales values, vacancy rates	Surveys	Baseline, 1 year (2026) and 3 years (2028)
<b>Impact</b>	Greater modal share for walking and cycling	Cordon counts in Liverpool, Sefton and Wirral	LCRCA	Biannual
	Reduced transport carbon emissions	Modelled data on demand/vehicle speed information on Maritime Corridor and at Kingsway Tunnel	Traffic data	Annual
	Improved air quality	Local air quality data for each of the three project areas	AQ monitors	Annual
	Improved transport user experience	Satisfaction levels amongst transport users in the LUF package area	Route intercept surveys	Baseline, 1 year (2026) and 3 years (2028)

### Resourcing and Governance

LCRCA's Data Evidence and Intelligence Team will hold responsibility for ensuring that the monitoring and evaluation activities are carried out at baseline and following completion. Monitoring will be based primarily upon existing data sources/data collection activities, minimising additional costs.

Monthly project control meetings will be scheduled throughout the delivery programme between the Project Team and the Programme Manager to monitor progress, assess risk and monitor spend against budget.

The SRO will have overall accountability for project delivery, management, risk management and monitoring and evaluation and will report into the CA's Transport Portfolio Board, which meets monthly.

A budget of £200k has been identified for monitoring and evaluation activities, which will be funded by LCRCA. This will include primary data collection for surveys with beneficiaries, and an external objective assessment on the delivery and impact of the programme.

## PART 7 DECLARATIONS

### 7.1 Senior Responsible Owner Declaration

As Senior Responsible Owner for Liverpool City Region: Levelling Up for Recovery I hereby submit this request for approval to UKG on behalf of the Liverpool City Region Combined Authority and confirm that I have the necessary authority to do so.

I confirm that the Liverpool City Region Combined Authority will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in the application can be realised.

**Name:** Shane Fitzpatrick, Interim Executive Director of Integrated Transport

**Signed:**



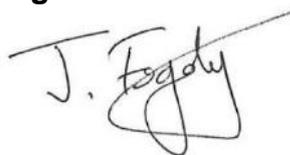
### 7.2 Chief Finance Officer Declaration

As Chief Finance Officer for the Liverpool City Region Combined Authority, I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that the Liverpool City Region Combined Authority:

- 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 UKG 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 UKG funding will be considered beyond the maximum contribution requested and that no UKG funding will be provided after 2024-25
- confirm that the authority commits to ensure successful bids will deliver value for money or best value.
- confirms that the authority has the necessary governance / assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

**Name:** John Fogarty, Executive Director of Corporate Resources

**Signed:**



### **7.3 Data Protection**

Please note that The Ministry of Housing, Communities and Local Government (MHCLG) is a data controller for all Levelling Up Fund related personal data collected with the relevant forms submitted to MHCLG, and the control and processing of Personal Data.

The Department, and its contractors where relevant, may process the Personal Data that it collects from you, and use the information provided as part of the application to the Department for funding from the Levelling Up Fund, as well as in accordance with its privacy policies. For the purposes of assessing your bid the Department may need to share your Personal Data with other Government departments and departments in the Devolved Administrations and by submitting this form you are agreeing to your Personal Data being used in this way.

Any information you provide will be kept securely and destroyed within 7 years of the application process completing.

**You can find more information about how the Department deals with your data [here](#).**

**Annex A - Project One Summary** (only required for a package bid)

Project 1	
A1. Project Name	
Birkenhead Central Gateway	
A2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
<p>The Birkenhead projects link strategically with the investment priorities for the bid, in terms of reprioritising road space to provide high-quality active modes infrastructure and reducing hotspots on the KRN.</p> <p>Geographically, the segregated walking and cycling route on Argyle Street will provide a vital connection between Birkenhead town centre and the Mersey Ferry at Woodside, Hamilton Square bus/rail stations and regeneration sites at Dock Branch Park and Hind Street for access to employment.</p> <p>Complementary works to improve traffic flow through the Kingsway Tunnel will strengthen strategic cross-river links to the other LUF investment areas in Liverpool City Centre and Sefton.</p>	
A3. Geographical area: Please provide a short description of the area covered by the bid ( <u>in no more than 100 words</u> )	
<p>A segregated walking and cycling corridor will be provided on Argyle Street in Birkenhead, between the junctions of Conway Street and Cleveland Street/Hamilton Square. Works to support the wider Dock Branch Park regeneration project occur in this area also. Birkenhead is the principle centre on the Wirral and has historically been dominated by a highways layout that severs the local community. The Birkenhead Framework 2040 sets out plans to transform the area into a liveable, healthy place.</p> <p>The improvement works to the Kingsway Tunnel toll plaza and approaches take place at a key strategic link on the highway network between Wirral and Liverpool, where congestion limits onward access to employment.</p>	
A4. OS Grid Reference	SJ 316905 and SJ325887
A5. Postcode	CH41 6AZ (Argyle Street, Dock Branch Park), CH44 4AJ (Kingsway tunnel)
A6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	Wirral Borough Council
A7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points	<input checked="" type="checkbox"/> Yes  <input type="checkbox"/> No

of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.																					
A8. Project theme Please select the project theme	<input checked="" type="checkbox"/> <b>Transport investment</b> <input type="checkbox"/> <b>Regeneration and town centre investment</b> <input type="checkbox"/> <b>Cultural investment</b>																				
A9. Value of capital grant being requested for this project (£):	<b>£21,823,000</b>																				
A10. Value of match funding and sources (£):	<b>£2,182,000</b> (Public Sector Local Contribution)																				
<p>A11. Value for Money</p> <p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment (Limit 250 words)</p> <p>The DfT's Active Modes Appraisal Toolkit (AMAT) has been used to derive the benefits of the active travel measures along Argyle Street, establishing the principal benefits in both journey quality and physical activity.</p> <p>At the Kingsway Tunnel toll plaza, the TAG compliant Wirral SATURN model has been used in conjunction with TUBA to quantify the impact of the journey time benefits resulting from the additional capacity at the toll booths and the alleviation of a pinch point on the Key Route Network.</p> <p>Overall the project has a BCR of 2.14 as shown in the AMCB table below, which according to HM Treasury criteria represents High Value for Money.</p> <table border="1"> <thead> <tr> <th>Analysis of Monetised Costs and Benefits</th> <th>£'000</th> </tr> </thead> <tbody> <tr> <td>Noise</td> <td>0.55</td> </tr> <tr> <td>Local Air Quality</td> <td>1.59</td> </tr> <tr> <td>Greenhouse Gases</td> <td>391.96</td> </tr> <tr> <td>Journey Quality</td> <td>1,527.76</td> </tr> <tr> <td>Physical Activity</td> <td>1,915.81</td> </tr> <tr> <td>Accidents</td> <td>8.18</td> </tr> <tr> <td>Economic Efficiency: Consumer Users (Commuting)</td> <td>8,034.45</td> </tr> <tr> <td>Economic Efficiency: Consumer Users (Other)</td> <td>8,134.00</td> </tr> <tr> <td>Economic Efficiency: Business Users and Providers</td> <td>13,469.00</td> </tr> </tbody> </table>		Analysis of Monetised Costs and Benefits	£'000	Noise	0.55	Local Air Quality	1.59	Greenhouse Gases	391.96	Journey Quality	1,527.76	Physical Activity	1,915.81	Accidents	8.18	Economic Efficiency: Consumer Users (Commuting)	8,034.45	Economic Efficiency: Consumer Users (Other)	8,134.00	Economic Efficiency: Business Users and Providers	13,469.00
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Economic Efficiency: Consumer Users (Other)	8,134.00																				
Economic Efficiency: Business Users and Providers	13,469.00																				

Wider Public Finances (Indirect Taxation Revenues)	-820.31
<b>Present Value of Benefits (PVB)</b>	<b>32,663.00</b>
Broad Transport Budget	15,273.43
<b>Present Value of Costs (PVC)</b>	<b>15,273.43</b>
<b>OVERALL IMPACTS</b>	
<b>Net Present Value (NPV)</b>	<b>17,389.57</b>
<b>Benefit to Cost Ratio (BCR)</b>	<b>2.14</b>

*NB all values in the table are in £000s, in 2010 prices discounted to 2010*

A12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.

A Benefit Cost Ratio (BCR) is provided below for the Birkenhead Central Gateway project and a BCR is provided for the package as a whole in Section 5.

A13. Where available, please provide the BCR for this project

**2.14**

A14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.

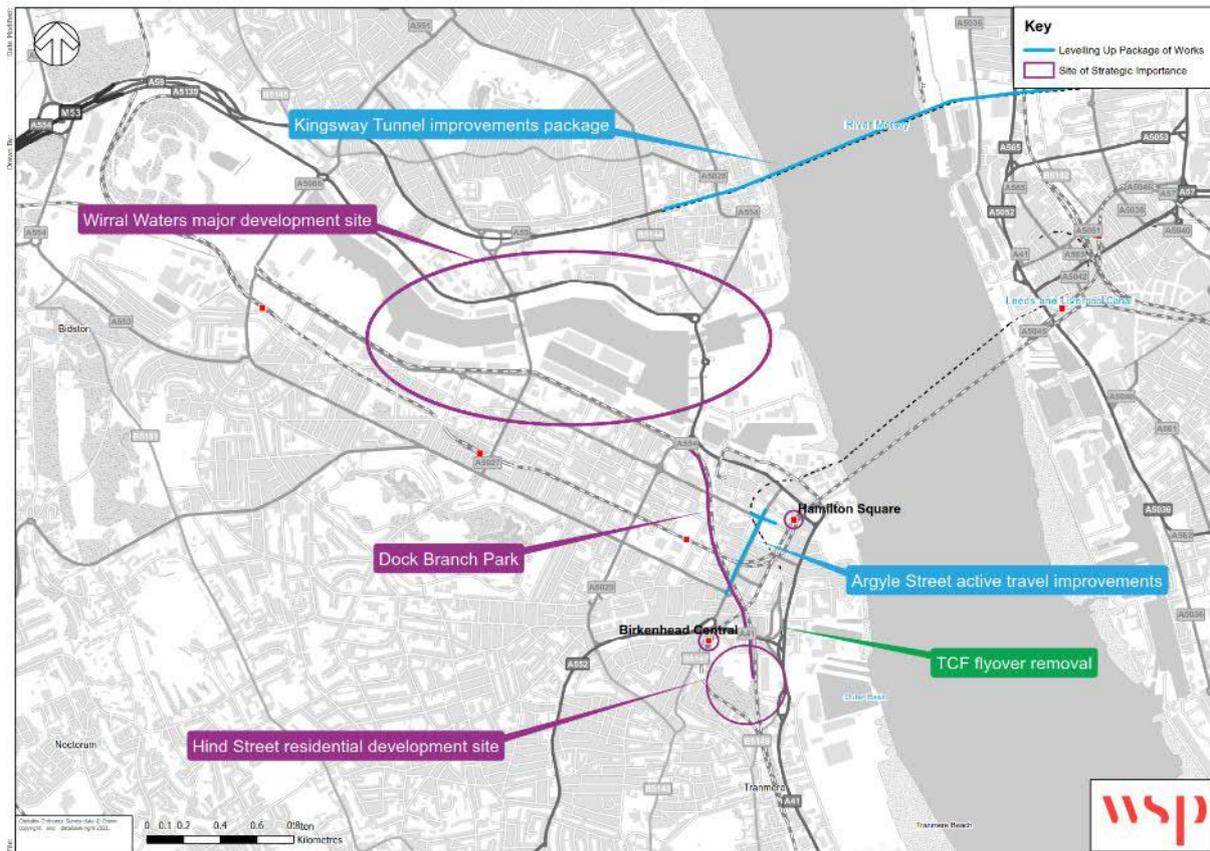
Yes – the proposal provides high quality LT1/20 compliant infrastructure for walking and cycling, promoting a shift to more active and healthier modes of travel. Additionally, the improvements to the urban realm will not only improve journey quality, but also contribute to an enhanced perception of personal safety and security for travellers. It is also expected that the high quality pedestrian and cycling improvements will lend themselves to a positive accident benefit in the areas where they are implemented. In terms of proposals to improve the capacity of the toll plaza at the Kingsway Tunnel, the appraisal has only considered the benefits in terms of travel time savings. Benefits from improved air quality, from reduction in queuing traffic are expected to be significant.

**A15. Deliverability**

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

TROs are required to deliver the improvements on the highway network at Argyle Street and the Kingsway Tunnel. All elements of the Birkenhead Central Gateway project can be delivered prior to the end of the 2023/24 financial year.	
<b>A16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</b>	
As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22	
A17. Does this project include plans for some LUF expenditure in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A18. Could this project be delivered as a standalone project or does it require to be part of the overall bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A19. Please provide evidence	Using existing framework arrangements this project can be procured and delivered separately from other elements of the LUF package, with no interdependencies.
A20. Can you demonstrate ability to deliver on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A21. Please provide evidence	The Delivery Plan in Annex P shows that delivery on site can start in March 2022.
<b>Statutory Powers and Consents</b>	
A22. 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.	<p>TROs required for the Argyle Street works and Kingsway Tunnel works, which are planned for Q4 2021/22.</p> <p>No planning permission or land assembly required for any of the projects proposed. All projects will be delivered on existing Highways land in the ownership of Wirral Council.</p>
A23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	TROs (Q4 2021/22)

**Figure A.1: Birkenhead Central Gateway Project Proposals Map**



**Annex B - Project Two description and funding profile** (only required for package bid)

Project 2	
B1. Project Name	St George's Gateway
B2. Strategic Linkage to bid:  Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
<p>The city centre is at the heart of our package, linking to Birkenhead and the Maritime Corridor via strategic/local highway routes and active travel routes.</p> <p>This project will introduce three new segregated walking and cycling routes, linking to major employers in the city centre and complementing wider connectivity to Wirral and Sefton. It aligns strategically with the focus on active travel and commitment to tackling physical health and air quality issues in line with Liverpool's Clean Air Plan.</p> <p>It will complement the 2019 removal of the Churchill Way flyovers, reducing severance as part of a wider cultural and transport regeneration strategy.</p>	
B3. Geographical area: Please provide a short description of the area covered by the bid ( <u>in no more than 100 words</u> )	
<p>This project connects Liverpool John Moores University with the city centre via a new fully segregated walking and cycling route and provides enhanced walking and cycling links in the Ropewalks area, a key focus area for the night-time economy. The current gap in the Dock Road segregated active travel route will be filled, to enable sustainable access between the city and the Maritime Corridor in Sefton.</p> <p>The Ropewalks area is a thriving visitor destination, with a unique range of independent restaurants and retail facilities. Parallel streets make up the area and a series of improvements are designed for Fleet Street, Colquitt Street, Ropewalks Square and Bold Street.</p>	
B4. OS Grid Reference	Dale Street (Byrom Street to Hatton Garden) SJ347908, SJ346907 Great Crosshall Street SJ345909 Chapel Street SJ340905 Dock Road SJ336912 Fleet Street SJ350898 Colquitt Street SJ351898 Bold Street SJ350900
B5. Postcode	Various postcodes across L1, L2 and L3
B6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the	Liverpool City Council

district council or unitary authority where the bid is located (or predominantly located)																			
B7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.																			
B8. Project theme Please select the project theme	<input checked="" type="checkbox"/> <b>Transport investment</b> <input type="checkbox"/> <b>Regeneration and town centre investment</b> <input type="checkbox"/> <b>Cultural investment</b>																		
B9. Value of capital grant being requested for this project (£):	<b>£13,424,000</b>																		
B10. Value of match funding and sources (£):	<b>£1,342,000</b> (Public Sector Match Funding - Gainshare)																		
<p>B11. Value for Money</p> <p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment</p> <p>An AMAT appraisal has been undertaken to quantify the benefits of the active travel infrastructure proposed as part of St George’s Gateway, alongside an urban realm appraisal of the measures proposed at Ropewalks.</p> <p>The main impacts are set out in the table below – where improvements in journey quality and also in physical activity provide the majority of the project’s benefits.</p> <p>Overall, the project has a BCR of 2.04, which according to HM Treasury criteria represents High Value for Money.</p>																			
<table border="1"> <thead> <tr> <th><b>Monetised Costs and Benefits</b></th> <th><b>£’000</b></th> </tr> </thead> <tbody> <tr> <td>Noise</td> <td>1.67</td> </tr> <tr> <td>Local Air Quality</td> <td>4.23</td> </tr> <tr> <td>Greenhouse Gases</td> <td>6.45</td> </tr> <tr> <td>Journey Quality</td> <td>16,858.70</td> </tr> <tr> <td>Physical Activity</td> <td>4,005.11</td> </tr> <tr> <td>Accidents</td> <td>25.06</td> </tr> <tr> <td>Economic Efficiency: Consumer Users (Commuting)</td> <td>275.8</td> </tr> <tr> <td>Economic Efficiency: Consumer Users (Other)</td> <td></td> </tr> </tbody> </table>		<b>Monetised Costs and Benefits</b>	<b>£’000</b>	Noise	1.67	Local Air Quality	4.23	Greenhouse Gases	6.45	Journey Quality	16,858.70	Physical Activity	4,005.11	Accidents	25.06	Economic Efficiency: Consumer Users (Commuting)	275.8	Economic Efficiency: Consumer Users (Other)	
<b>Monetised Costs and Benefits</b>	<b>£’000</b>																		
Noise	1.67																		
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Economic Efficiency: Consumer Users (Other)																			

Economic Efficiency: Business Users and Providers	
Wider Public Finances (Indirect Taxation Revenues)	-16.19
<b>Present Value of Benefits (PVB)</b>	<b>21,160.83</b>
Broad Transport Budget	10,395.00
<b>Present Value of Costs (PVC)</b>	<b>10,395.00</b>
<b>OVERALL IMPACTS</b>	
<b>Net Present Value (NPV)</b>	<b>10,765.83</b>
<b>Benefit to Cost Ratio (BCR)</b>	<b>2.04</b>

*NB all values in the table are in £000s, in 2010 prices discounted to 2010*

B12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.

The BCR for the St George's Gateway project is provided in B13 below and the BCR for the LUF package is provided in Section 5.

B13. Where available, please provide the BCR for this project

**2.04**

B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.

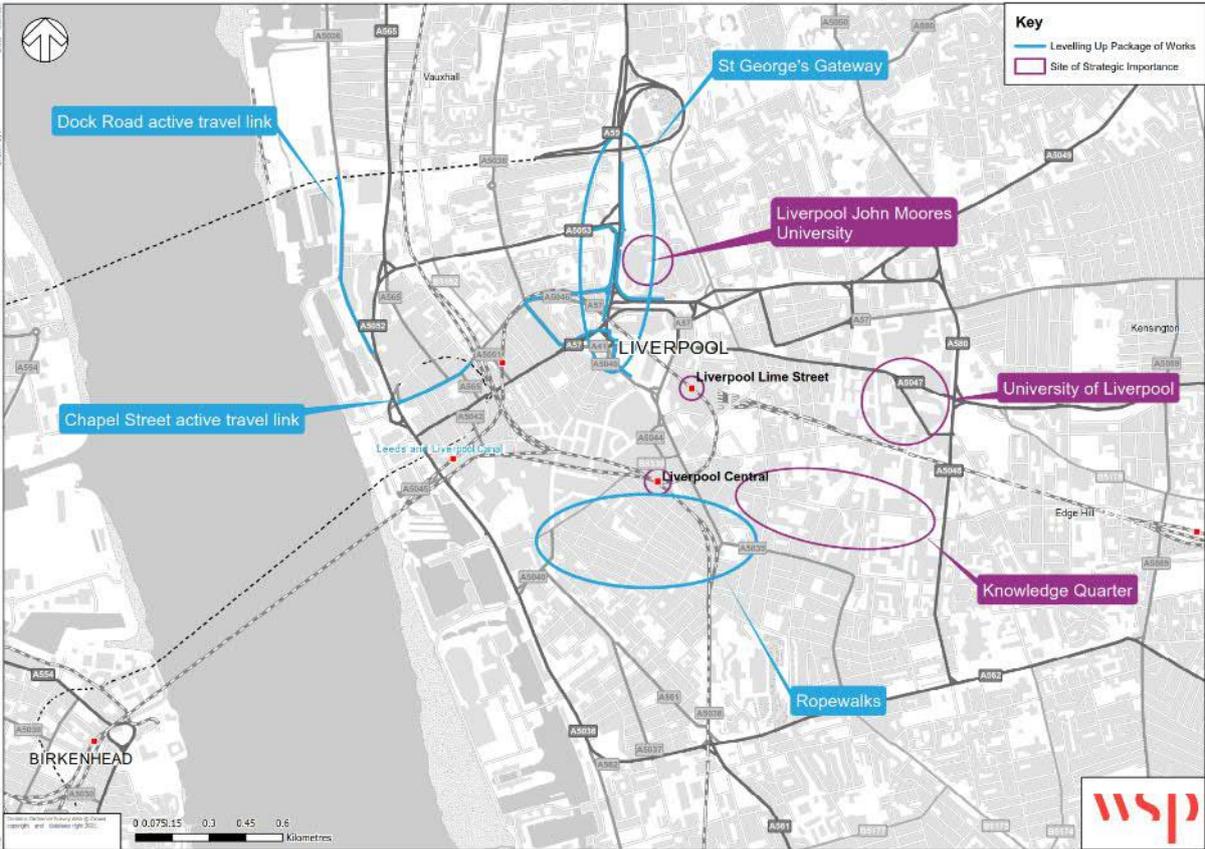
A number of high quality pedestrian and cycling improvements will be delivered which are expected to result in a positive accident benefit in those areas where they are implemented – and more broadly, as they are integrated within a much wider network. These benefits will accrue from users of the facilities and also from a reduction in vehicle kilometres, achieved from a shift to active travel modes.

Through the delivery of infrastructure and urban realm improvements to prioritise active travel modes over motorised transport, the St George's Gateway project will lead to an increase in the number of pedestrians and cyclists. It is considered that the level of current users and future users who may benefit from the positive health impacts of being more physically active is significant given the city centre location.

	Improvements to the public realm at Ropewalks and also associated with the walking and cycling infrastructure are likely to contribute to an improvement in the perception of personal safety and feeling of security
<b>B15. Deliverability</b>	
Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.	
TROs will be needed, which is the responsibility of Liverpool City Centre as the Highway Authority. No other statutory processes are required and all elements of the St George's Gateway project will be delivered before the end of the 2023/24 financial year.	
<b>B16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</b>	
As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22	
Delivery will begin on site in the 2021-22 financial year, subject to timely central Government funding approval in Autumn 2021.	
B17. Does this project include plans for some LUF expenditure in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B19. Please provide evidence	Using existing framework arrangements this project can be procured and delivered separately from other elements of the LUF package, with no interdependencies.
B20. Can you demonstrate ability to deliver on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B21. Please provide evidence	The Delivery Plan in Annex P shows that delivery can begin on site in December 2021.
<b>Statutory Powers and Consents</b>	

<p>B22. 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.</p>	<p>No planning permission or land assembly is required.</p> <p>The scheme is all Highways based. The land is entirely Liverpool City Council owned.</p>
<p>B23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.</p>	<p>The scheme will require TROs (planned for Q4 2021/22).</p>

**Figure B.1: St George’s Gateway Project Proposals Map**



Annex C – Project Three- description and funding profile (only required for package bid)

Project 3	
C1. Project Name	Maritime Corridor
C2. Strategic Linkage to bid:	
Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
<p>This proposal will increase capacity and relieve congestion at five key junctions on the KRN within the corridor, improving journey times, reducing idling traffic and improving air quality. The strategic aims of this project align with the wider package in terms of addressing key congestion hotspots and reducing carbon emissions.</p> <p>The active travel corridor on Netherton Way will connect directly to the Dock Road route, creating a safe, fully segregated continuous active travel route from Aintree towards the city centre.</p> <p>The transport connectivity enhancements will improve access to major employment sites along the A5036 and in the city centre, supporting growth.</p>	
C3. Geographical area:	
Please provide a short description of the area covered by the bid ( <u>in no more than 100 words</u> )	
<p>The project is in the southern part of Sefton, in the north of the City Region. It spans from the Switch Island junction, where the M57 and M58 and A59 meet by Aintree, to the Port of Liverpool in Seaforth and along the A59 towards the city centre.</p> <p>The corridor is formed mainly by the A5036 trunk road to the west/north and the A59 to the east. The scheme comprises a series of highway network improvements on the KRN, on the A59, A5038 and A5036, plus a new active travel route on Netherton Way that provides onward connections towards the city centre.</p>	
C4. OS Grid Reference	SJ354984
C5. Postcode	L30 4AB
C6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	Sefton Council
C7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	

C8. Project theme Please select the project theme	<input checked="" type="checkbox"/> <b>Transport investment</b> <input type="checkbox"/> <b>Regeneration and town centre investment</b> <input type="checkbox"/> <b>Cultural investment</b>																								
C9. Value of capital grant being requested for this project (£):	<b>£2,277,000</b>																								
C10. Value of match funding and sources (£):	<b>£228,000</b> (Match Funding - Gainshare)																								
<p>C11. Value for Money</p> <p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment</p> <p>Appraisal has been undertaken using a TAG compliant SATURN model, along with TUBA software to determine the user benefits as a result of the series of junction improvements.</p> <p>An AMAT appraisal has been undertaken to quantify the benefits resulting from the segregated walking and cycling infrastructure proposed for Netherton Way.</p> <p>Additionally, a WITA appraisal has also been undertaken to determine the Wider Economic Impacts (WEIs) of the scheme along with a reliability assessment. Both the WITA and reliability benefits have been used to calculate an adjusted BCR.</p> <table border="1"> <thead> <tr> <th>Monetised Costs and Benefits</th> <th>£'000</th> </tr> </thead> <tbody> <tr> <td>Noise</td> <td>0.06</td> </tr> <tr> <td>Local Air Quality</td> <td>0.15</td> </tr> <tr> <td>Greenhouse Gases</td> <td>60.23</td> </tr> <tr> <td>Journey Quality</td> <td>385.8</td> </tr> <tr> <td>Physical Activity</td> <td>134.21</td> </tr> <tr> <td>Accidents</td> <td>2.88</td> </tr> <tr> <td>Economic Efficiency: Consumer Users (Commuting)</td> <td>2,870.36</td> </tr> <tr> <td>Economic Efficiency: Consumer Users (Other)</td> <td>2,109.60</td> </tr> <tr> <td>Economic Efficiency: Business Users and Providers</td> <td>2,028.10</td> </tr> <tr> <td>Wider Public Finances (Indirect Taxation Revenues)</td> <td>-119.67</td> </tr> <tr> <td><b>Present Value of Benefits (PVB)</b></td> <td><b>7,471.72</b></td> </tr> </tbody> </table>		Monetised Costs and Benefits	£'000	Noise	0.06	Local Air Quality	0.15	Greenhouse Gases	60.23	Journey Quality	385.8	Physical Activity	134.21	Accidents	2.88	Economic Efficiency: Consumer Users (Commuting)	2,870.36	Economic Efficiency: Consumer Users (Other)	2,109.60	Economic Efficiency: Business Users and Providers	2,028.10	Wider Public Finances (Indirect Taxation Revenues)	-119.67	<b>Present Value of Benefits (PVB)</b>	<b>7,471.72</b>
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Broad Transport Budget	1,929.68
<b>Present Value of Costs (PVC)</b>	<b>1,929.68</b>
<b>OVERALL IMPACTS</b>	
<b>Net Present Value (NPV)</b>	<b>5,542.04</b>
<b>Benefit to Cost Ratio (BCR)</b>	<b>3.87</b>

*NB all values in the table are in £000s, in 2010 prices discounted to 2010*

The Maritime Corridor project has an initial BCR of 3.87, which based on HM Treasury criteria represents High Value for Money. The inclusion of WEIs and Reliability benefits increases the PVB and NPV by £6.54m and the adjusted BCR is 7.26, which represents Very High Value for Money.

C12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.

The BCR for Maritime Corridor is reported in C13 below and the BCR for the full LUF package is reported in Section 5.

C13. Where available, please provide the BCR for this project

**3.87** (initial); **7.26** (adjusted)

C14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.

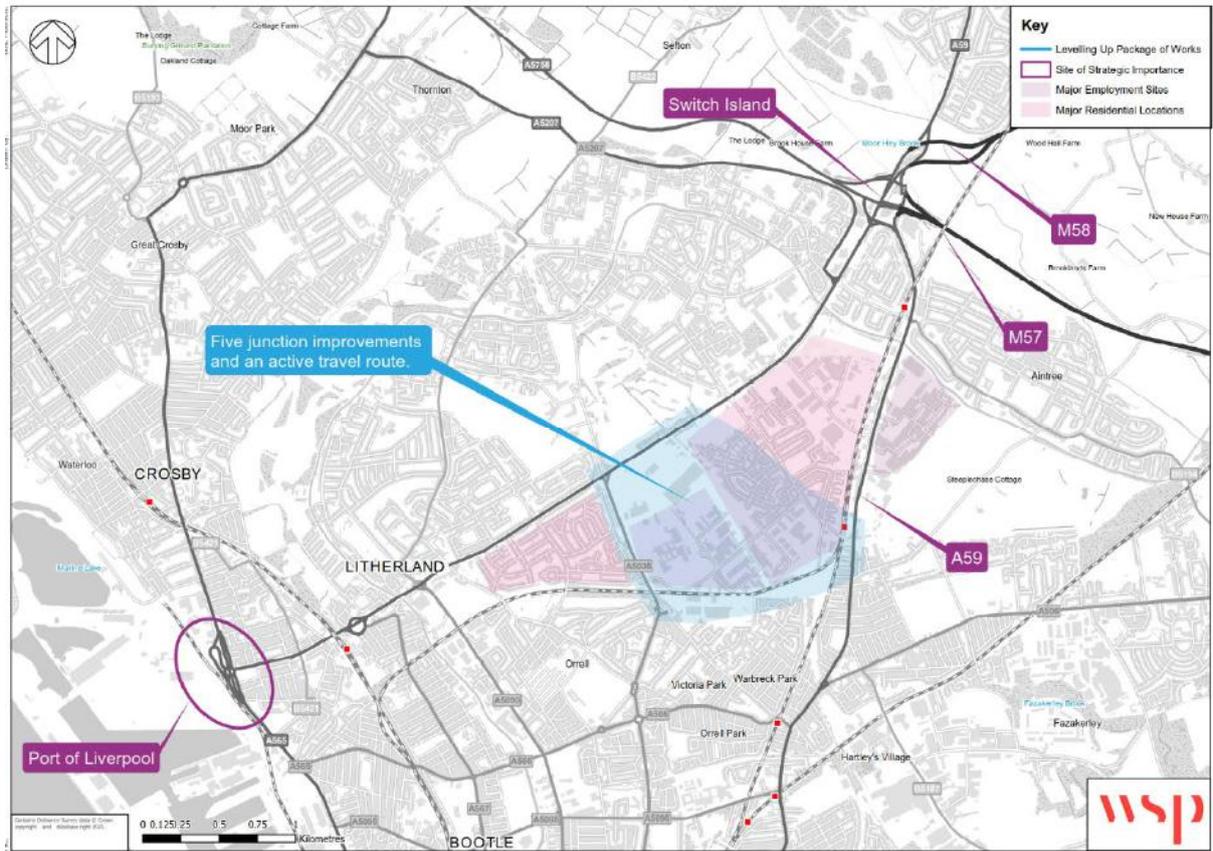
A number of high-quality pedestrian and cycling improvements will be delivered and are expected to result in a positive accident benefit in those areas where they are implemented – and more broadly, as they are integrated within a much wider network. These benefits will accrue from users of the facilities and also from a reduction in vehicle kilometres, achieved from a shift to active travel modes.

Through promotion of infrastructure and urban realm improvements to prioritise active travel modes over motorised transport, the package of measures will lead to increase in the number of pedestrians and cyclists. It is considered that the level of current users and future users who may benefit from the positive health impacts of being more physically active is significant.

	The measures provide enhanced walking and cycling facilities – to provide better connectivity to employment and services on the Maritime Corridor, where previously the provision was sub-standard, creating barriers to accessibility for residents in the area.
<b>C15. Deliverability</b>	
Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.	
The only statutory procedures required are TROs, which will be progressed by Sefton Council as the Highway Authority. All elements of the Maritime Corridor project can be delivered by the end of the 2023/24 financial year.	
<b>C16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</b>	
As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22	
C17. Does this project include plans for some LUF expenditure in 2021-22?	<input checked="" type="checkbox"/> Yes – 27.71% of the Maritime Corridor project cost can be spent in 2021-22. <input type="checkbox"/> No
C18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
C19. Please provide evidence	Using existing framework arrangements this project can be procured and delivered separately from other elements of the LUF package, with no interdependencies.
C20. Can you demonstrate ability to deliver on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
C21. Please provide evidence	The Delivery Plan in Annex P shows that a start date on site of February 2022 can be achieved.
<b>Statutory Powers and Consents</b>	

<p>C22. 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.</p>	<p>No planning permission or land assembly is required.</p> <p>The scheme is all Highways based. The land is entirely Sefton Council owned.</p>
<p>C23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.</p>	<p>TROs will be required (planned for December 2021)</p>

**Figure C.1: Maritime Corridor Project Proposals Map**



## ANNEX D - Check List Great Britain Local Authorities

Questions	Y/N	Comments
<b>4.1a Member of Parliament support</b>		
MPs have the option of providing formal written support for one bid which they see as a priority. Have you appended a letter from the MP to support this case?	Y	Annex F
<b>Part 4.2 Stakeholder Engagement and Support</b>		
Where the bidding local authority does not have responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?	Y	Annex H
<b>Part 4.3 The Case for Investment</b>		
For Transport Bids: Have you provided an Option Assessment Report (OAR)	Y	Annex J
<b>Part 6.1 Financial</b>		
Have you appended copies of confirmed match funding?	Y	Annex N
The UKG may accept the provision of land from third parties as part of 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?	N/A	
<b>Part 6.3 Management</b>		
Has a delivery plan been appended to your bid?	Y	Annex P
Has a letter relating to land acquisition been appended?	N/A	
Have you attached a copy of your Risk Register?	Y	Annex O
<b>Annex A-C - Project description Summary (only required for package bid)</b>		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	Y	Annexes A to C