

Furthergate Link Road Strategic Outline Business Case

Monitoring and Evaluation Report
May 2018



Quality Management

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1. Scheme Context and Background

1.1 Scheme Context

A new link road between the Red Lion Roundabout and the A678 Furthergate was first proposed as part of the Pennine Reach major transport scheme Business Case. The original proposals for the new link road involved construction of the new highway running roughly parallel to the A678 Burnley Road to its north, through an industrial area. Due to unresolved issues relating to third party land, full construction of the new link road has however never been completed.

A north-eastern section of the new link road has already been delivered in 2016 using funding from the original Pennine Reach Scheme. This currently forms a fifth arm of the Red Lion Roundabout. Under the scheme proposed, the link road would be completed between the Red Lion Roundabout and Gorse Street, running parallel to the A678 Burnley Road. At its north-eastern end, the new link road would tie into the existing section of the carriageway, whilst at its south-western end, the proposed link road would tie into the A678 Burnley Road.

A new priority junction would be provided where the proposed new link road intersects the A678 Burnley Road, with the link road forming the major arm of the junction. A section of Gorse Street would be stopped up, as a new link would be provided to tie into the proposed link road, via a new signalised junction.

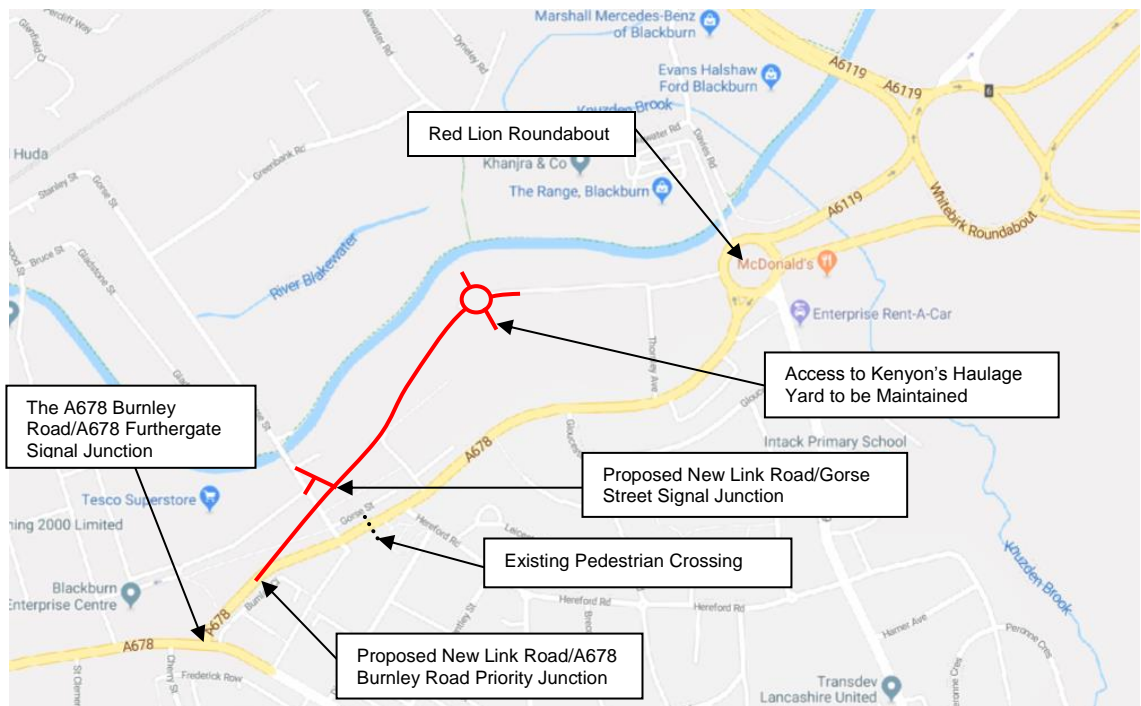
The proposals are strongly aligned to various National, Regional and Local policies, helping to achieve both their immediate goals and contribute to longer-term aims.

The main challenge, which the Furthergate Link Road scheme aims to address is to reduce the existing congestion issues along the A678 Burnley Road corridor, resulting in travel time savings and aiding optimisation of the highway network as a whole. In addition, investment in the Furthergate Link Road scheme would contribute to economic growth by releasing the potential for a number of sites along the route of the new link road to attract new developers and accelerate projects that are already planned. Bringing forward new commercial/employment development and possibly housing would also help the borough to meet its Local Plan and Prosperity Plan targets for new business, jobs and homes. Not only would the project encourage development of adjacent sites, but would also help improve air quality for residents who live on both sides of the A678 Burnley Road, promote sustainable transport, reduce severance and improve road safety.

The impact of not progressing would be detrimental on both the local and strategic highway networks, particularly accessibility to and from the main gateway of East Lancashire (i.e. M65) and Blackburn town centre. An addition, a number of development sites may suffer from not progressing the scheme, as having no direct access onto the highway network and as a result remaining unattractive for development. If the sites are however delivered, the impact on the local highway network is envisaged to be significant, with junctions forecasted to operate over capacity. This in turn would result in increased air quality issues along the A678 Burnley Road and exacerbation of severance.

The existing and proposed networks are schematically shown in Figure 1.1.

Figure 1.1. Existing and Proposed Highway Network



1.2 Scheme Costs

The scheme has been procured through the Blackburn with Darwen Contractor & Development Framework. The framework has recently been tendered resulting in the appointment of 5 delivery partners comprising Barnfield Construction, Case'y, Eric Wright Group (EWCW), I&H Brown and Seddon to help deliver development, infrastructure projects and capital programmes across the borough.

Scheme cost estimates have been provided by Capita in May 2018 as a result of contractor tender submissions. Three contractors (EWCE, Casey's and I&H Brown) have submitted their proposals, although one did not include a quality submission, so was dismissed. Based on the cost and quality of the submissions, EWCW is to be appointed imminently.

A split of costs provided by EWCW is shown in Table 1.1.

Table 1.1. Cost Series

Series	Cost
Series 100 - Preliminaries	£228,321.85
Series 200 - Site Clearance	£28,428.69
Series 300 - Fencing	£19,850.00
Series 400 - Road Restraint Systems	£6,967.58
Series 500 - Drainage and Service Ducts	£331,722.80
Series 600 - Earthworks	£154,826.37
Series 700 - Pavements	£577,697.03
Series 1100 - Kerbs, Footways and Paved Areas	£227,253.34
Series 1200 - Traffic Signs and Road Markings	£219,402.48
Series 1300 - Road Lighting Columns and Brackets	£65,844.03
Series 1400 - Electrical Work for Road Lighting and Traffic Signs	£7,803.43
Series 2400 - Brickwork, Blockwork and Stonework	£101,000.51
Series 3000 - Landscape and Ecology	£38,113.51
GRAND TOTAL	£2,007,231.62

Capita has carried out an analysis of costs provided by EWCE. It has been noted that the cost of one item (Series 1200 - Traffic signs and road markings) varied by greater than 15% over the highest price from another tenderer. This cost has therefore been substituted with an average value from the other tenderers. The amended grand total construction estimate is £2,007,231.62, which is still the lowest tender cost submitted. The base cost estimates are provided in Table 1.2.

Table 1.2. Base Cost Estimates

Item	Value
Construction Costs	
Construction Estimate	£2,007,231.62
Statutory Undertakers' Diversions	£663,405.00
Construction Total	£2,670,636.62
Risk (as per Risk Register)	£778,320.00
Fees (as agreed)	
Design Fee Agreed	£197,131.00
Commissioning 0.5% (of Construction Total)	£133,531.83
Works Management 4% (of Construction Total)	£106,825.46
Business case + planning refresh	£22,077
Fee Total	£459,565

Estimated Surveys and 3rd Party Costs	
Topographic surveys	£2,000.00
Drainage surveys	£7,800.00
Additional Trial Holes	£9,850.00
Geotechnical Assessment	£18,000.00
Advertisement costs for amendments to Traffic Regulation Orders	£2,700.00
Dilapidation survey/Noise assessment	£12,500.00
Sub Total	£52,850.00
Project Total	£3,961,371.92

The scheme costs are expected to occur in two construction years of 2018 and 2019, in accordance with the Delivery Programme included in Appendix A.

The maintenance costs (including treatment and traffic management costs) have been derived from the QUADRO 2017 Manual Part 2 Table 4/1 Typical Maintenance Profiles, Costs and Durations for New Road, based on the length of the proposed link road (approximately 770m).

Table 1.3. Scheme Maintenance Costs

	Y11	Y22	Y32	Y42	Y52
QUADRO Costs in £'000 per km of road (both directions), in average 2010 prices, includes treatment and traffic management costs	66	240	66	252	66
Calculated Costs based on the proposed link road length of approximately 770m	£50,820	£184,800	£50,820	£194,040	£50,820
Preparation Costs @9%	£4,574	£16,632	£4,574	£17,464	£4,574
Supervision Costs at 4%	£2,033	£7,392	£2,033	£7,762	£2,033
Total Maintenance Costs	£57,427	£208,824	£57,427	£219,265	£57,427

Preparation and supervision costs for maintenance have been calculated at 9% and 4% respectively to ensure consistency with the construction costs.

The effects of inflations have been taken into account by applying a Gross Domestic Product (GDP) deflator, which reflects the prices of all domestically produced goods and services in the economy. To convert the nominal prices (when inflation is not taken into account) to 'real' prices (when inflation is taken into account) in the Department's price base year, which is currently 2010, the following formula has been applied:

$$\text{Real price}_y = \text{Nominal price}_y * \text{GDP deflator}_{\text{base}} / \text{GDP deflator}_y$$

The relevant growth rates, including forecast increases in GDP per capita and per household have been obtained from the TAG Data Book.

In line with the WebTAG Unit A1.1 section 2.7 'Present values and discounting', the scheme's costs have been discounted to reflect people's preferences for current consumption over future

consumption. A 'discount rate', which represents the extent to which people prefer current over future consumption, is applied to convert future costs and benefits into their 'present value', the equivalent value of a cost or benefit in the future occurring today. A discount rate of 3.5% has been applied from the A1.1.1: Green Book Discount Rates, applied from the current year 2018. A discount rate of 3.5% has been also applied for the years between the current year of 2018 and the base year of 2010.

Summing up the stream of discounted costs results in the 'present value of costs' (PVC), the value of a cost in the base year equivalent to the stream of estimated costs. PVC for the scheme has been calculated as £3,573,424.

1.3 Scheme Delivery Strategy and Timeframe

The partner organisations involved in and committed to supporting the scheme are:

- Lancashire Local Enterprise Partnership; and
- Blackburn with Darwen Borough Council.

Land cost for the project is nominal and therefore a value of this land has not been factored into the project, neither within the cost profile nor within the cost/benefit analysis. It is therefore a "benefit in kind" to the project.

Delivery of the scheme is expected to take place over the following timescale:

- Procurement process for the works between 12 March 2018 and 08 May 2018
- Final Business Case submission on 09 May 2018
- Business case approval from TfL 05 June 2018
- Construction work begin on 28 June 2018
- Completion of works on 3 May 2019

2. Scheme Objectives and Expected Outcomes

2.1 Scheme Objectives

The main challenge, which the Furthergate Link Road scheme aims to address is to reduce the existing congestion issues along the A678 Burnley Road corridor, resulting in travel time savings and aiding optimisation of the highway network as a whole.

In addition, investment in the Furthergate Link Road scheme would contribute to economic growth by releasing the potential for a number of strategic sites along the route of the new link road that would help to attract new developers and accelerate projects that are already planned. Bringing forward new commercial/employment development and possibly housing would also help the borough to meet its Local Plan and Prosperity Plan targets for new business, jobs and homes.

Not only would the project encourage development of adjacent sites, but would also help improve air quality for residents who live on both sides of the A678 Burnley Road, promote sustainable transport, reduce severance and improve road safety.

In considering the local policy context and the issues the scheme is intended to address, it is considered that the following objectives will sufficiently address these issues:

- Connect to the SRN to aid optimisation of the network as a whole
- Improve the reliability of journey times
- Support economic growth and regeneration
- Reduce carbon emissions and promote sustainable transport
- Improve road safety and reduce severance

2.2 Expected Scheme Outcomes

The following outcomes are expected following successful delivery of the DEDC scheme:

- Enhanced connectivity from the M65 to Blackburn town centre;
- A reduction in traffic delay between the Red Lion Roundabout and the A678 Furthergate;
- A reduction in queueing at the Red Lion Roundabout;
- Journey time savings for commuters, existing and future local residents and local businesses;
- Journey time savings for public transport users, due to reduced traffic and delays along the A678 Burnley Road corridor;

- Increased numbers of pedestrians and cyclists along the A678 Burnley Road as a result of reduced severance and improved road safety;
- Reduced vehicle emissions from a reduction in delay and queueing on the local highway network; and
- Open up land for future development along the route of the new link road.

2.3 Expected Scheme Impacts

The scheme outcomes listed above are expected to have the following impacts on the local area:

- Reduced traffic congestion issues between the Red Lion Roundabout and the A678 Furthergate;
- Improved road safety and reduced severance along the A678 Burnley Road;
- Improved air quality; and
- Economic growth as a result of unlocked land for potential development.

2.4 Expected Scheme Beneficiaries

The intended beneficiaries of the scheme outcomes listed above are detailed as follows:

- Visitors and people travelling between Junction 6 of the M65 motorway and Blackburn town centre;
- Local road users, including bus users along the A678 Burnley Road corridor, cyclists and pedestrians; and
- Existing residents along the A678 Burnley Road and local business.

3. Monitoring and Evaluation Scope and Objectives

3.1 Evaluation Scope and Requirements

The Monitoring and Evaluation (M&E) plan for the Furthergate Link Road scheme takes a proportionate and targeted approach, which will aim to demonstrate how the scheme has performed in relation to its objectives and intended outcomes.

The principle aims of M&E are to determine whether a scheme has been delivered as planned and whether it has delivered the expected benefits. Where outcomes differ from those expected, data collected for M&E evidence base will assist in understanding the reasons for this and the lessons that can be learnt.

As indicated by the Transport for Lancashire (TfL) Assurance Framework document, M&E of scheme progress and success will be undertaken in line with the standard set of measures outlined in DfT M&E guidance¹. These are detailed as follows:

Item	Stage	Data Collection Timing	Rationale
Scheme build	Input	During delivery	Knowledge
Delivered scheme	Output	During delivery/post opening	Accountability
Costs	Input	During delivery/post opening	Accountability
Scheme Objectives	Output/Outcome/ Impact	During delivery/post opening (up to 5 years)	Accountability
Travel Demand	Outcome	During delivery/post opening (up to 5 years)	Accountability/ Knowledge
Travel Times and Reliability	Outcome	During delivery/post opening (up to 5 years)	Accountability/ Knowledge
Impact on Economy	Impact	Pre or during delivery/ Post opening (up to 5 years)	Accountability/ Knowledge
Carbon	Impact	Pre or during delivery/ Post opening (up to 5 years)	Accountability/ Knowledge

A key strategic objective and purpose of TfL is to monitor progress of scheme delivery and spend. TfL will put in place a mechanism to ensure that it monitors and evaluates schemes in accordance with the appropriate DfT guidance.

TfL requires scheme promoters to submit regular monitoring reports setting out progress on scheme preparation and/or delivery. This will allow TfL to collate information from scheme

¹ DfT Monitoring and Evaluation Framework for Local Authority Major Schemes:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9154/la-major-schemes-monitoring-evaluation.pdf

promoters, indicate progress against key milestones and highlight any risks. A RAG rating identifies schemes at risk of not meeting their objectives.

The following metrics (as stated within the LEP's Monitoring and Evaluation Framework) will be assessed as part of the Monitoring and Evaluation of the Furthergate Link Road scheme:

- **Expenditure (quarterly):** scheme expenditure will be collected from the Council's CIVICA system, summarised and reported to the LEP quarterly. Expenditure will be split by the following categories: Construction (Main Contractor fees), Statutory Undertakers' Diversions, Preparation fees, Supervision fees.
- **Funding breakdown (quarterly):** identified through Council internal programme monitoring (LTP and capital projects) with split between the LEP and BwDBC contributions. Compared to SOBC split as shown in sections 3.2 and 3.3.
- **In-kind resources (quarterly):** to be identified and reported to the LEP quarterly.
- **Jobs connected to the intervention (annual):** none connected with Furthergate Link Road scheme.
- **Commercial floorspace constructed (annual):** none connected with Furthergate Link Road scheme.
- **Housing unit starts (annual):** none connected with Furthergate Link Road scheme.
- **Housing unit completed (annual):** none connected with Furthergate Link Road scheme.
- **Total length of resurfaced roads (quarterly):** none connected with Furthergate Link Road scheme.
- **Total length of newly built roads (quarterly):** length of road for which works have been completed and now open for public use will be reported.
- **Total length of new cycle ways (quarterly):** length of cycle way for which works have been completed and now open for public use will be reported.
- **Type of infrastructure delivered (biannual):** the length of the new link road constructed will be measured.
- **Type of service improvement delivered (biannual):** none connected with Furthergate Link Road scheme.
- **Follow on investment at site (annual):** the "impact" sites will be defined and agreed by LEP, so as to maintain the credibility that outcomes can be attributed to the project.
- **Commercial floor space occupied (annual):** the "impact" sites will be defined and agreed by LEP, so as to maintain the credibility that outcomes can be attributed to the project.

- **Commercial rental values (annual):** the “impact” sites will be defined and agreed by LEP, so as to maintain the credibility that outcomes can be attributed to the project.
- **Average daily traffic and by peak/non-peak periods (biannual) / Average AM and PM peak journey time on key routes (journey time measurement) – (biannual) / Day-to-day travel time variability (biannual):** data sources include Automatic Traffic Counters (ATCs) at the new link road and the A678 Burnley Road; Manual Classified Counts (MCCs) at the junctions within the study area, pedestrian counts at the pedestrian zebra crossing (across the eastern arm of the A678/Gorse Street junction), average speed along the new link road to be used to report traffic congestion statistics and average journey time. Statistics will be collated reported to LEP.
- **Average annual CO2 emissions (biannual):** the Council’s Carbon Tool to be used based on distance travelled, vehicle speed and vehicle mix.
- **Accident rate (biannual) / Casualty rate (biannual):** STATS19 or CrashMap collision data at the new link road and the A678 Burnley Road and the associated junctions. Statistics will be collated and reported to LEP.
- **Annual average daily and peak hour passenger boardings (biannual):** none connected with Furthergate Link Road.
- **Pedestrian counts on new / existing routes:** none connected with Furthergate Link Road.

3.2 Evaluation Objectives

The M&E plan is designed to determine whether the Furthergate Link Road scheme:

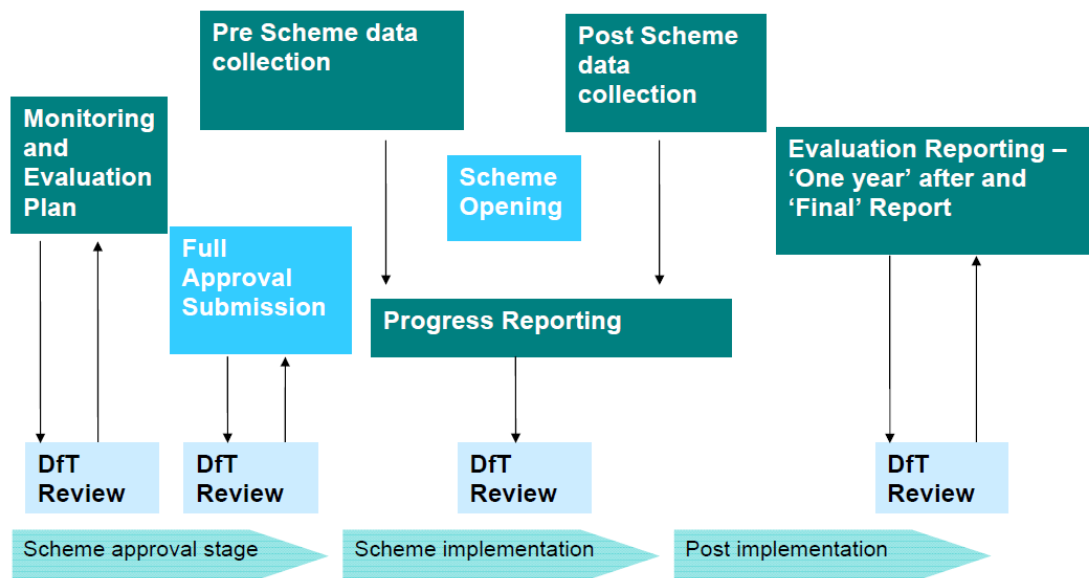
- Has been designed and delivered efficiently and effectively;
- Has met the requirements of the stated scheme objectives;
- Has achieved the desired outcomes and impacts; and
- Has resulted in any unintended outcomes and impacts (both positive and negative).

4. Monitoring and Evaluation Approach and Methodology

4.1 Evaluation Approach

As defined by the TfL Assurance Framework, M&E for the road improvement scheme will follow the standard approach outlined by current DfT guidance. Evaluation requires a comprehensive, integrated research approach in order to carry out all components effectively, including analysis of scheme context, scheme delivery and wider impacts. M&E will aim to highlight how the scheme and its objectives are performing, and establish outcomes resulting from road improvements. The process for M&E outlined in current DfT guidance is detailed in Figure 4.1 below.

Figure 4.1. Local Authority Major Schemes: M&E Process



4.2 Logic Mapping

The logic map detailed in Appendix A highlights the links between context, inputs, outputs, outcomes and impacts of the scheme and gives a visual representation of where M&E should be focused. The logic map will be used as a basis to establish the evaluation approach, and ensure monitoring resources are targeted appropriately through the timeline of scheme development to provide effective measurement of objectives and outcomes.

4.3 Evaluation Timescale

M&E will be required both during development and construction, as well as in the years following implementation of the road improvement scheme in order to meet the stated evaluation objectives and effectively assess any scheme outcomes and impacts. As per DfT Standard Monitoring guidance, M&E is expected to take place over the following timescale:

- Prior to scheme build (baseline): 2018
- During development and construction: January 2018 – May 2019; and
- Post scheme implementation:
 - o One Year After Report: June 2020
 - o Final Evaluation (Five Years After) Report: June 2024

As defined by the TfL assurance framework, regular monitoring reports are to be submitted to TfL by scheme promoters during the development and construction phase until scheme completion to ensure the intended outcomes are realised.

5. Data Requirements and Collections Methods

5.1 Data Requirements

Data collection for the Furthergate Link Road scheme is required at various stages through scheme development to ensure effective M&E takes place. These stages are detailed and reported as follows:

- Baseline Conditions: Prior to scheme implementation;
- During scheme development and construction;
- One Year After Report; and
- Final Report (five years after).

Consideration will be given for the need to undertake data collection in neutral months and in the same period during each evaluation stage.

Relevant data sources required to establish baseline conditions and traffic flows on the local highway network is as follows:

- Scheme construction and cost data;
- Peak period traffic flows along the new link road and the A678 Burnley Road;
- MCC turning proportions at key highway intervention locations;
- Speed survey data and pedestrian count data;
- Collision data at highway intervention locations; and
- Air quality monitoring data.

Relating to the metrics detailed in Section 3.1, scheme construction and cost data will be required for M&E of scheme build, the delivered scheme and realised scheme costs. Peak period traffic flows, MCC, collision data and speed survey data are required for M&E of travel demand, journey time reliability and the impact on the economy. Air quality data is required for M&E of scheme impact on carbon. All data types are required to assess whether the scheme has achieved its intended objectives.

5.2 Data Sources

Relevant data required for M&E of the Furthergate Link Road scheme will be obtained from the following sources:

- ATC, MCC, speed surveys and pedestrian crossing counts will be undertaken by an independent traffic survey company;
- Post opening scheme traffic counts at one year and five year post opening stages; and

- Online records of Personal Injury Collision data (STATS19 and/or CrashMap); and
- Established air quality monitoring sites.

A benefits realisation plan outlining where each data source shall be used to determine how the scheme is performing against the delivery of each of its objectives is provided in the Benefits Realisation Plan, Appendix B.

6. Monitoring and Evaluation Resourcing and Governance

6.1 Governance

Responsibility for the delivery and implementation of M&E for the Furthergate Link Road scheme lies with BwDBC, as the leading scheme promoter and advocate for intervention. As leading scheme promoter, BwDBC will be responsible for submitting regular reports to TfL as detailed in the programme and risk management guidance within the TfL Assurance Framework.

BwDBC also represents the local highway authority, responsible for ensuring efficient traffic flows and sustainable development on the local highway network.

BwDBC is committed to ensuring that the scheme is monitored and evaluated effectively to ensure that:

- The scheme can be improved, where possible;
- Future schemes can be improved in terms of efficiency and effectiveness;
- BwDBC have a more comprehensive knowledge of the evaluation process which will help inform and guide future major transport scheme decisions;
- Robust evidence is developed surrounding the road improvement scheme to help the BwDBC respond to queries and criticism;
- There is demonstrable evidence that the scheme achieved its intended outcomes and provided value for money; and
- Scheme benefits observed have been generated by the scheme and the proposed intervention.

6.2 M&E Cost

M&E costs are not included within the Furthergate Link Road scheme costs or funding. It is stated within the TfL Assurance Framework that the LEP will not fund scheme development and preparation costs nor any post scheme monitoring and evaluation.

It is therefore the responsibility of BwDBC to ensure that funding is secured to undertake planned M&E. Indicative costs to complete M&E will involve expected expenses as follows:

- Collection of traffic flow data (ATC including speed survey, MCC) and pedestrian count data;
- Updated junction modelling with new count/ traffic flow data; and

Reporting of 'One Year After' and 'Final' reporting stages.

Appendix A Delivery Programme

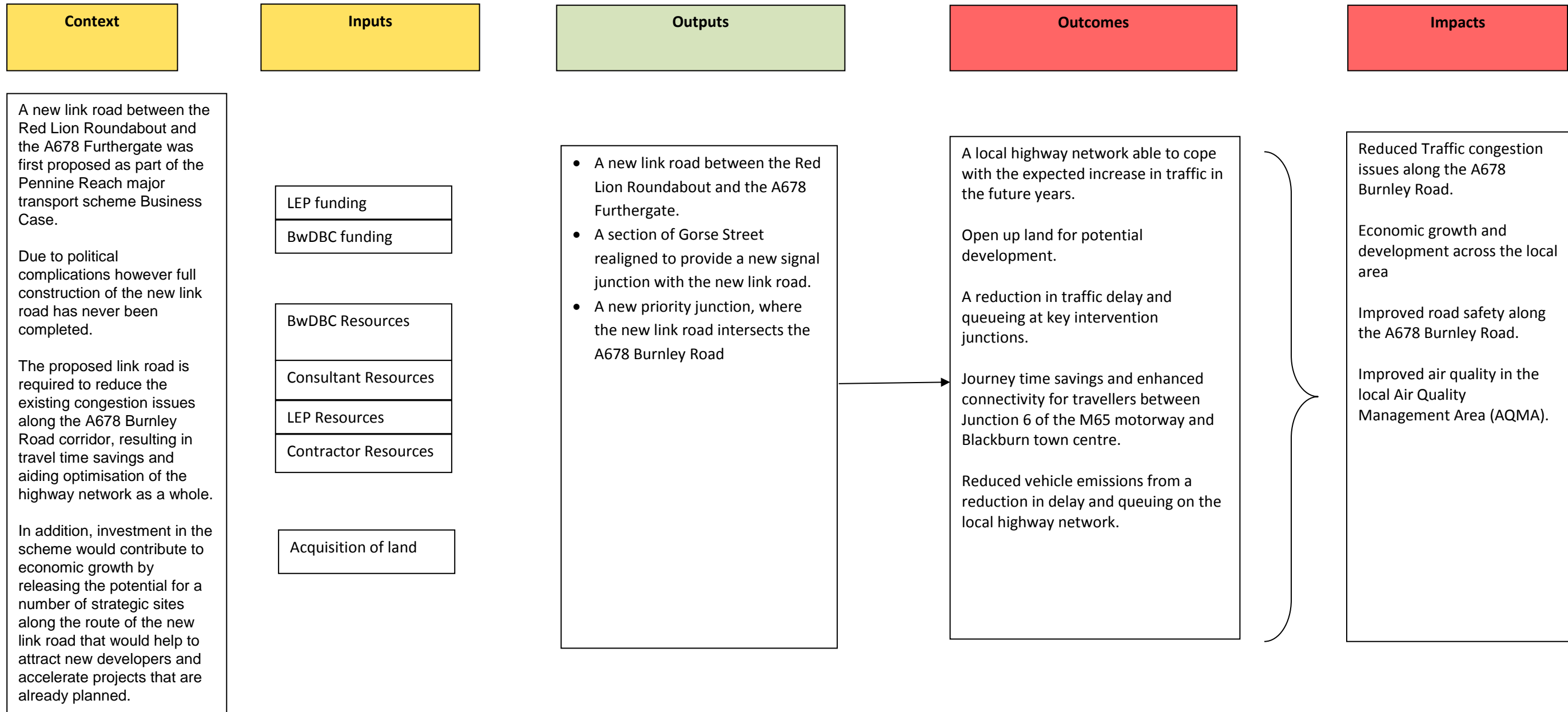
Furthergate Delivery Programme

ID	Task Mode	Task Name	Duration	Start	Finish	017		Qtr 1, 2018			Qtr 2, 2018			Qtr 3, 2018			Qtr 4, 2018			Qtr 1, 2019			Qtr 2, 2019	
						Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
1		Highways and Transport Capital Investment	350 days	Mon 01/01/18	Fri 03/05/19																			
2		Growth Deal 3	350 days	Mon 01/01/18	Fri 03/05/19																			
3		Furthergate GD3	350 days	Mon 01/01/18	Fri 03/05/19																			
4		Detailed Design	58 days	Mon 01/01/18	Wed 21/03/18																			
5		Detailed Design Period	58 days	Mon 01/01/18	Wed 21/03/18																			
6		Gateway Review	1 day	Fri 23/03/18	Fri 23/03/18																			
7		Gateway Review 1	1 day	Fri 23/03/18	Fri 23/03/18																			
8		Expression of Interest	12 days	Fri 09/03/18	Mon 26/03/18																			
9		Draft Expression of Interest	11 days	Fri 09/03/18	Fri 23/03/18																			
10		Issue Expression of Interest	1 day	Mon 26/03/18	Mon 26/03/18																			
11		Procurement	42 days	Mon 12/03/18	Tue 08/05/18																			
12		Produce Documents and Finalise Desi	20 days	Mon 12/03/18	Fri 06/04/18																			
13		Tender (through Framework)	20 days	Mon 09/04/18	Fri 04/05/18																			
14		Evaluation	1 day	Tue 08/05/18	Tue 08/05/18																			
15		Consensus	1 day	Tue 08/05/18	Tue 08/05/18																			
16		Consultation and Letters of Support	40 days	Mon 12/03/18	Fri 04/05/18																			
17		Collate Letters of Support	40 days	Mon 12/03/18	Fri 04/05/18																			
18		Consultation Event	1 day	Tue 17/04/18	Tue 17/04/18																			
19		Draft SOBC	76 days	Mon 01/01/18	Mon 16/04/18																			
20		Collate SOBC	75 days	Mon 01/01/18	Fri 13/04/18																			
21		Issue Draft SOBC to Jacobs	1 day	Mon 16/04/18	Mon 16/04/18																			
22		Final SOBC (with costs)	6 days	Wed 09/05/18	Wed 16/05/18																			
23		Input Cost Information	1 day	Wed 09/05/18	Wed 09/05/18																			
24		Submit to Jacobs	1 day	Wed 09/05/18	Wed 09/05/18																			
25		Jacobs Review	4 days	Thu 10/05/18	Tue 15/05/18																			
26		Jacobs Submit Report to LEP	1 day	Wed 16/05/18	Wed 16/05/18																			
27		Approvals	17 days	Tue 05/06/18	Wed 27/06/18																			
28		TfL	1 day	Tue 05/06/18	Tue 05/06/18																			
29		Executive Board	1 day	Thu 14/06/18	Thu 14/06/18																			
30		LEP Board	1 day	Tue 26/06/18	Tue 26/06/18																			
31		Appoint	1 day	Wed 27/06/18	Wed 27/06/18																			
32		Construction Phase	222 days	Thu 28/06/18	Fri 03/05/19																			
33		Mobilisation	22 days	Thu 28/06/18	Fri 27/07/18																			
34		Start on Site	1 day	Mon 30/07/18	Mon 30/07/18																			
35		Construction Period	40 wks	Mon 30/07/18	Fri 03/05/19																			
36		Completion	1 day	Fri 03/05/19	Fri 03/05/19																			

Project: Furthergate Delivery Programme V2.00
Date: Thu 12/04/18

Task		External Tasks		Manual Task		Finish-only	
Split		External Milestone		Duration-only		Deadline	
Milestone		Inactive Task		Manual Summary Rollup		Progress	
Summary		Inactive Milestone		Manual Summary		Manual Progress	
Project Summary		Inactive Summary		Start-only			

Appendix B Logic Map



The logic map addresses the following fundamental questions:

Will the scheme result in:

1. Enhanced connectivity from the M65 to Blackburn town centre;
2. Reduced traffic delay between the Red Lion Roundabout and the A678 Furthergate;
3. Reduced queueing at the Red Lion Roundabout;
4. Journey time savings for motorists;
5. Journey time savings for public transport users;
6. Increased numbers of pedestrians and cyclists along the A678 as a result of reduced severance and improved road safety; and
7. Reduced vehicle emissions from a reduction in delay and queueing on the local highway network.

Appendix C Benefits Realisation Plan

Benefits Realisation Plan

OUTCOMES	CORE METRICS	PROJECT SPECIFIC METRICS	REALISATION	MAXIMISATION	OWNERSHIP
Enhanced connectivity from the M65 to Blackburn town centre.	n/a	ATCs at the new link road and the A678 Burnley Road; MCCs at the junctions within the study area, pedestrian counts at the pedestrian zebra crossing (across the eastern arm of the A678/Gorse Street junction), average speed along the new link road to be used to report traffic congestion statistics and average journey time.	On completion of works.	Co-ordination of road works to minimise disruption, effective traffic management and diversion routes during construction. Review of local way finding signage.	Furthergate Link Road Project Board
Reduced traffic delay between the Red Lion Roundabout and the A678 Furthergate.	n/a				
Reduced queueing at the Red Lion Roundabout.	n/a				
Journey time savings for motorists.	n/a				
Journey time savings for public transport users.	n/a				
Increased numbers of pedestrians and cyclists along the A678 as a result of reduced severance and improved road safety.	n/a	Pedestrian and cyclists surveys.			
Reduced vehicle emissions from a reduction in delay and queueing on the local highway network.	n/a	Air quality monitoring		Proposals to co-ordinate with measures proposed in AQMA action plans.	

