

# Local Highways Maintenance Challenge Fund



Department  
for Transport

## Application Form

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, for a small scheme we would suggest around 10 to 15 pages including annexes would be appropriate and for a larger scheme, 15 to 30 pages.

**A separate application form should be completed for each scheme up to a maximum of one large bid and one small bid for each local highway authority.**

### Applicant Information

**Local authority name(s)\*:** East Riding of Yorkshire Council

*\*If the bid is a joint proposal, please enter the names of all participating local authorities and specify the lead authority*

**Bid Manager Name and position:** Claire Hoskins, Principal Transport Policy Officer

**Contact telephone number:** (01482) 391747

**Email address:** Claire.hoskins@eastriding.gov.uk

**Postal address:** Transport Policy, AS67  
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HU17 9BA

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

**Please specify the weblink where this bid will be published:**

<http://www2.eastriding.gov.uk/Council/plans-and-policies/other-plans-and-policies-information/transport/other-local-transport-schemes>

## **SECTION A - Scheme description and funding profile**

**A1. Scheme name:** Street Lighting Upgrade

### **A2. Headline description:**

*Please enter a brief description of the proposed scheme (in no more than 50 words)*

The proposed scheme will replace all 9,000 street lighting columns in the East Riding that are over 40 years old, and will also upgrade the remaining 19,000 yellow/orange lamps to new white light systems. This will save **15.6 million units of electricity**, generating carbon savings of **8,400 tonnes** and cost savings of **£1.6 million** over the six-year scheme period.

### **A3. Geographical area:**

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

The street lighting upgrade scheme is focussed on the settlement network defined in the Council's emerging Local Plan. Column replacement and conversion to white light lamps will take place primarily in the East Riding's 14 main settlements (Major Haltemprice Settlements, Principal Towns and Towns) and some smaller settlements with local facilities.

OS Grid Reference: Easting 499999 / Northing 442415

Postcode: The scheme will include street lighting upgrades primarily in the following areas:

- HU10 (Anlaby, Willerby, Kirk Ella)
- HU13 (Hessle)
- HU16 (Cottingham)
- HU17 (Beverley)
- YO16 (Bridlington)
- YO25 (Driffield)
- DN14 (Goole)

A map of the East Riding showing the locations where street lighting columns and lamps will be replaced is included as Annex A.

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

#### **Small project bids** (requiring DfT funding of between £5m and £20m)

Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures

Major maintenance or renewal of carriageways (roads)

Major maintenance or renewal of footways or cycleways

Major maintenance or renewal of drainage assets

Upgrade of Street Lighting

#### **Large project bids** (requiring DfT funding of between £20m plus)

Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures

Major maintenance or renewal of carriageways (roads)

Major maintenance or renewal of footways or cycleways

Major maintenance or renewal of drainage assets

Upgrade of Street Lighting

#### **A5. Equality Analysis**

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

## **SECTION B – The Business Case**

### **B1. The Scheme – Summary/History (Maximum 200 words)**

East Riding of Yorkshire Council has a large street lighting stock of approximately 38,000 columns. Many of these were inherited from Humberside County Council following its dissolution in 1996, and over 9,000 columns (24%) are now over 40 years old. Older street lighting columns, particularly those that have exceeded their anticipated lifespan, represent a public safety liability, and recent column failures have resulted in unplanned replacement and an increased structural inspection frequency.

In addition, approximately 19,000 street lights use traditional yellow/orange lighting sources which are costly to operate and maintain. Replacing these with modern white lamps will use 40% less energy, resulting in significant cost savings and reduced carbon tax levies.

The proposed scheme is therefore based around replacing all 9,000 street lighting columns that are over 40 years old. In addition, we will also replace the remaining 19,000 yellow/orange lamps with new white light systems. This scheme will save **15.6 million units of electricity** while generating carbon savings equivalent to **8,400 tonnes** and cost savings of **£1.6 million** over the six-year scheme period.

Improving the street lighting stock will have corresponding benefits for road safety, reducing fear of crime and increasing personal security while supporting local businesses by stimulating the night-time economy in East Riding's towns.

### **B2. The Strategic Case (Maximum 650 words)**

*This section should set out the rationale for making the investment and evidence of the existing transport problems, set out the history of the asset and why it is needed to be repaired or renewed. It should also include how it fits into the overall asset management strategy for the authority.*

*In particular please provide evidence on the relevant questions/issues at paragraph 15 onwards of the accompanying Challenge Fund guidance.*

*Supporting evidence may be provided in annexes – if clearly referenced in the strategic case. This may be used to assist in judging the strength of your strategic case arguments but is unlikely to be reviewed in detail or assessed in its own right. So you should not rely on material included only in annexes being assessed.*

**What are the current problems to be addressed by your scheme? (Describe any economic, environmental, social problems or opportunities which will be addressed by the scheme.**

The Council has a street lighting stock of approximately 38,000 columns. The maintenance and running costs for a large street lighting network places increasing pressure on the Council's resources as well as consuming significant amounts of energy.

To ensure the Council maintains its street lighting asset to a suitable standard the Authority has prepared a new Transport Asset Management Plan (TAMP) which uses an asset management approach to help direct and prioritise the maintenance funding that we receive from the Government. Our new TAMP will be adopted from April 2015 and includes a dedicated street lighting asset management strategy (see Annex B).

**Why the asset is in need of urgent funding?**

Over 9,000 (24%) of the Council's street lighting columns are now over 40 years old. These columns require more frequent structural inspections and increased costly reactive maintenance. Focussing on unplanned repairs means that funding is diverted away from planned maintenance on existing stock, causing it to deteriorate and reducing the overall condition of the asset. Without any investment in the street lighting stock 10,000 columns would be at high risk of collapse by 2038 and the Council would be held accountable in the event of injury or loss caused by failure.

In addition, 19,000 of our street lights use traditional yellow/orange lighting sources. These use 40% more energy than modern white light systems and cost considerably more to operate and maintain.

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

Option 1 – Do Nothing (No LTP or Challenge Fund input)

This would lead to a rapid deterioration of the street lighting asset and progressively increasing expenditure on costly reactive maintenance combined with an increased safety risk. Cost savings, carbon reduction and energy savings will not be achieved and safety and community benefits will not be realised. This option has therefore been rejected.

Option 2 – Do Minimum (Continued LTP input but no Challenge Fund input)

Using LTP funds it will take 14 years to replace all our existing columns over 40 years old. Over this time additional columns will reach the end of their lifespan, the backlog of column replacement will not be eliminated and our exposure to risk remains. It will also take over 20 years to replace the current yellow/orange light system with white light. Any benefits will therefore be delayed and early cost savings and carbon reduction benefits will be lost. This option will continue to be implemented if this Challenge Fund bid is unsuccessful.

### Option 3 – Preferred Option (Combination of both LTP and Challenge Fund input)

This option includes using a combination of funding from the Council and the Challenge Fund to accelerate the column replacement and white light conversion programme. This will result in almost immediate cost and energy savings and carbon reduction benefits. This is therefore the preferred option.

Letters of support for the preferred option from both the Humber and York, North Yorkshire and East Riding Local Enterprise Partnerships are attached as Annex C.

### **What are the expected benefits / outcomes?**

Operational cost savings: Reductions in energy use are estimated to save the Council £245,000 per year, with additional savings of £22,300 per year from reduced carbon output tax. Over the six year scheme period this would result in **savings of £1.6 million** to the authority.

Reduced energy use: This scheme will save **15.6 million units of electricity** over the scheme period as a result of converting lamps to more energy efficient white light.

Carbon reduction: The scheme will result in a **net reduction in carbon emissions of 8,400 tonnes** over the scheme period. Street lighting makes up 14.6% of the Council's carbon footprint and lamp replacements will help the Council achieve our target to reduce our carbon footprint by 34% by 2020.

Reduced ongoing maintenance / replacement costs: White light bulbs last for up to 15 years, up to five times longer than yellow/orange bulbs, **reducing future maintenance and repair costs**. New lighting columns eliminate the costs of regular inspections and unplanned structural maintenance associated with life-expired, fatigued columns. The reduction of stock variation will also lead to a simplified maintenance regime and reduced levels of spare stock.

Road safety: The Maintenance of Street Lights and Roads (MOSLAR) report by Atkins suggests a **12.5% reduction in collisions** on single carriageways as a result of introducing street lighting. Evidence shows that white light also increases reaction time of drivers by up to 50%. New white light units will therefore reduce the risk of conflict between drivers and other road users, improving road safety.

Fear of Crime/Security: Good lighting **reduces fear of crime** and increases perceptions of personal safety and security, particularly for vulnerable users. White light also gives better colour rendering on CCTV networks (for Police identification).

Supporting economic growth: The scheme will support local businesses by stimulating the evening economy in East Riding's towns. An estimated **400 commercial properties** are located within 10m of proposed upgraded white lighting, and will benefit from the scheme.

Reduced light pollution: The white light system directs light downwards, reducing the amount of 'spillage' to the side and above the lamp. This reduces the level of obtrusive light shining into people's homes and results in **less light pollution and sky glow, improving quality of life** for residents.

**Please provide information on the geographical areas that will benefit from your scheme. You should indicate those areas that will directly benefit, areas that will indirectly benefit and those areas that will be impacted adversely.**

The street lighting upgrade scheme is focussed on the settlement network included in the Council's emerging Local Plan. The scheme will therefore benefit residents and businesses

primarily in these settlements, as well as those travelling in to the settlements to access employment, retail, education and other facilities (see Annex A for location map).

It is not anticipated that any areas will be adversely affected as a result of the scheme.

**What will happen if funding for this scheme is not secured - would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed scheme)?**

If this Challenge Fund bid is not successful the Council will continue to use LTP maintenance funding to replace existing lamps and columns. This represents 'option 2 - do minimum' as identified earlier in this section.

**What is the impact of the scheme?**

The scheme will result in conversion of all the Council's street lighting to white light lamps, and the elimination of all columns over 40 years old. This will save **15.6 million units of electricity** generating carbon savings of **8,400 tonnes** and cost savings of **£1.6 million** over the six-year scheme period.

**B3. The Financial Case – Project Costs**

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

*Please complete the following tables. Figures should be entered in £000s (i.e. £10,000 = 10).*

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

<b>£000s</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>Total</b>
<i>DfT Funding Sought</i>	2,000	2,000	2,000				6,000
<i>LA Contribution</i>	1,986	2,015	2,060	1,910	875	875	9,721
<i>Other Third Party Funding</i>							

*Notes:*

- 1) Department for Transport funding must not go beyond 2017-18 financial year.*
- 2) A minimum local contribution of 10% (local authority and/or third party) of the project costs is required.*

**B4. The Financial Case - Local Contribution / Third Party Funding**

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

- a) The non-DfT contribution may include funding from organisations other than the scheme promoter. Please provide details of all non-DfT funding contributions to the scheme costs.

This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.

The non-DfT contribution of £9.721 million (**a 62% local contribution**) for the proposed street lighting upgrade scheme comprises £4.021 million prudential borrowing and £5.700 million from the Council's Capital Investment Fund. This scheme forms part of an Invest to Save initiative.

The local authority contribution has already been secured through the submission of our capital investment report which has been approved by the Council's Cabinet (27/01/2015) and Full Council (05/02/2015).

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

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

c) 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.

Following an investigation into energy reduction measures the Council secured an additional £4 million of internal funding in 2011 to convert 50% of our lighting stock from yellow/orange light to white light. This programme took place over a four year period between 2011/12 and 2014/15. This bid includes proposals to replace the remaining 50% of our lighting stock with white light, and a successful Challenge Fund bid would ensure a seamless transition between these two funding streams.

### **B5. The Financial Case – Affordability and Financial Risk** (maximum 300 words)

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme (you should refer to the Risk Register – see Section B10).

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

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

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

The unit costs for replacement columns and lamps are established and are unlikely to change significantly in the near future. Because the proposal is based around numerous smaller improvements rather than a single large infrastructure project (such as a length of new road) the programme can be adjusted to ensure no cost or time overruns. As such, no risk allowance has been applied to the project cost.

b) How will cost overruns be dealt with?

Any cost increases over and above the agreed scheme cost will be funded by East Riding of Yorkshire Council using existing LTP budgets. The Council also has a dedicated contingency fund to manage any unexpected project costs, and the scheme programme can be adjusted if required to reduce any projected overspend.

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

As set out under question B7 the Council will use established procurement frameworks to secure contractors and materials for the street lighting upgrade work. This means that work can start on site quickly, and that additional resources can be employed if the milestones are not being met.

The Council has completed a number of other street lighting projects, including the recent initial white light upgrade programme, and is experienced in terms of the management and delivery of such schemes. Monthly monitoring meetings, clear work programmes and effective project management will ensure that the scheme runs on time and to budget. It is therefore considered that there are minimal risks to project delivery timescales, and that any minor delays or alterations to the work programme will not impact on the scheme cost.

The project risk register is attached as Annex D.

## B6. The Economic Case – Value for Money

a) If available for smaller scheme bids, promoters should provide an estimate of the Benefit Cost Ratio (BCR) of the scheme.

A spreadsheet setting out the BCR calculation is included as Annex E, and the completed VfM pro forma is attached as Annex F. This shows that the proposed street lighting upgrade scheme has a **BCR of 10.4**, offering very high value for money.

The BCR calculation has been prepared by an expert independent consultant on behalf of the Council.

b) For larger schemes costing £20 million or more we would expect the bid to include a BCR and this should align with WebTAG - <https://www.gov.uk/transport-analysis-guidance-webtag>

Where a BCR is provided please provide separate reporting in the form of an Annex to the bid to enable scrutiny of the data and assumptions used in deriving that BCR. This should include:

- A description of the key risks and uncertainties in the data and assumptions and the impact these have on the BCR;
- Key assumptions including (but not limited to): detail of the data used to support the analysis, appraisal period, forecast years, level of optimism bias applied; and
- A description of the modelling approach used to forecast the impact of the scheme and evidence to demonstrate that it is fit-for-purpose.

c) Please provide the following data which may form a key part of our assessment:

Note this material should be provided even if a BCR estimate has been supplied (unless already covered in a VfM Annex).

A description of the do-minimum situation (i.e. what would happen without Challenge Fund investment).

The Do Nothing and Do Minimum options are set out under question B2. Under the Do Minimum option LTP funding will continue to be invested in column replacement and lamp upgrades. However, it will take 14 years to replace all our existing columns over 40 years old and over 20 years to upgrade all existing

	yellow/orange lamps. Over this time additional columns will reach the end of their lifespan, the backlog of column replacement will not be eliminated and our exposure to risk remains. Early benefits and cost savings will also not be realised.
Details of significant monetised and non-monetised costs and benefits of the scheme (quantified where possible)	The Council will save £245,000 per year in reduced energy costs and £22,300 per year in carbon tax savings through white light implementation, representing a total cost saving of £1.6 million over the six-year scheme period.
Length of scheme (km)	A total road length of 807km will be upgraded through the scheme. This will be focussed primarily on our main settlements as set out in our emerging Local Plan.
Number of vehicles on affected section (AADT in vehicles and if possible split by vehicle type) – to include details of data (age etc.) supporting this estimate.	N/A
<b>d) Other VfM information where relevant - depending on type of scheme bid:</b>	
Details of required restrictions/closures if funding not provided (e.g. type of restrictions; timing/duration of restrictions; etc.)	Without funding for column upgrade, the TR22 specified structural inspection schedule associated with the maintenance of life-expired stock will become increasingly rigorous and will lead to increasing numbers of failures, necessitating removal or replacement. Where columns are not ideally sited, access to service covers for requisite inspection works may necessitate the partial closure of roads to accommodate safe access. This will result in possible delays and increased traffic congestion which will impact the local population.
Length of any diversion route, if closure is required (over and above existing route) (km)	N/A
Regularity/duration of closures due to flooding: (e.g. number of closures per year; average length of closure (hrs); etc.)	N/A
Number and severity of accidents: both for the do minimum and the forecast impact of the scheme (e.g. existing number of accidents and/or accident rate; forecast number of accidents and or accident rate with and without the scheme)	Over the last five years there have been 200 collisions within 25m of columns due to be upgraded. Without funding for column replacement Personal Injury Collisions may increase. Evidence from the MOSLAR report shows lit streets reduce collisions by an average of 12.5% compared to unlit sections of carriageway. Evidence also shows that white light improves the peripheral vision of motorists and increases reaction time of drivers by up to 50%.
Number of existing cyclists; forecasts of cycling usage with and without the scheme	There were a total 108 cycle casualties recorded in 2013, 18% of which occurred in the

(and if available length of journey)	dark. White light improves the peripheral vision of motorists allowing drivers to better detect the movement of other road users including pedestrians and cyclists from greater distances when compared with yellow/orange light. The provision of well located street lighting columns increases the safety for cyclists at night by improving visibility along key routes. High quality lighting may also improve perceptions of safety and security, encouraging more people to cycle.
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**B7. The Commercial Case** (maximum 300 words)

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

What is the preferred procurement route for the scheme? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

The scheme design and delivery will be managed in-house by East Riding of Yorkshire Council and our framework consultants/contractors. A mini-competition through our existing framework will be used to procure contractors and materials for any delivery work not undertaken by Council officers.

Any further specialist works and the procurement of additional contractors as required will be carried out through the award-winning YORCivils framework, with significant involvement from the Council. YORCivils is a nationally acclaimed and well established construction framework for the procurement of civil engineering contractors to carry out construction works within the Yorkshire and Humber Region.

This means that scheme delivery can be distributed between different contractors and in-house providers to ensure that the scheme is completed to a high standard, on time and to budget. Both the Council's procurement framework and the YORCivils contract have been established for several years, meaning that contractors can be secured quickly without the need for protracted negotiations. This means that delivery of the street lighting upgrade scheme can proceed swiftly following any funding awards.

The Council will use the Yorkshire Purchasing Organisation (YPO) to procure independent connections for the street lighting upgrade project. The YPO is a publically owned central buying organisation that has access to a wide range of suppliers and products and is able to negotiate the lowest cost deals on behalf of their local authority customers.

Given that this scheme is based on improving an existing asset rather than a new build project the risks associated with the procurement and delivery of the proposal are minimal. No statutory powers are required for the project to commence.

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

*is likely to achieve the best value for money outcomes is required from your Section 151 Officer below.*

**B8. Management Case - Delivery** (maximum 300 words – for b)

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

- a) An outline project plan (typically in Gantt chart form) with milestones should be included as an annex, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any contingency periods, key dependencies (internal or external) should be explained.

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

A Gantt chart is attached as Annex G.

- b) Please summarise any lessons your authority has learned from the experience of delivering other DfT funded programmes (such as pinch point schemes, local majors, Local Sustainable Transport Fund, and Better Bus Areas) and what would be different on this project as a result.

The Council has secured over £86 million for major transport infrastructure improvements across the East Riding over the last five years and has an excellent track record in delivering these both on time and to budget. Successful external funding bids to the Department for Transport to date include:

- £22 million Beverley Integrated Transport Plan major scheme;
- £10 million A164 major scheme;
- £1.8 million 'Get Moving Goole' LSTF project;
- £1.5 million A614/Glews Garage roundabout pinch point scheme;
- £1.5 million A1079/Holme Road roundabout pinch point scheme;
- £0.6 million Tickton to White Cross cycle safety fund scheme; and
- £2.6 million from the DfT's Pothole Fund.

In addition, we have recently secured £16.7 million through the Local Growth Fund from the York, North Yorkshire and East Riding LEP for 'A' road maintenance. This programme will be integrated with the street lighting upgrade to minimise delays and disruption to residents.

The Council already has experience of DfT funded area-wide maintenance schemes, similar to the proposed street lighting project. For example, our Pothole Fund programme covers the whole of the East Riding and will be completed in March 2015. We are forecast to spend our allocation well within the time allowed and will also meet the commitments that we agreed to as a condition of our funding allocation.

The proposed street lighting scheme is a relatively straightforward project to design and implement because it continues an established work programme (albeit at a significantly accelerated rate), does not involve any third parties and uses established procurement processes and suppliers.

**B9. Management Case – Governance** (maximum 300 words)

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and set out the responsibilities of those involved and how key decisions are/will be made. An organogram may be useful here. This may be attached as an Annex.

The street lighting upgrade scheme will be developed and delivered by East Riding of Yorkshire Council. The Council's structure for delivering highways asset management projects is in line with the OGC and PRINCE2 methodologies. Further information on the project management structure for the proposed scheme is set out below.

**Highways Transport and Flooding Board**

The Council's Highways, Transport and Flooding Board meets monthly to discuss current and future schemes on the highway network, including street lighting schemes. The Board has responsibility for the overall direction, management and success of the street lighting upgrade project. However, the board entrusts the Project Manager with the day to day management of the scheme and the Project Manager will keep the board informed of the progress of the scheme.

The Highways, Transport and Flooding Board is overseen by the Senior Responsible Owner (Ian Burnett, Strategic Transport Planning Manager). The board is ultimately responsible for the delivery of works against time, budget, quality and outcome indicators and ensuring the programme of works outcomes remain in line with the Council's overall strategic objectives.

**The Project Manager and Project Team**

The Project Manager for the programme is Richard Alderson. Richard manages our highways asset management team and works closely with our dedicated and experienced team of street lighting engineers who have successfully managed and delivered numerous highway maintenance schemes in the past. The teams meet formally, regularly, and will work together daily to deliver the works. The Project Manager has day to day control over the delivery of the scheme and reports to the Highways, Transport and Flooding Board.

An organogram setting out the project management structure for the street lighting upgrade scheme is included as Annex H.

**B10. Management Case - Risk Management**

A risk register covering the top 5 (maximum) specific risks to this scheme should be attached as an annex including, if relevant and in the top 5, financial, delivery, commercial and stakeholder issues.

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

Has a risk register been appended to your bid?

Yes

No

A project risk register is attached as Annex D.

## **SECTION C – Monitoring, Evaluation and Benefits Realisation**

### **C1. Benefits Realisation** (maximum 250 words)

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

The anticipated benefits as a result of the scheme are set out under question B2. These benefits can be summarised as follows:

- Cost savings of **£1.6 million** over the six year scheme period;
- Energy savings totalling **15.6 million units of electricity** over the scheme period;
- A **net reduction in carbon emissions of over 1,400 tonnes per year**, or 8,400 tonnes over the scheme period;
- Reduced ongoing maintenance costs;
- Reduction in collision frequency and severity in the areas with upgraded street lighting; and
- Reduction in fear of crime and corresponding increase in perception of personal safety and security.

These benefits will be evident immediately after the column replacement and white light conversion scheme starts, with the scale of benefits increasing proportionately as more street lights are upgraded.

The Council already collects data on energy use, carbon emissions, spend and so on, which have been used to quantify the anticipated scheme benefits in B2. This data will also be used to assess the impact of the scheme and included as part of the monitoring and evaluation process.

### **C2. Monitoring and Evaluation** (maximum 250 words)

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

Please set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme

Specific outputs which will be utilised to monitor and evaluate the effectiveness of the scheme include the following:

- The number of columns replaced;
- The number of remaining columns over 40 years old;
- The number of yellow/orange lamps replaced; and
- The number of remaining yellow/orange lamps.

Outcomes relating to the street lighting upgrade scheme are as follows:

- The total energy consumption of the street lighting asset in kW/h; and
- The carbon outputs measured in CO<sub>2</sub> tonnes associated with the street lighting asset.

Some of the anticipated scheme outcomes such as reduced fear of crime and increased personal safety are difficult to quantify and are beyond the scope of this assessment. However,

we will continue to monitor other outcomes (such as reduced frequency and severity of collisions in the vicinity of upgraded columns) to try and link the scheme to other, wider benefits.

The Senior Responsible Owner will have overall responsibility for monitoring and evaluation of the scheme. The benefits created through the scheme, as identified in questions B2 and C1, will be reported annually.

*A fuller evaluation for large schemes may also be required depending on their size and type.*

## **SECTION D: Declarations**

### **D1. Senior Responsible Owner Declaration**

As Senior Responsible Owner for the Street Lighting Upgrade scheme I hereby submit this request for approval to DfT on behalf of East Riding of Yorkshire Council and confirm that I have the necessary authority to do so.

I confirm that East Riding of Yorkshire Council will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name:  
Ian Burnett

Position:  
Strategic Transport Planning Manager

Signed:



### **D2. Section 151 Officer Declaration**

As Section 151 Officer for East Riding of Yorkshire Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that East Riding of Yorkshire Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- will allocate sufficient staff and other necessary resources to deliver this scheme on time and on budget
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested
- has the necessary governance / assurance arrangements in place
- has identified a procurement strategy that is legally compliant and is likely to achieve the best value for money outcome
- will ensure that a robust and effective stakeholder and communications plan is put in place

Name:  
Caroline Lacey

Signed:



**Submission of bids:**

The deadline for bid submission is 5pm, **9 February 2015**

An electronic copy only of the bid including any supporting material should be submitted to:

[roadmaintenance@dft.gsi.gov.uk](mailto:roadmaintenance@dft.gsi.gov.uk) copying in [steve.berry@dft.gsi.gov.uk](mailto:steve.berry@dft.gsi.gov.uk)