

Paper E

Appendix 1 - Summary of Independent Technical Assessment

Hull & East Yorkshire Highways Resilience Programme

The Scheme has been appraised by the LEP and Accountable Body's Independent Technical Evaluators, in accordance with the HM Government's Green Book Methodology, and has been rigorously assessed against a number of criteria, with a particular focus on value for money and deliverability, and RAG rated accordingly.

Strategic Case	Is there evidence to show that there is a need for intervention?
	Have objectives been appropriately defined?
	Have alternative options been identified?
	Does the case identify other factors affecting the suitability of the preferred option
	Does the case identify risks affecting delivery of the scheme?
Economic Case	General (discount year, appraisal year, opening year, sensitivity testing).
	Capital cost
	Other Costs - (inc. operating/maintenance uses)
	Benefits
	Revenue
Appraisal Outputs (NPV, BCR, VfM)	
Commercial Case	Contracting strategy, procurement, procurement experience, market maturity, risk, consistency
Financial Case	Financial Estimates (Capital) (funding requirement, accuracy, inflation assumptions, time consistency, overheads & uplifts, risk & uncertainty, contingency & optimism bias)
	Financial Procedures: Funding mechanism, availability of funds, funding commitment, funding risks, funding constraints
Management Case	Project sponsor, wider governance, approval procedures, stakeholder engagement plan, risk management strategy, availability and suitability of resources, work programme, project/programme management, monitoring & evaluation, benefits realisation

Accountable Body comments

The condition of the highway network across the country is continuing to decline under current budget levels, which has resulted in a maintenance backlog where roads are not being maintained to a level appropriate to their classification. The routes were selected following lifecycle modelling through the respective authority's Transport Asset Management Plans as sites that required maintenance but also played a key strategic role in terms of connecting residential areas and smaller towns and villages to key local facilities including employment sites, healthcare facilities and education provision. The independent technical evaluation identified the use of the Highways maintenance Approval Tool, with no issues of concern raised.

The Benefit Cost Ratio is 7.4:1. VfM category is thus very high.

The scheme appears to be deliverable within the life of GBF programme.

Delivering Housing Growth in Hull – Ings and Wawne

The Scheme has been appraised by the LEP and Accountable Body’s Independent Technical Evaluators, in accordance with the HM Government’s Green Book Methodology, and has been rigorously assessed against a number of criteria, with a particular focus on value for money and deliverability, and RAG rated accordingly.

Strategic Case	Is there evidence to show that there is a need for intervention?	Green
	Have objectives been appropriately defined?	
	Have alternative options been identified?	
	Does the case identify other factors affecting the suitability of the preferred option	
	Does the case identify risks affecting delivery of the scheme?	
Economic Case	General (discount year, appraisal year, opening year, sensitivity testing).	Green
	Capital cost	
	Other Costs - (inc. operating/maintenance uses)	
	Benefits	
	Revenue	
	Appraisal Outputs (NPV, BCR, VfM)	
Commercial Case	Contracting strategy, procurement, procurement experience, market maturity, risk, consistency	Green
Financial Case	Financial Estimates (Capital) (funding requirement, accuracy, inflation assumptions, time consistency, overheads & uplifts, risk & uncertainty, contingency & optimism bias)	Green
	Financial Procedures: Funding mechanism, availability of funds, funding commitment, funding risks, funding constraints	
Management Case	Project sponsor, wider governance, approval procedures, stakeholder engagement plan, risk management strategy, availability and suitability of resources, work programme, project/programme management, monitoring & evaluation, benefits realisation	Green

Accountable Body comments

The project is the delivery of essential housing infrastructure required for the development of new homes, including diversion of utility services and upgrades, and the development of key roads and junction improvements. These works will support the continued delivery of two key sites in the city at Ings and Wawne View. The independent technical evaluation identified a clear policy rationale, aligning with the SEP. Throughout, a sensible and proportionate methodology has been applied, providing the level of detail which is necessary in order to ensure that the scheme promoter has given a clear picture of what the scheme aims to deliver, how, and what benefits this will bring to the local region. A wider economic benefits approach has been taken which is proportionate and appropriate for this scheme.

The Benefit Cost Ratio is 14.58:1. VfM category is thus very high.

The scheme appears to be deliverable within the life of GBF programme.

A more comprehensive risk register is required, which will be addressed as part of the scheme conditions.

Hull & East Yorkshire Cycle Route Delivery Programme

The Scheme has been appraised by the LEP and Accountable Body’s Independent Technical Evaluators, in accordance with the HM Government’s Green Book Methodology, and has been rigorously assessed against a number of criteria, with a particular focus on value for money and deliverability, and RAG rated accordingly.

Strategic Case	Is there evidence to show that there is a need for intervention?	Green
	Have objectives been appropriately defined?	
	Have alternative options been identified?	
	Does the case identify other factors affecting the suitability of the preferred option	
	Does the case identify risks affecting delivery of the scheme?	
Economic Case	General (discount year, appraisal year, opening year, sensitivity testing).	Green
	Capital cost	
	Other Costs - (inc. operating/maintenance uses)	
	Benefits	
	Revenue	
	Appraisal Outputs (NPV, BCR, VfM)	
Commercial Case	Contracting strategy, procurement, procurement experience, market maturity, risk, consistency	Green
Financial Case	Financial Estimates (Capital) (funding requirement, accuracy, inflation assumptions, time consistency, overheads & uplifts, risk & uncertainty, contingency & optimism bias)	Green
	Financial Procedures: Funding mechanism, availability of funds, funding commitment, funding risks, funding constraints	
Management Case	Project sponsor, wider governance, approval procedures, stakeholder engagement plan, risk management strategy, availability and suitability of resources, work programme, project/programme management, monitoring & evaluation, benefits realisation	Green

Accountable Body comments

The project will provide easier access to Hull city centre for cycles and thereby improve the available infrastructure, create easier routes other than by private car and public transport to the main centre for discretionary spend with a specific focus on Beverley Road and City centre to Cottingham. The independent technical evaluation identified the use of the DfTs Active Mode Appraisal Toolkit, with no material issues of concern raised.

The Benefit Cost Ratio is 1.3:1. VfM category is thus low.

The scheme appears to be deliverable within the life of GBF programme.

A more comprehensive risk register is required. In addition clarification around some of the financial assumptions used is required alongside more details of the public consultation to be undertaken and how the benefits (especially social benefits) will be measured. These are, however, of essentially a technical nature and will be addressed as part of the scheme conditions.