

Local Pinch Point Fund Application Form



Department
for Transport

Guidance on the Application Process is available at:

<https://www.gov.uk/government/organisations/department-for-transport/series/local-pinch-point-fund>

Please include the Checklist with your completed 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 25-35 pages including annexes would be appropriate.

One application form should be completed per project.

Applicant Information

Local authority name(s)*: Bath & North East Somerset 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: Derek Quilter, Divisional Director

Contact telephone number: 01225 477668 **Email address:**
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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: www.travelwest.info/projects

SECTION A - Project description and funding profile

A1. Project name: RADSTOCK TOWN CENTRE INFRASTRUCTURE

A2. Headline description:

Please enter a brief description of the proposed scheme (in no more than 100 words)

The Radstock Town Centre Infrastructure Improvements is a highway scheme designed to address both current congestion within the town plus the additional traffic forecast to be generated by a major regeneration project planned on the adjacent former railway works site.

The planned scheme represents a combination of improvements to the existing road network in Radstock and the provision of a section of new highway (The Link). In addition to the road improvements, it is proposed to amend and enhance provision for cyclists, pedestrians and public transport via a comprehensive scheme of highway enhancements.

A3. Geographical area:

Please provide a short description of area covered by the bid (in no more than 100 words)

The town of Radstock lies approximately 10 miles to the south of Bath. It lies midway between Shepton Mallet to the south-west and Frome to the south-east and consequently acts as a key node on transport links to Bath with the A367 and A362 converging in the town centre.

The existing local highway network is heavily congested with significant queuing experienced. The scheme aims to address this by creating additional capacity through the formation of a new link to connect the A367 in the west to the A362 in the east.

OS Grid Reference: **369005,154806**

Postcode: **BA3 3PT**

Please append a map showing the location (and 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.

Refer to Appendix A: Map of Radstock

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

Small project bids (requiring DfT funding of between £1m and £5m)

Scheme Bid

Structure Maintenance Bid

Large project bids (requiring DfT funding of between £5m and £20m)

Scheme Bid

Structure Maintenance Bid

Note: Scheme and Structure Maintenance bids will be assessed using the same criteria.

A5. Equality Analysis

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

A6. Partnership bodies

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

Norton Radstock Regeneration Company (NRR)

Special purpose vehicle that was set up in 1998 to control the land asset as a tool for achieving regeneration. NRR is a private limited company but with a constitutional asset lock that ring fences any profit made for on-going regeneration activities. NRR's Directors are all volunteers and are drawn from a mixture of local organisations and businesses. The land for the new link road and the wider regeneration site is owned by NRR.

Linden Homes (developer)

Development partner of NRR – they have a conditional development agreement with NRR. Their role will be to secured Reserved Matters Consent, finalise land deal with NRR (allowing the Development Agreement to go unconditional) and build new houses, commercial space and public realm.

A7. Local Enterprise Partnership / Local Transport Body Involvement

It would be beneficial (though not essential) if the relevant LEP or LTB (or shadow(s)) have considered the bid and, if necessary, prioritised it against other bids from the same area. If possible, please include a letter from the LEP / LTB confirming their support and, if more than one bid is being submitted from the area, the priority ranking in order of growth significance.

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

LEP supporting letter is contained within Appendix D

SECTION B – The Business Case

You may find the following DfT tools useful in preparing your business case:

- [Transport Business Cases](#)
- [Behavioural Insights Toolkit](#)
- [Logic Mapping Hints and Tips](#)

B1. The Scheme - Summary

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

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

B2. The Strategic Case

This section should set out the rationale for making the investment and evidence on the strategic fit of the proposal. It should also contain an analysis of the existing transport problems, identify the barriers that are preventing growth, explain how the preferred scheme was selected and explain what the predicted impacts will be. The impact of the scheme on releasing growth potential in Enterprise Zones, key development sites and urban employment centres will be an important factor in the assessment process.

In particular please provide evidence on the following questions (where applicable):

- a) What is the problem that is being addressed, making specific reference to barriers to growth and why this has not been addressed previously?

Radstock town centre is located at the confluence of the River Somer and Wellow Brook. These rivers formed steep sided valleys which became transport corridors and now accommodate two principle roads; the A367 (Bath to Wells) and A362 (A37 Farrington Gurney to Frome & Trowbridge). The development of railway infrastructure in the mid-19th century modified the highway layout and severed the direct link between the A362 Frome Road and the town centre road known as The Street.

The A367 and A362 now converge at a double mini roundabout with very constrained geometry. The junction accommodates over 38,000 vehicles a day and is a major bottleneck on the local highway network. During the morning and evening peak periods long queues form on all junction arms, regularly exceeding 1km in length on the A362 during the evening peak.

Redevelopment opportunities exist throughout the Radstock/Midsomer Norton and Westfield area but which are also potentially constrained by highway capacity in Radstock. Urgent investment in transport infrastructure is therefore required to provide sufficient transport capacity to accommodate the redevelopment of Radstock and the surrounding area.

Options have previously been developed and explored in order to address this issue, although none have come to fruition due to a variety of reasons, some of which are detailed in the next section.

The proposed solution is to re-provide a direct highway link from the A362 Frome Road and The Street, which was severed by the Radstock to Frome railway line, together with maintaining the existing A362 Frome Road. Retention of the existing network, together with the new road will reduce traffic flows, queues and delays at the congested A367/A362 junction and open up former railway land for development. The Radstock Paramics model has identified that the new highway layout with the proposed development will drastically reduce queuing and improve journey times on the A367 and A362.

An Outline Planning Consent is now required to incorporate the detail of the road scheme as well as the development principles for the former railway land. The housing and commercial element of the scheme will require the developer, Linden Homes, to gain Reserved Matters consent once Outline Consent has been secured. An application for the road scheme alone was considered however, due to the requirement of an Environmental Impact Assessment, the application must be considered as a whole.

b) What options have been considered and why have alternatives have been rejected?

An alternative scheme was considered and has the benefit of a planning consent. This comprised traffic signals, a gyratory system and replacement of the double mini roundabout with a single roundabout. However, since the planning consent was granted in 2008 (06/02880/EOUT) a Paramics model of Radstock has been developed and the results demonstrate that the consented scheme would have a detrimental effect on the operation of the network, with significant increases in queuing. The model exhibited queues on almost all the major entry points to the network throughout the AM and PM periods (0700-1000 & 1500-1900). In addition, the resulting queue lengths extend much further back from the junctions. The following key features of the proposed network were the source of these capacity problems;

- The proposed traffic signal junction on the A362 Frome Road created severe congestion across the whole network, causing long queues at the approaches to the two roundabouts; and
- The barring of right turns from Church Street into A362 Frome Road (eastbound) generated a high level of U-turns at the southern roundabout which resulted in excessive queuing.

During a period of redesign, alternative options considered included:

- installation of traffic signals: various traffic signal options have been tested, but none provide the additional capacity required;
- replacement of the double mini roundabout with a single large roundabout: this option would have capacity benefits, but requires significant property demolition and relocation of an electricity sub-station. This option was therefore rejected on cost and environmental grounds; and
- development of a gyratory system formed by existing and new roads: this option required significant land acquisition and property demolition which would have a severe effect on the local environment.

Following consultation with the local community, the Council has developed the current proposal which will deliver highway capacity benefits as well as continuing to enable the development of the former railway land.

c) What are the expected benefits / outcomes? For example, job creation, housing numbers and GVA and the basis on which these have been estimated.

Retention of the existing network, together with the new road will reduce traffic flows, queues and delays at the congested A367/A362 junction and open up former railway land for development. The Radstock Paramics model has identified that the new highway layout with the proposed development will drastically reduce queuing and improve journey times on the A367 and A362.

Doing nothing is not an option for Radstock. Town centre regeneration is key to its future success. In addition, the former railway land is required to deliver a significant number of

houses to contribute to the housing need of the Bath & North East Somerset district. Without this there would be additional pressure on greenfield land for housing development.

The delivery of the road scheme (Appendix F: Highways scheme general arrangement) will enable the reclamation of 8 hectares of brownfield land for development which in turn will allow NRR and their development partner to deliver:

- c200 residential units
- c1000m² of commercial and/or community resource space
- New public realm
- Town centre parking
- Enhancement of wildlife corridors and retained habitat
- Relocated bus stops
- National Cycle Network link through the site and off site improvements
- New pedestrian bridge to serve St Nicholas School from the town centre car park.

An illustrative master-plan of the scheme is contained within Appendix E.

The mixed use elements of the scheme such as shops, offices, community space, together with a mix of residential will help to develop, promote and secure a vibrant town centre with commercial, community safety and accessibility benefits. The scheme will deliver significant inward investment of over £30million and the spin off benefits of the additional spend in the local economy equates to around £2m per annum.

The net additional permanent jobs resulting from the scheme is forecast to be 43 and the net added value will be £2.2m. The additional spend from the new households will be £2m per annum of which 70% will be retained in the local area.

Following securing reserved matters planning consent, Linden Homes anticipate starting on site in 2014, and expect that the overall scheme will take approximately 4 years to build.

d) What is the project's scope and is there potential to reduce costs and still achieve the desired outcomes? For example, using value engineering.

The scope and extent of the scheme is illustrated on the Scheme drawings contained at Appendix E but can be summarised as follows

- Construction of a new link road between Frome Road (A362) and Radstock High Street utilising a new roundabout junction with access spur into future development site.
- New bus laybys on new and existing highways
- Junction improvements to Fortescue Road, The Street and Church Street
- Conversion of The Street to two way traffic with provision of delivery and parking bays
- Reversal of traffic flow on Fortescue Road
- Provision of left only junction out of Fortescue Road
- Construction of new mini roundabout at Wells Road/High Street/The Street junction
- Provision of new controlled pedestrian crossings

The scheme has already undergone a number of value engineering initiatives aimed at a reduction in cost and no further gains are expected to be identified in this regard.

e) Are there any related activities, that if not successfully concluded would mean the full economic benefits of the scheme may not be realised. For example, this could relate to land acquisition, other transport interventions being required or a need for additional consents?

The delivery of the overall scheme and benefits identified has the support of Norton Radstock Regeneration Company (main landowner of former railway land) and their development partner Linden Homes. Once the Outline Planning consent is secured, Linden Homes will secure Reserved Matters consent and deliver the wider scheme benefits.

f) 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)?

The local authority and its partners have secured funding for this scheme. Any Pinch Point funding will assist this project in delivering further benefits to the area and improve the overall viability of the scheme. Further benefits will be achieved by re-allocating capital funding to alternative capital projects which are currently not funded.

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

The scheme has been previously consented as part of a wider development planning application for 210 residential units and a range of retail and business uses. That application carried out an extensive Environmental Impact Assessment which identified a range of impacts across the criteria assessed as summarised below:

- | | | |
|--------------------------|---|--|
| 1. Ecology | – | medium long term beneficial |
| 2. Transport | – | moderate beneficial |
| 3. Conservation | - | moderate beneficial |
| 4. Landscape | - | no effect |
| 5. Archaeology | - | minor adverse (not road related) |
| 6. Ground Conditions | - | moderate beneficial |
| 7. Drainage | - | moderate beneficial |
| 8. Noise and Air Quality | - | locally moderate adverse – moderate beneficial |

B3. The Financial Case – Project Costs

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

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

Table A: Funding profile (Nominal terms)

| £000s | 2013-14 | 2014-15 | 2015-16 | Total |
|------------------------------|-------------|------------|----------|-------------|
| DfT funding sought | 857 | 232 | 0 | 1089 |
| Local Authority contribution | 307 | 0 | 0 | 307 |
| Third Party contribution | 0 | 160 | 0 | 160 |
| TOTAL | 1164 | 392 | 0 | 1556 |

Table B: Cost estimates (Nominal terms)

| Cost heading | Cost (£000s) | Date estimated | Status (e.g. target price) |
|--------------------|--------------|----------------|--|
| Planning Fees | 190 | 07.02.13 | Lump Sum |
| Construction Costs | 900 | 07.02.13 | Estimate based on previous lump sum tender |
| Utility Costs | 114 | 07.02.13 | Lump Sum Quote |
| Fees | 139 | 07.02.13 | Lump Sum Quote |
| Third Party Costs | 7 | 07.02.13 | Draft Agreement |
| Contingency | 206 | 07.02.13 | Estimate |
| TOTAL | 1556 | | Cost Plan |

Notes:

- 1) Department for Transport funding must not go beyond 2014-15 financial year.
- 2) A minimum local contribution of 30% (local authority and/or third party) of the project costs is required.
- 3) Costs in Table B should be presented in outturn prices and must match the total amount of funding indicated in Table A.

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

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

- a) The non-DfT contribution may include funding from organisations other than the scheme promoter. If the scheme improves transport links to a new development, we would expect to see a significant contribution from the developer. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.

Linden Homes (the developer) has committed to providing £160,000 towards the highway works – this will be secured through the Section 106. Any further contribution from the developer would significantly impact on the viability of the scheme and the delivery of the other regeneration benefits the site will deliver such as affordable housing.

However, the land for the new link road will be provided by the landowner / developer in kind.

The Homes and Communities Agency has provided financial support (£800,000) for the project for elements of costs spent to date. This covered: land assembly and consultancy fees.

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

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

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

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

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

n/a

B5. The Financial Case – Affordability and Financial Risk

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme (you should refer to the Risk Register / QRA – see Section B11).

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

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

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

Risk management has been at the core of the project evolution to date. A comprehensive risk register was developed at commencement and has been continuously monitored and updated throughout.

Using this risk register, a conceptual risk model was generated to assess the appropriate level of contingency for inclusion in scheme budgets. This Quantitative Risk Assessment (QRA) is appended to this application (Appendix L) and sets out the following levels of contingency

| | | |
|------|---|----------|
| Mean | = | £205,675 |
| P50 | = | £206,434 |
| P80 | = | £250124 |

Consequently, the P50 risk allowance of £206,000 has been included in the project cost estimate. This represents approximately 15% of the projected total scheme cost.

b) How will cost overruns be dealt with?

B&NES project management protocols require monthly reviews and reporting of scheme costs against original budget. The monthly financial reporting examines:

Committed Costs against budget
Instructions agreed
Anticipated Additional Works
Available contingency

Worst case reporting is encouraged to ensure that a robust financial management system is in place.

Cost increase on budget can generally emanate from four sources for the form of contract proposed at Radstock:

1. Unforeseen issues
2. Design errors/omissions
3. Contractor Claims/CENs

4. Client led scope change

Cost increases resulting from headings 1-3 are generally covered out of project contingency. Where monthly reporting identifies that contingency spend is required, a formal Change Control procedure is operated to record the decision to release the contingency. This is authorised at Strategic Director level and ensures that the rate of contingency spend is closely monitored.

Where client led scope change is promoted, a similarly change control process is operated but with an option to finance the change through the release of additional budget to the scheme to ensure that contingency is not impacted adversely.

Whilst the risk processes set out in this application are robust and give confidence that the scheme will be delivered in line with current budget, the financial management processes will track available contingency and will ensure that, if necessary, additional budget is made available to finance any cost overrun in a timely fashion.

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

A detailed project programme is appended to this application (Appendix K) which sets out a robust delivery schedule. The scheme has already been fully designed and safety audited so the main risks to delivery timetable are as discussed below:

Planning/S106

As set out elsewhere in this application, an alternative highway scheme and regeneration development at Radstock already has the benefit of planning consent. However, to maximise the positive impact of the scheme on the existing highway network, a new scheme has been identified. Whilst this scheme was publically consulted and the necessary TROs approved, a revised planning consent is required to allow implementation. The main risk to delivery timescales is therefore primarily linked to this process.

Since the scheme is so similar to the currently consented scheme, the procurement of the revised consent is not expected to be problematic. However, programme time has had to be identified for this and there is a small risk that some prolongation of this element could occur although this risk has been mitigated through the provision of planning officer resource to handle the application.

Whilst planning represents a programme risk, it is not anticipated to create a cost risk. The procurement strategy and programme assumes that no contract will be awarded until planning has been secured and no additional costs will be incurred.

Utilities

The scheme involves both diversions of existing utility apparatus and new supplies to serve scheme infrastructure. Non-performance of utility companies is always a concern and if suffered could potentially delay the delivery. However, this risk has been mitigated through programming constraints imposed on the contractor and identifying through discussions with the utility companies.

Main impact would normally be felt if diversions are delayed since they would generally impact the construction of the new works. However, the scheme has been designed to facilitate the construction of the works before the diversions are done.

Potential cost impacts have therefore minimised and these have been costed into the QRA.

d) How will cost overruns be shared between non-DfT funding partners (DfT funding will be capped and will not be able to fund any overruns)?

Any cost overrun will be financed exclusively by BANES. The developer contribution is fixed to the figures declared above.

B6. The Economic Case – Value for Money

This section should set out the full range of impacts – both beneficial and adverse – of the scheme. The scope of information requested (and in the supporting annexes) will vary according to whether the application is for a small or large project.

Small project bids (i.e. DfT contribution of less than £5m)

a) Please provide a description of your assessment of the impact of the scheme to include:

- Significant positive and negative impacts (quantified where possible);

The proposed highway scheme will relieve a significant bottleneck on the local highway network, comprising the A367 and A362. Predicted journey time savings in the PM peak hour (1700-1800) are very significant, with savings of over 5 minutes per vehicle on the A367 southbound and up to 2 minutes on the A362 (both directions).

Traffic flows on Fortescue Road, Radstock's main shopping street, will be significantly reduced as set out in Table 1 (below).

| Time Period | Existing traffic flow (vehicles) | Predicted traffic flow with proposed scheme (vehicles) |
|-------------|----------------------------------|--|
| 0800-0900 | 360 | 30 |
| 1700-1800 | 380 | 50 |

Table 1 Existing and predicted traffic flow on Fortescue Road, Radstock

However, traffic flows on The Street, will be significantly increased, as show in Table 2:

| Time Period | Existing traffic flow (vehicles) | Predicted traffic flow with proposed scheme (vehicles) |
|-------------|----------------------------------|--|
| 0800-0900 | 280 | 1100 |
| 1700-1800 | 400 | 980 |

Table 2 Existing and predicted traffic flow on The Street, Radstock

- A description of the key risks and uncertainties;

The key risk associated with the Economic Case is that by removing the 'pinch point' in Radstock town centre, suppressed demand to travel by car through Radstock may be released resulting in higher levels of traffic flow and reducing the projected journey time savings.

- A short description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.

Mott MacDonald were commissioned to develop AM and PM peak Paramics models (07:00-10:00 and 15:00-19:00) for the area set out in Figure 1 (below). A comprehensive set of link counts, turning counts, journey time and queue length surveys were undertaken in 2009.

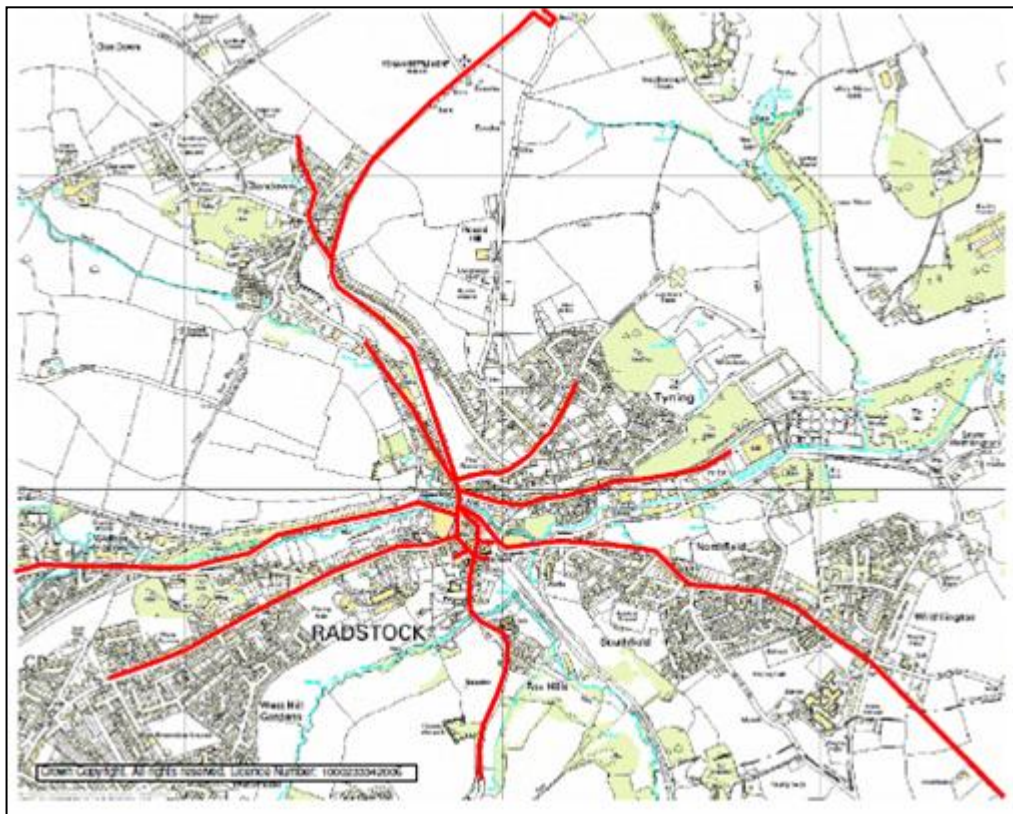


Figure 1: Extent of Radstock Paramics Model

The models were validated for the peak hours 07:00-08:00 and 17:00-18:00. Validation was successful in terms of turning movement, link flows and queues, with all values meeting DMRB criteria. In terms of journey time validation, all modelled times were successfully validated, except the eastbound approach to the double mini-roundabout, where the discrepancy was slightly above the DMRB criterion in the AM peak. Full validation results are available in: Radstock Base Model Revalidation Report, Mott MacDonald, December 2009 (Appendix I).

** Small projects bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if they have estimated this.*

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

- A completed Scheme Impacts Pro Forma which summarises the impact of proposals against a number of metrics relevant to the scheme objectives. It is important that bidders complete as much of this table as possible as this will be used by DfT – along with other centrally sourced data – to form an estimate of the BCR of the scheme. Not all sections of the pro forma are relevant for all types of scheme (this is indicated in the pro forma).
- A description of the sources of data and forecasts used to complete the Scheme Impacts Pro Forma. This should include descriptions of the checks that have been undertaken to verify the accuracy of data or forecasts relied upon. Further details on the minimum supporting information required are presented against each entry within the pro forma.

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

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

See Appendix I: Relevant supporting material from Highways Department (Radstock Base Model re-validation report, December 2009)

- A completed Appraisal Summary Table. Bidders are required to provide their assessment of all the impacts included within the table and highlight any significant Social or Distributional Impacts (SDIs). Quantitative and monetary estimates should be provided where available but are not mandatory. The level of detail provided in the table should be proportionate to the scale of expected impact with particular emphasis placed on the assessment of carbon, air quality, bus usage, sustainable modes, accessibility and road safety. The source of evidence used to assess impacts should be clearly stated within the table and (where appropriate) further details on the methods or data used to inform the assessment should be attached as notes to the table.

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

- Other material supporting the assessment of the scheme described in this section should be appended to your bid.

** This list is not necessarily exhaustive and it is the responsibility of bidders to provide sufficient information to demonstrate the analysis supporting the economic case is fit-for-purpose.*

Large project bids (i.e. DfT contribution of more than £5m)

- c) Please provide a short description of your assessment of the value for money of the scheme including your estimate of the BCR. This should include:

- Significant monetised and non-monetised costs and benefits;
- A description of the key risks and uncertainties and the impact these have on the BCR;
- Key assumptions including (but not limited to): 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 the checks that have been undertaken to determine that it is fit-for-purpose.

- d) Detailed evidence supporting your assessment – including a completed Appraisal Summary Table – should be attached as annexes to this bid. **A checklist of material to be submitted in support of large project bids has been provided.**

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

- Please append any additional supporting information (as set out in the Checklist).

**It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*

B7. The Commercial Case

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

- a) Please provide evidence to show the risk allocation and transfer between the promoter and contractor, contract timescales and implementation timescales (this can be cross-referenced to your Risk Management Strategy).

Appreciation of the project risk profile (through a robust Risk Management Strategy and accurate and up to date Risk Register) will enable the Council to properly assess allocation of risk.

Through understanding the nature of each risk the Council will assess and manage allocation within the team and under contract. The Project has an existing Risk Register and the Council will continue to manage and update this throughout the project cycle to ensure that the risks are transferred at the appropriate point. Please refer to Appendix N for additional information regarding the Council's Risk Management Strategy.

- b) What is the preferred procurement route for the scheme and how and why was this identified as the preferred procurement route? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

Two alternative options were considered for the procurement of the scheme

- Using the BANES term framework contract. However, this contract was primarily intended for use on small scale maintenance and re-surfacing contracts rather than new schemes so was consequently not considered appropriate since it would not give value for money
- Competitively tendering the scheme using the NEC Engineering and Construction Contract Option A. This contract form most appropriately allocates risk to the party most able to carry it and is strongly programme orientated – a key parameter for ensuring delivery within the timescales required for this funding stream. It also gives a lump sum price based on Activity schedule so the risk of cost increase resulting from quantity increase is removed.

The scheme has been previously tendered using the NEC and the intention is to do so again for the revised scheme being promoted. In view of the nature of the work and the level of consultation required, the scheme has been fully designed by the Client team – this removes the design risk from the Contractor and results in lower tender costs.

Whilst the scheme value sits below OJEU threshold, BANES Standing Orders on procurement will be followed. This will require the opportunity to be advertised on the Councils online procurement system, opening the opportunity up to all suitable contractors. It is proposed to identify a competitive tender list of 4-6 contractors via a formal PQQ process which will be administered using the Councils Supplying the South West web based system. Tenders will be sought on a most economically advantageous basis against declared weighted criteria of cost and quality. This will identify the best overall bid and reduce risk of cost overrun.

The project programme for this scheme shows the following key dates for procurement:

| | | |
|----------------------|---|---------------------|
| PQQ Period | = | 29/04/13 – 17/05/13 |
| Tender Period | = | 10/06/13 – 12/07/13 |
| Assessment and Award | = | 15/07/13 – 06/09/13 |

Construction Period = 23/09/13 – 24/07/14

These periods are considered robust and are timed to facilitate all approvals and consents required prior to construction to again minimise project risk. The scheme has been previously tendered and gives confidence that the construction period allowed for is appropriate. Consequently, the project for which funding is sought has 10 months float on the delivery period required by this funding

- c) A procurement strategy will not need to form part of the bid documentation submitted to DfT. Instead, the Department will require the bid to include a joint letter from the local authority's Section 151 Officer and Head of Procurement confirming that a strategy is in place that is legally compliant and is likely to achieve the best value for money outcome.

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

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

B8. Management Case - Delivery

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

- a) A detailed project plan (typically in Gantt chart form) with milestones should be included, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any key dependencies (internal or external) should be explained. Resource requirements, task durations, contingency and float should be detailed and easily identifiable. Dependencies and interfaces should be clearly outlined and plans for management detailed.

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

A detailed project programme is appended to this application (Appendix K). It has been prepared using Microsoft Project and is fully logic linked to set out programme sequencing, constraints, task durations and float.

The programme illustrates a critical path which runs through the planning process – both application and determination. The programme allows week to week control of key processes. To manage that programme key meetings with consultees have already been scheduled out in advance and the team is working aggressively towards meeting these dates.

Following planning, critical path reverts to construction programme starting with award. As outlined earlier in this application, the contract award is controlled by a Gateway Review which will require the following milestones to have been achieved

1. Planning Consent
2. S106 signed
3. Land Agreement in place
4. TROs approved

A programme bar has been added for a possible Judicial Review process. If this were to arise consideration would be given to insuring against this to allow the programme to be progressed as set out

The construction programme has been informed by the detailed tender programme submitted by the preferred bidder on an earlier tender procured for this scheme. This shows critical works to be the on street works with the New Link Road construction having significant float. Many risk items (services, ecology, and archaeology) relate to the New link section so this is helpful in de-risking the project.

Items such as design, TROs and procurement which are normally critical programme constraints have significant float so could suffer some slippage without impacting programme

b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place in order to secure the land to enable the authority to meet its construction milestones.

Has a letter relating to land acquisition been appended? Yes No N/A

c) Please provide summary details of your construction milestones (at least one but no more than 5 or 6) between start and completion of works:

Table C: Construction milestones

| | Estimated Date |
|--|-----------------------|
| Start of works | |
| Start of works | 23.09.13 |
| Phase 1: New Link Road Complete | 30.05.14 |
| Phase 2: The Street Complete | 11.02.14 |
| Phase 3: High Street/Wells Road Complete | 26.03.14 |
| Phase4: High Street Bath New Road Complete | 15.07.14 |
| Phase 5: Frome Road Complete | 09.06.14 |
| Opening date | 24.07.14 |
| Completion of works (if different) | 24.07.14 |

d) Please list any major transport schemes costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)

The Council has delivered the Greater Bristol Bus Network (GBBN) in Bath and North East Somerset in collaboration with partner authorities in the West of England and bus operator First. The GBBN project has been delivered on time and within 0.5% of the total approved budget, having been substantially completed within the 2011/12 financial year at a cost to DfT of £42.3 million and an overall cost of £80 million.

B9. Management Case – Statutory Powers and Consents

a) Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

Traffic regulation orders – expire in June '13

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

Outline Planning Consent – scheduled for submission April 2013, determination September 2013

Renew Traffic Regulation Orders – September '13

B10. Management Case – Governance

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and responsibilities of those involved, and how key decisions are/will be made. An organogram may be useful here. Details around the organisation of the project including Board accountabilities, contract management arrangements, tolerances, and decision making authorities should be clearly documented and fully agreed.

Derek Quilter – Divisional Director, Development & Major Projects

Information on project governance is appended to the application within Appendix M.

B11. Management Case - Risk Management

All schemes will be expected to undertake a thorough Quantified Risk Assessment (QRA) and a detailed risk register should be included in the bid. The QRA should be proportionate to the nature and complexity of the scheme. A Risk Management Strategy should be developed and should outline on how risks will be managed.

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

Has a QRA been appended to your bid? Yes No

Has a Risk Management Strategy been appended to your bid? Yes No

B12. Management Case - Stakeholder Management

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways Agency, statutory consultees, landowners, transport operators, local residents, utilities

companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

a) Please provide a summary of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

| Name | Role | Strategy | Influence |
|--|---|--|--|
| Norton Radstock Regeneration Company (NRR) | Main landowner | Regular meetings with Chair and attendance at board meetings | Require a small amount of NRR land to deliver the new link road. |
| Linden Homes | Landowner's Development Partner | Regular meetings with project team to ensure planning consent is delivered in line with their requirements for future development. | Required to deliver the new homes and commercial space. |
| Radstock Town Council | Town Council | Attend town council meetings to explain scheme | Locally elected members, planning consultee |
| Somer Valley Partnership | Independent umbrella local partnership body | Attend meetings to explain scheme and impact on the area | Umbrella stakeholder partnership |
| First Bus & Somerbus | Local bus operators | Discussions to ensure changes to proposals benefit the service provision in the area | Delivers public transport services to Radstock and Somer Valley |
| Wider community | Community interest | Public exhibition | |
| BT | Telecoms provider | Early discussions regarding diversion and provision to new development | Utilities providers |
| Wessex Water | Drainage and Water provider | | |
| Wales & West Utilities | Gas provider | | |
| Western Power and SEC | Electricity provider | | |

b) Can the scheme be considered as controversial in any way? Yes No
 If yes, please provide a brief summary (in no more than 100 words)

The overall regeneration of the former railway land will jeopardise the potential of reopening the Radstock to Frome railway. In addition, there will be an impact on the existing ecological value of the site. However, these issues were considered as part of the planning process and considered in 2008 that the social and environmental benefits of the scheme outweighed the impacts.

The difference between the consented scheme and the Outline planning application proposed is minimal and will refer mainly to the amended highway scheme which has been designed in response to community feedback and traffic modelling results.

c) Have there been any external campaigns either supporting or opposing the scheme?

Yes No

If yes, please provide a brief summary (in no more than 100 words)

The previous planning consent was subject to a Judicial Review application which was withdrawn before being heard in Court.

A local action group 'Radstock Action Group' are opposed to the scheme on the basis of the above.

d) For large schemes please also provide a Stakeholder Analysis and append this to your application.

Has a Stakeholder Analysis been appended? Yes No N/A

e) For large schemes please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

Has a Communications Plan been appended? Yes No N/A

B13. Management Case - Assurance

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

For large schemes please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation

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

| Benefits | Owner |
|--|-----------------|
| Highway benefits as stated in B6 (a) | B&NES |
| Reclamation of 8 ha of brownfield development land | NRR (Landowner) |
| Housing delivery c200 units | Linden Homes |
| Commercial space c1000m2 | Linden Homes |

C2. Monitoring and Evaluation

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

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

Bath & North East Somerset Council will evaluate the success of the scheme to ensure that it meets the stated objectives:

- Strat-e-gis journey time data will be used to undertake a comprehensive journey time assessment 6 months after scheme opening. This will evaluate if the modelled benefits are realised by the scheme.
- Close monitoring of housing and commercial space delivery will be undertaken with the landowner and developer.

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 Radstock Town Centre Infrastructure I hereby submit this request for approval to DfT on behalf of Bath & North East Somerset Council and confirm that I have the necessary authority to do so.

I confirm that Bath & North East Somerset Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Peter Dawson

Signed:

Position:
Group Manager Transport and Planning Policy



D2. Section 151 Officer Declaration

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

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a

stakeholder analysis and communications plan in place

Name:
Tim Richens

Signed:



Submission of bids:

For both small bids and large bids the deadline is 5pm, **21 February 2013**

One hard copy and a CD version of each bid and supporting material should be submitted to:

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

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