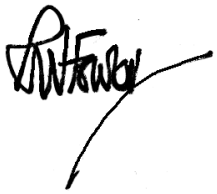
LOCAL AUTHORITY MAJOR SCHEMES
BEST AND FINAL FUNDING BID
SEPTEMBER 2011

Scheme Name	Bus Rapid Transit Ashton Vale to Temple Meads
Local Authority	Bristol City Council (Lead)

SCHEME COST SUMMARY (£m)		
	Scheme As Previously Configured (from section 1.4)	**Revised Scheme** (from section 4.4)
LA contribution	**£7.483m**	**£13.613m**
Third Party Contribution	*****	**£1.250m**
DfT Funding Contribution	**£44.114m**	**£34.508m**
Total	**£51.597m**	**£49.371m**

CONTACT DETAILS FOR FURTHER ENQUIRIES	
Lead Contact: **Position:** **Tel:** **E-mail:**	Bob Fowler Service Manager, Major Transport Projects, Bristol City Council (Senior Responsible Owner) 01179 036 579 bob.fowler@bristol.gov.uk
Alternative Contact: **Position:** **Tel:** **E-mail:**	Alun Owen Service Director Major Projects, Bristol City Council 01179 037 481 Alun.owen@bristol.gov.uk

NOTE: Bids should be received by the Department by Noon on 9th September 2011.

SENIOR RESPONSIBLE OWNER DECLARATION	
As Senior Responsible Owner for Bus Rapid Transit Ashton Vale to Temple Meads I hereby submit this Best and Final Funding Bid to DfT on behalf of Bristol City Council (as Lead Authority) and confirm that I have the necessary authority to do so.	
Name: Bob Fowler	Signed: 
Position: Service Manager, Major Transport Projects, Bristol City Council	

SECTION 151 OFFICER DECLARATION	
As Section 151 Officer for Bristol City Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Bristol City Council (as Lead Authority) has the intention and the means to deliver this scheme on the basis of its proposed funding contribution at section 4.3 (a) above, as well as meeting any ongoing revenue requirements on the understanding that no further increase in DfT funding will be considered beyond the maximum contribution requested at 4.3 (c) (including if third party contributions should no longer be available).	
Name: Peter Robinson	Signed: 

Please Note: The promoting authority should ensure that a copy of this BAFB form and all supporting information is available on its website by 5pm on12 September 2011.

Please detail the appropriate location where these documents can be located. The Department may provide a link to these pages from its own website.

http://travelplus.org.uk/rapid-transit---ashton-vale-to-temple-meads

SECTION 1: THE SCHEME AS PREVIOUSLY CONFIGURED
i.e. BEFORE 10 JUNE 2010
This section should EITHER describe the scheme as approved at Programme Entry OR as submitted in a business case bid for Programme Entry OR on the latest design on which the last QMR submitted to the Department was based.

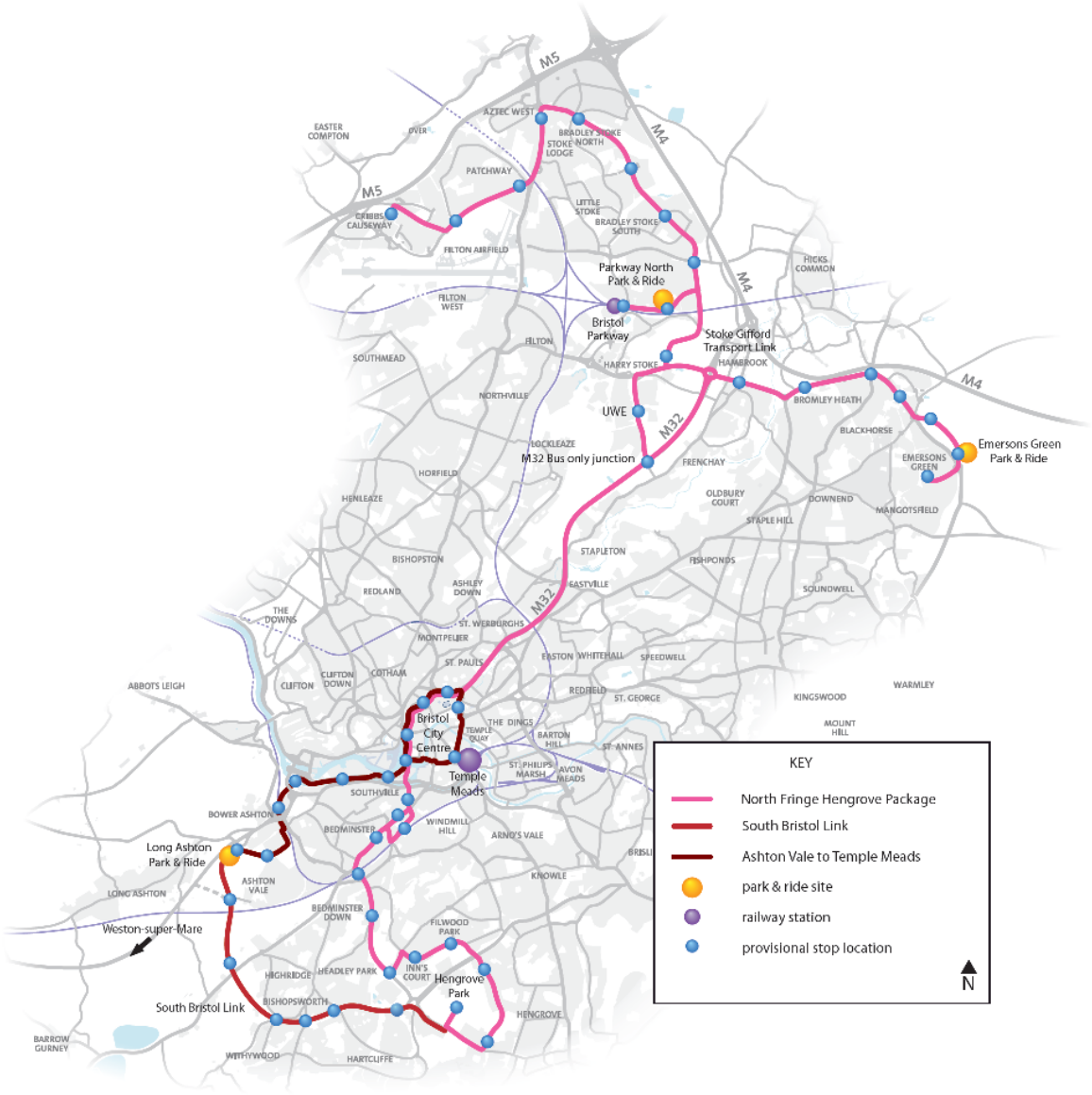
Note: this information should be consistent with what was included in previous EoI with any differences explained.

Date of Programme Entry or PE Bid or last QMR Submission (*where applicable*)	**March 2009**
Estimated total scheme cost *(inclusive of eligible preparatory costs)*	**£51.597m**
DfT contribution	**£44.114m**
Local Authority Contribution *(excluding the costs of any Part 1 Claims that you may have included at this time)*	**£7.483m**
Third party contribution	**£*m** * Not quantified separately from LA contribution

1.1 Brief description of the scheme as previously configured *This should clearly state the scope of the scheme and describe all of its key components*

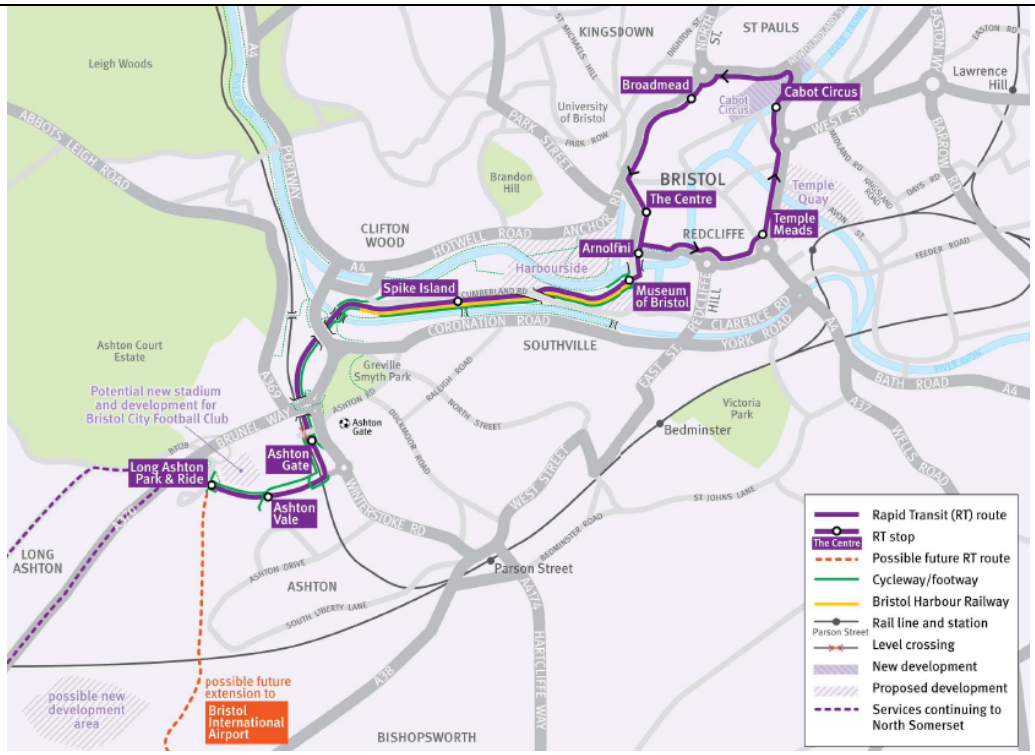
Rapid Transit will provide a step change improvement in the quality and reliability of the public transport network in the West of England, to tackle congestion, deliver economic growth and reduce carbon emissions. The vision for rapid transit is a network of sustainable transport corridors connecting key areas of employment, retail, leisure, regeneration and housing that offer fast, reliable and comfortable journeys and an attractive alternative to the private car.

The network delivered by the three rapid transit major schemes is shown below. The vision will be delivered through an emphasis on segregation from, and priority over, general traffic, high profile stops and interchanges, much improved passenger information and new, low emission, accessible vehicles. In addition, where possible the rapid transit network will also include further, significant improvements for pedestrians and cyclists. Ashton Vale to Temple Meads and Bristol City Centre Bus Rapid Transit (AVTM) forms part of this proposed network.



Route Description

The scheme infrastructure comprises two distinct elements. The section from Long Ashton Park and Ride to the Arnolfini stop (the "Corridor") is a 4km long segregated and largely guided busway using kerb guidance. This corridor is the subject of an application for a Transport & Works Act Order (TWAO) submitted in June 2010. The reminder of the route serves the City Centre in the form of an anti-clockwise loop running on existing highway with additional link and junction priorities via Temple Circus, Cabot Circus, Broadmead and The Centre.



Long Ashton Park and Ride to Arnolfini (the Corridor)

The infrastructure starts at the existing Long Ashton Park and Ride site, with the segregated busway and adjacent maintenance track available for use by pedestrians and cyclists heading from the Park and Ride access road across the fields to the south and east to skirt the site of the proposed new stadium and mixed-use development for Bristol City Football Club. A stop is proposed to serve Ashton Vale. The busway then continues east and turns north to run parallel with and then cross the Portbury Freight Line on a new bridge and then continue on disused railway alignment passing under Brunel Way. Passive provision is made for a stop at Ashton Gate. The route crosses the River Avon New Cut on the (disused but for pedestrians and cyclists) Ashton Avenue Swing Bridge to pass next to the CREATE centre where the busway will displace the current terminus of the Bristol Harbour Railway and its alignment up to the Avon Crescent/Cumberland Road junction. From here to the Cumberland Road Bridge, the inbound busway shares the alignment with the Bristol Harbour Railway whilst continuing to provide for the latter's continued and occasional use when the inbound buses will use the Cumberland Road carriageway. The outbound alignment runs on new bus lane along Cumberland Road. There is an intermediate stop at Spike Island which will also serve the SS Great Britain and, via the Vauxhall pedestrian bridge, areas to the south of the New Cut.

Passing under Cumberland Road at the existing skew bridge the route heads east along the back of the railway sidings on the southern side of the Harbourside and behind the Museum of Bristol where a stop is proposed, to enter Wapping Road and turn north across Prince Street Bridge to the Arnolfini stop which will serve the north Harbourside area and The Centre. General traffic will be prohibited from the bridge and facilities for pedestrians and cyclists improved.

The corridor section is designed for use by single decked, double-decked and single decked articulated vehicles.

Bristol City Centre Loop

Immediately north of the Arnolfini stop the route turns right along The Grove and

commences the anti-clockwise loop of the City Centre. The loop is on highway and the scheme will augment existing public transport priority provision. After travelling along Redcliffe Way, the stop on Temple Circus will serve Bristol Temple Meads railway station. The alignment then follows Temple Way northwards with a stop to serve the Cabot Circus retail centre and thence use existing bus priority provision along Bond Street. A stop to serve the Broadmead shopping area with access to the bus station, Bristol Royal Infirmary and other medical facilities would be provided west of St James Barton roundabout. The alignment would then continue along The Haymarket, Rupert Street and Colston Avenue to a stop at The Centre on Broad Quay. The loop would be completed by the provision of a new bus lane along Prince Street, towards Prince Street Bridge. New high quality rapid transit stops will be incorporated throughout, to provide for rapid transit services.

Service Description

The current 903 service between Long Ashton Park and Ride and Broadmead will be replaced and augmented by a core Rapid Transit service. Services in the peak will run up to every six minutes (ten vehicles per hour) and every twelve minutes in the off peak (five vehicles per hour). The corridor will also provide the ability for bus services to/from Nailsea, Clevedon and Weston-super-Mare to join the busway using appropriate vehicles and serving a variety of different destinations. The total level of service on the segregated corridor of the Rapid Transit Scheme would be 15 services per hour in the peak, one every four minutes and ten services per hour in the off-peak, one every six minutes.

The scheme will significantly improve journey times and journey time reliability including for North Somerset services. In 2016, the current Park and Ride service journey time to Bristol Temple Meads is forecast to take 26 minutes in the peak and 20 minutes in the off-peak. Rapid transit will improve this to 9 minutes in the peak and 9 minutes on the off-peak, savings of 15 and 11 minutes respectively. Journey time to Broadmead from Long Ashton Park and Ride improves by 20 minutes in the peak and 14 minutes in the off-peak.

1.2 What are/were the primary objectives of the scheme?

Please limit this to the primary objectives (ideally no more than 3) the problems to which this scheme is the solution. If the primary objectives have changed please explain why. Do not include secondary objectives i.e. things to which the scheme will contribute.

The primary objectives of the scheme are to:

- Extend choice of transport modes for all, in particular for private car drivers, to encourage a shift to public transport.
- Promote sustainable development by providing high quality public transport links.
- Promote social inclusion by improving access to employment, retail, community, leisure and educational facilities.

These are underpinned by a range of secondary objectives that are set out in the MSBC submission.

1.3 Please describe the process by which this scheme came to be the preferred option for meeting those objectives including reasons why alternatives were not progressed.

This may simply be an extract from what has already been described in previous Major Scheme Business Cases. However please take the opportunity to expand on that previous material as

necessary.

In 2006, the conclusions of the Greater Bristol Strategic Transport Study (GBSTS) recommended a package of measures to support the sustainable growth of the sub-region. As part of this wider package of measures, GBSTS set out the plan for the development of a BRT network. It identified corridors in the network that would serve many of the new residential and employment developments.

Within this context, the Ashton Vale to Temple Meads and City Centre scheme has also undertaken its own assessment of other available options. The assessment and selection of both route and technology options has followed DfT's guidance on the development and appraisal of major transport scheme bids.

In developing the MSBC, a series of detailed studies were undertaken to consider both route and technology options. This has included:

- Assessment of the short-listed corridor options, June 2007;
- Assessment of rapid transit technology options, August 2007; and
- Further assessment of rapid transit technology options including a review of wider (non-bus) technology options (largely based on capacities and costs) and more detailed, route specific assessment of bus-based, Tram Train and Ultra Light Rail Technologies (ULRT), Summer 2008.

Further option assessment work was also undertaken and presented as part of the Major Scheme Development process to consider:

- Alignment alternatives within the corridor;
- Lower Cost Alternative; and
- Next Best Alternative.

Since the submission of the MSBC, consideration of alternative alignments have concentrated on detailed aspects of the route in the city centre, particularly at Temple Meads and in the vicinity of BCFC stadium, as the stadium scheme has progressed.

1.4 What was the last total estimated cost of the scheme as previously configured including where changed since the award of Programme Entry?

Please provide the latest cost of the scheme with a summary and where, appropriate, an explanation of the key changes from the previous cost breakdown. Please use this section to identify any cost savings that you have already made since the award of Programme Entry. Figures should be outturn costs. Please adjust to exclude the costs of any Part 1 Claims that you may have included at this time.

Section 1.1 sets out the current scope of the scheme. There have been no changes to this scope and it remains entirely in accordance with the MSBC submission. Some detailed amendments have been made to seek to reduce costs. These are identified within Section 2. No Part 1 claims were identified at this stage.

The table below summarises the costs of the scheme in the March 2009 MSBC submission.

£m	Pre 2011/ 12	2011/ 12	2012/ 13	2013/ 14	2014/ 15	2015/ 16	2016/ 17	2017/ 18	2018/ 19	Total	%
LA contribution	2.577	1.992	1.735	0.832	0.347					7.483	15
Third Party contribution	*	*	*	*	*	*	*	*	*	*	
DfT funding requested	0.942	6.966	20.185	16.021						44.114	85
TOTAL	3.519	8.958	21.92	16.853	0.347					51.597	100

1.5 Please describe any developments (such as housing) linked with the scheme as described above and explain any changes impacting on these developments (eg policy changes such as housing allocations, changes to redevelopment plans)?

This should explain any links that the planned scheme had to major developments and provide details of changes to these plans such as through changes in policy relating to housing, changes to developer plans etc

The West of England Local Enterprise Partnership (LEP) ambition is to deliver 95,000 new jobs by 2030. Key to this will be the realisation of the challenge of delivering 72,000 new homes and 74,000 new jobs by 2026, as set out in the authorities' Core Strategies.

Land use assumptions have been revised as a result the abolition of Regional Spatial Strategies in 2010. The Programme Entry MSBC was based on TEMPRO 5.4, which reflected land use assumptions in the Draft RSS. The Ashton Park development of 10,000 dwellings in draft RSS is no longer going ahead, which is reflected in the updated appraisal reported in Section 3. Nevertheless, despite the revisions to land use assumptions, there is still a strong case for AVTM without the Ashton Park development, since the forecast patronage from the Ashton Park development was relatively low due to its distance from the scheme.

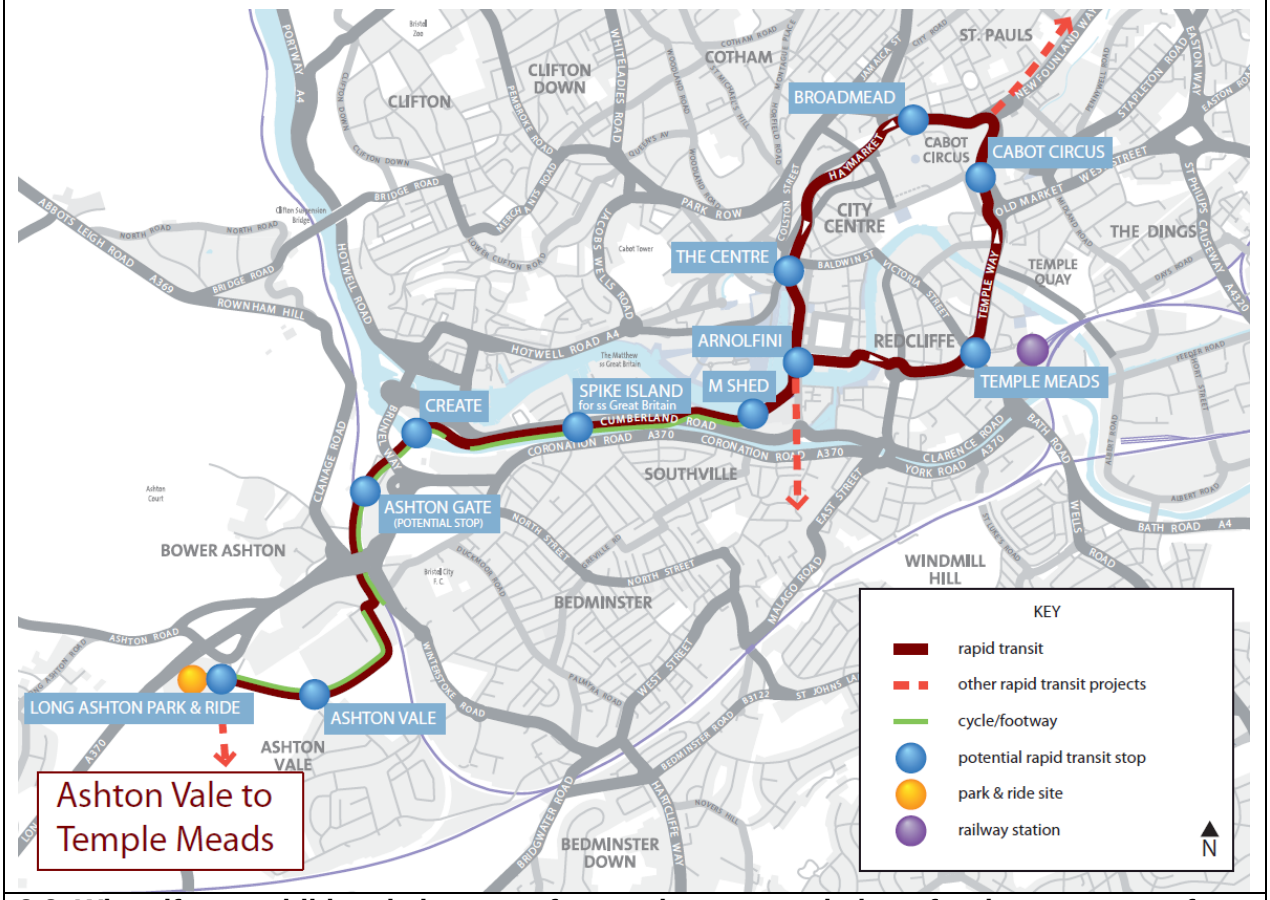
Subsequent to the MSBC submission, Bristol Airport has gained full planning consent to raise the passenger through-put to 10 million passengers per annum. As part of the planning consent a contribution of £1.250m to AVTM has been confirmed. The primary objectives of the Ashton Vale to Temple Meads scheme centre on improving the integration of the public transport network, by providing high quality public transport links to improve access to public transport for areas that still have poor provision and encourage sustainable development. Under the terms of the planning consent the airport will make significant financial contributions to the Ashton Vale to Temple Meads scheme.

SECTION 2: REVISED SCHEME PROPOSAL

This section should describe the changes you are proposing to make for the purposes of your Best and Final Funding Bid.

2.1 Are you proposing any changes of scope from the scheme as described in Section 1? *If yes, please describe in detail the changes you are proposing. Please also attach explanatory maps, diagrams etc. as appropriate.*

Scheme development work has continued at a further level of detail since submission of the Programme Entry MSBC in March 2009. This was as a result of community, interest group and stakeholder consultation and further detailed design work. This consultation resulted in some changes to refine the detail of the scheme design, for example the specific siting of some of the stops such as CREATE and the renaming of the Museum of Bristol stop to 'M Shed' to reflect the name of the recently opened museum. The design also takes account of the value engineering as identified within Section 2.3. However, the scope of the scheme remains in accordance with the scheme description in Section 1.1. A full set of alignment plans are attached as **Appendix A**.



2.2 What, if any, additional changes of scope have you ruled out for the purposes of your Best and Final Funding Bid? Please give reasons.

Further to the findings of the Spending Review, the Ashton Vale to Temple Meads Project Team has undertaken work to identify opportunities to reduce costs by reviewing the specification of the scheme through value engineering. Any possible reduction in scope has been limited by the Transport and Works Act Order Application. Any changes resulting in amendments to the Transport and Works Act Order Application would need to generate sufficient cost savings to offset the additional preparatory costs that would ensue, i.e. result in a reduction in the overall Quantified

Scheme Cost.

The following alternatives and / or reductions in scope and specification have been considered through the value engineering exercise:

- remove the guidance and use the Bristol Harbour Railway inbound (rejected as it would affect the overall efficiency of the route and negate the Transport and Works Act Order application);
- remove double deckers from the scheme (rejected as it would dilute the patronage benefits, compromising the overall scheme performance);
- remove Cumberland Road access ramp (rejected as running 2-way along Cumberland Road would adversely impact residents and affect the overall efficiency of the route for North Somerset services);
- remove guideway from Bristol Harbour Railway section (rejected due to impact on residents and would result in no stop being provided for M-Shed);
- drop the alignment round BCFC stadium (rejected as planning status has been granted for the stadium);
- reduce the quantity of the acoustic barrier (rejected because it would increase project risk); and
- remove Haymarket amendments (rejected due to reliability issues for rapid transit).

2.3 Whether or not you are proposing a change of scope, please identify any savings that have been made to the total cost of the scheme, for example through value engineering.

Please provide details with a summary and explanation of the further savings beyond those already identified at 2.1 above or, if no scope changes are proposed, with reference to the cost breakdown provided in the latest cost estimate at 1.4 above.

At the time of the Expression of Interest it was indicated that £4.5m outturn cost savings could be achieved. The scheme has now been value engineered to reduce costs by £4.5m without affecting the overall benefits or scheme objectives. There are a number of elements that have been value engineered:

- reducing the maintenance track from 4m to 3m (saving £950k);
- relocating Ashton Vale stop (formerly named Silbury Road) (saving £610k);
- removing Ashton Avenue Swing Bridge cantilever footway (saving £464k);
- realigning Heritage Railway saving green metal shed (saving £239k);
- simplifying the temporary Prince Street Bridge structure (saving £132k);
- re specifying the off bus ticket machines (saving £755k);
- optimising the ITS infrastructure and CCTV (saving £117k);
- rebasing the costs to Q4 2010 rates (saving £611k); and
- designing amendments resulting from the refinement of the scheme including confirmation of the detailed design of the stadium and amendments to the City Centre scheme (saving £622k).

In addition, the **Strategic Business Case** overview sets out a range of joint initiatives to reduce scheme cost across all five major schemes in the programme including re-profiling of DfT spend to reduce inflationary pressures and balance planned spend across programme; an integrated procurement strategy for the West of England

schemes, which includes the establishment of a Programme Delivery Board to co-ordinate procurement activities; co-ordination of work programmes across the major scheme programme to minimise disruption during construction, optimise service diversion works and maximise the sustainable disposal or re-use of excavated materials; and a targeted re-evaluation of the strategic risk to eliminate any overlap with scheme-specific allowance.

2.4 Please provide separate details of any further changes you are proposing to the scheme from that submitted in January 2011.

There are no substantive changes proposed to the scheme beyond those identified in Section 2.3. A Value Engineering Report is attached as **Appendix B**.

2.5 What is your latest assessment of the cost, feasibility and value for money of any alternatives to the proposed scheme?

This should include any previous options subsequently discarded and / or those proposed by third parties. Please explain why this / these options have not been progressed. Please detail any elements that have been included in your proposed scheme. Please make reference to any material differences with the preferred scheme in costs or benefits such as carbon impacts.

Throughout scheme development, significant work has been undertaken to assess scheme alternatives both in terms of route alignments and technologies. These are summarised in Section 1.3. None of the alternative options for rapid transit offer the same value for money as the bus-based system proposed for this and the other West of England rapid transit schemes.

A review of the most recent alternative proposed by a third party – for an Ultra Light Rail Transit (ULRT) scheme on the same alignment, concluded that (compared to the BRT scheme being promoted at the point of the initial MSBC submission), the ULRT options would cost more, offer a weaker economic case and require ongoing subsidy which will make securing public sector investment challenging. The development work needed for the ULRT alternative, including obtaining Transport and Works Act (TWA) powers, would rule out delivery within the current DfT spending period.

In summary the comparative BCRs are:

BRT Long Ashton P&R to City Centre: **3.2**

ULRT Ashton Gate to Temple Meads: **1.2**

ULRT Long Ashton to Temple Meads: **0.6**

The full analysis of this alternative proposal is attached as **Appendix C**.

SECTION 3: IMPACT OF CHANGES PROPOSED AND DELIVERY OF THE SCHEME

This section should describe the impact of the changes you are proposing in Section 2 above compared to the previously configured scheme as described in Section 1

3.1 What impact, if any, would the proposed changes have upon achievement of your primary objectives? *This should refer to the scheme as identified in section 2.1*

The scheme has now been value engineered to reduce costs by £4.5m (outturn). The nature of the proposed changes to achieve a cost saving are such that there is no adverse impact to any of the primary scheme objectives.

3.2 Please provide a short description of your assessment of the value for money of the revised scheme including your estimate of the Benefit Cost Ratio.

This should cover both monetised and non-monetised costs and benefits and should briefly explain the reasons for significant changes since your most recent Business Case submitted to the Department. The full assessment, as set out in the Value For Money guidance should be provided as an Appendix. Valuation of any dependent development should be reported here, separately from the central value for money evidence and supporting evidence, and a full description of the approach taken should be included in the Appendix.

The summary of the Cost-Benefit Analysis shows the following performance. Full details are included in the Value for Money Report in **Appendix D**, together with the completed value for money pro forma spreadsheets. In addition, since submission of the major scheme bid the West of England authorities have commissioned consultants to estimate the Gross Value Added (GVA) of the major scheme programme in the sub-region in terms of contribution to economic performance directly enabled by the revised central case, and the results of these studies are outlined in the Strategic Business Case overview report.

:

Indicator	Proposed Scheme	PE MSBC Central Case
User Benefits – Consumers/ Commuting and Other	*£209.220m*	*£177.281m*
User Benefits – Business	*£53.585m*	*£168.290m*
Accident Benefits	*£4.487m*	*£14.800m*
Carbon Benefits	*£2.931m*	*-£0.057m*
Wider Impacts	*£5.941m*	*n/a*
Reliability Benefits	*£2.931m*	*n/a*
Indirect Tax Revenue*	*-£16.745m*	*n/a*
Present Value of Benefits (PVB)	*£262.351m*	*£360.314m*
Scheme Costs	*£42.346m*	*£77.762m*
Indirect Tax Revenue*	*n/a*	*£9.719m*
Present Value of Costs (PVC)	*£42.346m*	*£87.481m*
Net Present Value (NPV)	*£220.004m*	*£272.833m*
Benefit to Cost Ratio (BCR)	*6.195*	*4.119*

* Note that the treatment of ITR changed between MSBC and appraisal of the proposed scheme. In the PE MSBC, a reduction in ITR is shown as a cost to the scheme and is included in the PVC, while in the latest appraisal of the proposed scheme it is shown as a negative benefit.

Monetised Costs and Benefits

The Transport Economic Efficiency (TEE) table shows the costs and benefits to users

of the transport system and the private sector. Comparing the benefits forecast for the revised BAFB scheme with the benefits forecast for the Programme Entry MSBC Central Case, the following key points can be noted:

- The BCR for AVTM is 6.20 compared to 4.12 in the Programme Entry submission (50.4% higher/lower) providing **very high value for money**.

The change in the BCR reflects a combination of factors including:

- reduced discounted scheme costs,
- change in the treatment of Indirect Tax Revenues
- additional benefits for Commuting and Other users
- broadening of the range of benefits to include reliability improvements and wider impacts

Monetised Costs:

The overall discounted scheme costs show a reduction from the PE MSBC due to a combination of factors including the outcome from the value engineering exercise; the rebasing of costs to Q4 2010, thereby taking into account reductions in cost rates; a two year delay to the construction period from the original PE MSBC programme; and a change in assumptions about future growth in operating costs.

Monetised Benefits

The current scheme shows the following principal benefits

- Net travel time benefits with the current scheme show a 24% fall from the PE MSBC reflecting a range of factors including on the one hand the lower growth in the value of time and a reduction in demand by business travellers, while the benefits to commuters and other users remains strong.
- The scheme shows a small benefit from reduced carbon consumption, reflecting the change in mode split to public transport.
- Irrespective of how Indirect Tax Revenue is treated in the assessment, the current scheme shows a greater decrease in overall ITR compared with the PE MSBC (from £9.719m to £16.745m reflecting reduced car travel as a result of the rapid transit scheme.
- There is a reduction in accident benefits with the current scheme, although the change is small.
- Reliability improvements represent a small benefit, mainly for business users.
- The inclusion if Wider Impacts in the assessment (using WITA) produces a small benefit to the scheme.

Non-monetised Costs and Benefits

AVTM would be likely to give rise to additional non-monetised costs and benefits:

- **Environmental Assessment**: the impacts of the scheme on the range of environmental designations include:
  - Noise – slight increase to dwellings in Harbourside – overall slight adverse impact
  - Air Quality – mix of local improvements and worsening with overall slight beneficial impact
  - Landscape – areas on the urban fringe affected by new construction resulting in overall moderate adverse impact
  - Townscape – change in views would affect overall townscape resulting in overall slight adverse impact
  - Heritage of historic resources – changes to identified structures (Ashton

Avenue Bridge, Prince Street Bridge, Vauxhall Bridge) will require careful and sympathetic design. Listed Building Consents and Conservation Area Consents required for some measures. Overall slight adverse impact.
  - Biodiversity – mitigation measures proposed for protected species and impact on Bower Ashton mineral railway (disused) SNCI resulting in overall moderate adverse impact
  - Water environment – overall neutral impact with potential residual effects from potential flooding from River Avon
- **Physical Activity:** The scheme would encourage additional walking and cycling journeys as a result of the segregated route along the alignment and increased public transport trips (potentially accessed by foot or cycle);
- **Journey Quality:** The high quality facilities, surrounding environment and passenger information provided with the new route will reduce traveller care and stress and improve views and therefore improve journey ambience for those passengers using the route (1550 in the morning peak in 2016);
- **Security:** Increased use of CCTV and high standard of lighting at bus shelters and CCTV on the vehicles will provide high levels of security for Rapid Transit passengers;
- **Option Values:** The scheme will increase the transport options available in the south west of Bristol; and
- **Access to Services:** The impact of the RT scheme is small when measured across the whole sub-region, but is more significant when viewed locally within the areas directly served by the scheme.

3.3 What impact, if any, would the proposed changes have on the statutory orders or permissions required or the timetable for obtaining these?
For example would fresh planning consent need to be sought?

AVTM is currently subject to a Transport and Works Act Order Application. A number of Listed Building and Conservation Area Consents have also been applied for, and it is the expectation that these will be considered at the same Public Inquiry scheduled for March 2012.

Value Engineering was undertaken in the context of the current applications and as such, none of the proposed changes to the scheme are anticipated to affect existing approvals or the current timetable for obtaining these.

3.4 What are the procurement arrangements for the revised scheme and what, if any, changes have been made from the arrangements or timetable proposed for the original scheme? *For example would any retendering be required? Have you supplied details of your procurement strategy and arrangements to the Department?*

The authorities have developed a Joint Procurement Strategy which has been submitted as part of the Strategic Case. Key aspects of the Joint Strategy include:

- Alliance Charter - all the parties sign up to an overarching agreement providing for a common approach for the design, construction and implementation of the Rapid Transit schemes

- Package Approach to construction procurement - put design and construction where best placed to manage costs and reduce risks through Design and Build and Task Order Packages.

- Area wide smartcard ticketing building on established procurement processes
- Merge major scheme procurement with renewal of existing joint frameworks
- Area wide Quality Partnership Scheme (QPS) approach to Rapid Transit services incorporating appropriate, targeted contract arrangements.

The Joint Procurement Strategy uses a programme level approach to procurement to maximise delivery economies and efficiencies. The strategy comprises of three main procurement elements; infrastructure, rapid transit and feeder bus operations and ticketing.

Infrastructure

Infrastructure design/main works (permanent way) – separate design and build contract utilising elements of detailed design, except city centre loop which is to be procured through the existing or replacement Term or Framework contract utilising the Regional Improvement and Efficiency Framework (RIEP) for design support. The structures including Princes Street Bridge and Ashton Avenue Swing Bridge are part of a programme wide structures design and build package of works.

Network Rail over-bridge – procurement route pending outcome of on-going dialogue with Network Rail.

Hardware & systems such as traffic signals, shelters, RTPI, CCTV – procured through existing (replacement) Framework contracts.

Infrastructure maintenance and vehicle recovery - procured through existing and replacement framework contracts

Rapid Transit and Feeder Bus Operations

An Area wide Quality Partnership Scheme will provide the overarching standards for all operations across all the local authorities. AVTM will replace the existing contracted Long Aston Park & Ride service 903 with a contracted rapid transit service. A contracted approach has the benefits of providing the councils with a high degree of certainty that the service will be provided on time and on specification and will be fit for purpose. The councils will take the revenue risk, however the financial modelling shows that the forecast revenue streams will exceed the estimated operating costs, thereby producing a net operating surplus. The operator will be incentivised through a package of KPIs. This approach has the benefit of locking in a long term commercial stake in the service for the councils, such that operating surpluses can be utilised to service capital debts and be reinvested to develop the rapid transit network further across the sub-region. The contract will be let to allow for extension to Hengrove Park, when the South Bristol Link opens in 2016. The most efficient way to provide the rapid transit service for South Bristol Link would be to extend some of the Ashton Vale rapid transit vehicles on to Hengrove Park, i.e. an inter-worked operation. In addition to the rapid transit services, feeder commercial bus services originating from North Somerset towns will use the guided corridor subject to entry requirements set out in the proposed Quality Partnership Scheme. Should the North Fringe to Hengrove Package be progressed further, then Ashton Vale rapid transit services would be adjusted to take

full advantage of the timetabling, interchange, marketing and through ticketing possibilities that would arise.

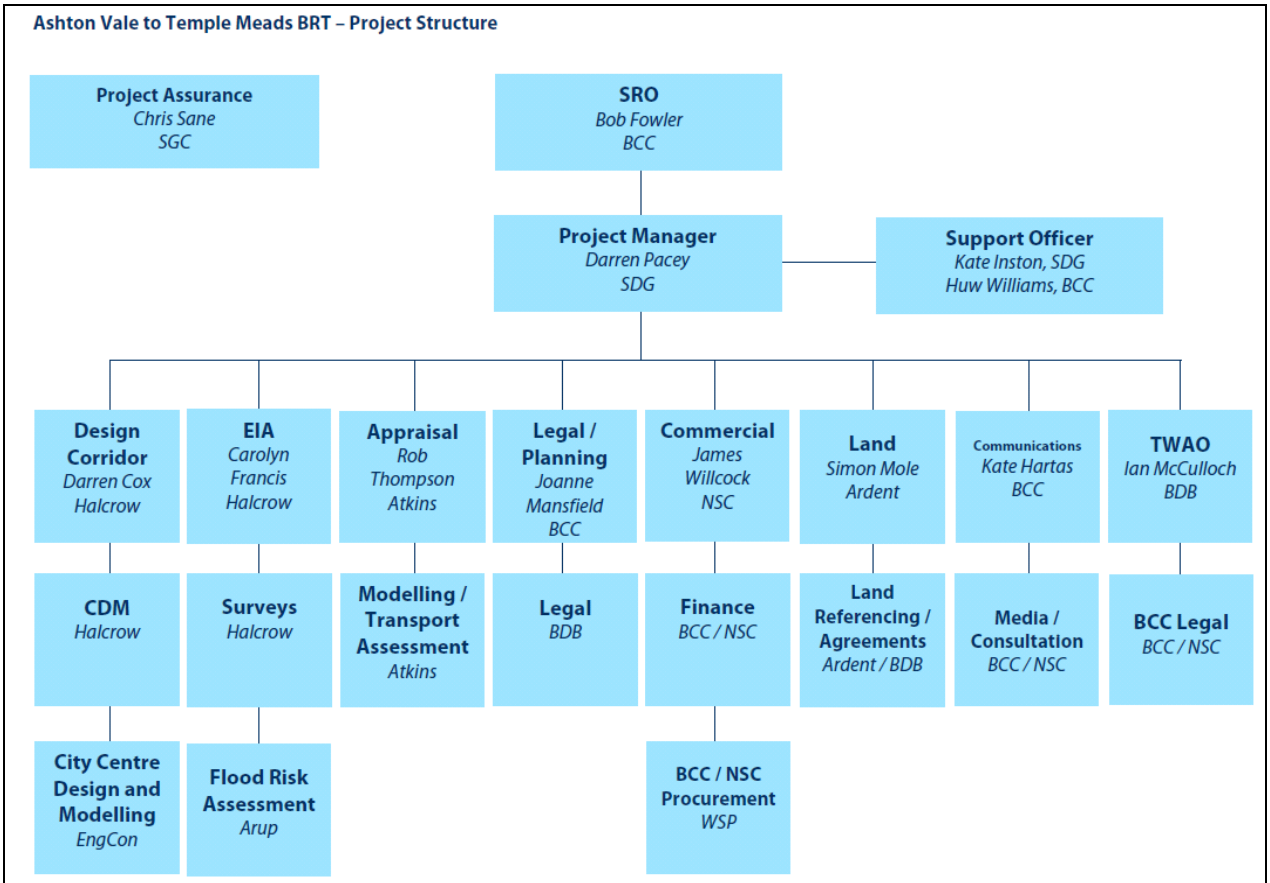
Since submission of the Expressions of Interest in December 2010, the councils have pro-actively engaged with potential operators of the rapid transit network including an Operator Engagement Day in July 2011. This has demonstrated strong interest in the proposals and a willingness to engage further.

Ticketing

The ticketing strategy is in line with the DfT guidance by seeking to build upon the existing ITSO ticketing architecture via the sub-regional technological platform Host Operator Processing System (HOPS) and Card Management System (CMS). This is already supported by all of the commercial and tendered service operators of the West of England. The strategy is to build on this further and incorporate EMV capability (EMV is the Europay, MasterCard and VISA - global standard for the inter-operation of contact and contactless credit and debit account transactions). By utilising a combination of both ITSO for interoperable ticketing products and smartcard payments via an E-Purse, with the convenience of EMV for single operator journey payment, the strategy will provide the best solution for maximising off bus transactions and reducing bus stop dwell times.

3.5 Please describe the internal / external expertise & skills that will be assigned to the project to allow for its effective delivery. *This should detail who / what roles will have overall responsibility for the project and what other skills will be available.*

The project is fully resourced and already mobilised, with the necessary expertise to deliver a scheme of this nature. The project team uses a blend of internal local authority staff and external support with the appropriate skills and capabilities. The diagram sets the organisations that are currently working on AVTM and in what capacity.



Senior Responsible Owner

For AVTM the SRO is Bob Fowler of Bristol City Council. Ultimately, he represents both BCC and NSC in this context. Bob has over 25 years of public sector experience working in transport in the West of England sub-region. This has included the development, promotion and delivery of many aspects of public transport and, in roles including Project Manager and Project Executive, in developing and progressing a range of Rapid Transit proposals. The latter have involved successfully establishing strong cross-sector partnerships and with Government, key stakeholders and politicians and leadership of multi-disciplinary teams from both sectors. He continues to bring his experience and accountability to the role of Senior Responsible Owner for the scheme.

Project Manager

For AVTM the Project Manager is Darren Pacey from Steer Davies Gleave. Over a number of years, Darren has worked on a range of rapid transit schemes, in various capacities. This includes; North Fringe to Hengrove Package, South Bristol Link, Black Country BRT, West London Tram, Cross River Tram, London Bus Priority Network, Edmonton Light Rail Expansion Plan, Vancouver UBC Corridor, Medellin 80th Avenue Tramway and Santiago Las Condes Tram. As Project Manager for Ashton Vale to Temple Meads to City Centre BRT, he is well placed to draw on his experience of scheme development and appraisal to provide the necessary project and programme management for this scheme.

Project Team

The Project Team includes nominated representatives from the Authorities and WEPO as well as external advisors. The Project Team is the point of contact for information

and liaison with colleagues within each particular organisation and a source of experience and expertise and the connection to further expertise within their organisations. Project Team members are responsible for communications about the project within their organisations.

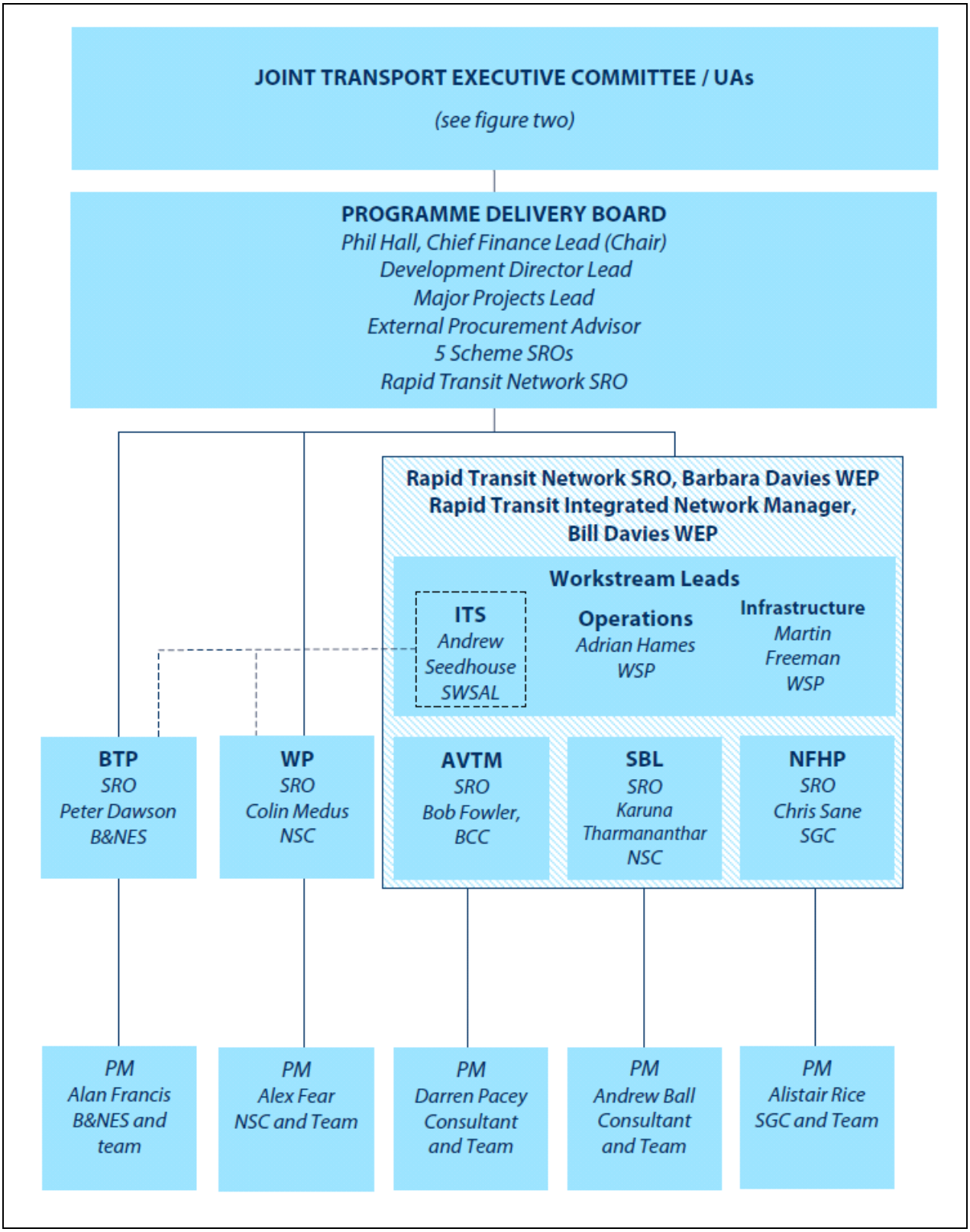
Workstream Leaders are responsible for delivering their scope of work to programme and budget. Each month, Workstream Leaders report progress to the Project Manager against programme, actual and forecast spend, key issues and risks arising.

A number of established consultancies are providing specialist support within the Project Team. This includes:

- **Ardent** (land and property services including land referencing, production of statutory order documents, landowner consultation, third party agreements, objection management, valuation and acquisition services;
- **Arup** (specialist advice on flood risk management issues and strategic requirements for the provision of sustainable and positive drainage systems before discharge to new and existing local drainage infrastructure);
- **Atkins** (strategic modelling, appraisal and business case development);
- **Bircham Dyson Bell** (public and environmental law advice, corporate structuring, land acquisition, compulsory purchase and compensation, objection and public inquiry management, dispute resolution, judicial review, procurement and funding agreements);
- **Halcrow** (design, costs and detailed traffic modelling);
- **Steer Davies Gleave** (project management, consultation support and TWAO objection management support);
- **WSP** (procurement).

In the event that further specialist expertise is required and cannot be made available from within either BCC or NSC, this would be procured through the REIP framework. This is an established process, recognised and adopted by all the West of England Authorities.

Programme Delivery Board
The councils, via the Programme Delivery Board, have put in place structures to resource project delivery and ensure consistency between the major schemes. Governance for the three rapid transit schemes is further strengthened through the provision of a Rapid Transit Network Senior Responsible Owner and Integrated Network Manager. These posts will direct the promotion of the rapid transit network with a consistent set of vehicle, interchange and service standards, and co-ordinate integration between the new mode and the wider commercial, supported bus network and rail network, working closely with the scheme SROs, project managers and the public transport teams in the councils. In addition, the SRO and Network Manager will co-ordinate engagement with operators, service provision and procurement, ticketing and fares strategy.


JOINT TRANSPORT EXECUTIVE COMMITTEE / UAs
(see figure two)
PROGRAMME DELIVERY BOARD
Phil Hall, Chief Finance Lead (Chair)
Development Director Lead
Major Projects Lead
External Procurement Advisor
5 Scheme SROs
Rapid Transit Network SRO
Rapid Transit Network SRO, Barbara Davies WEP
Rapid Transit Integrated Network Manager, Bill Davies WEP
Workstream Leads
ITS
Andrew Seedhouse SWSAL
Operations
Adrian Hames WSP
Infrastructure
Martin Freeman WSP
BTP
SRO
Peter Dawson B&NES
WP
SRO
Colin Medus NSC
AVTM
SRO
Bob Fowler, BCC
SBL
SRO
Karuna Tharmananthar NSC
NFHP
SRO
Chris Sane SGC
PM
Alan Francis B&NES and team
PM
Alex Fear NSC and Team
PM
Darren Pacey Consultant and Team
PM
Andrew Ball Consultant and Team
PM
Alistair Rice SGC and Team

3.6 Please supply a note setting out the governance arrangements for the scheme. *This should also link roles and responsibilities with accountability and arrangements for Reviews as appropriate.*

The creation of the Joint Transport Executive Committee (JTEC) in April 2009 brought together the four authority's Executive Members with responsibility for transport in a forum legally constituted via a Joint Working Agreement. The governance and project arrangements for the scheme are shown below.

The Councils set the framework for policy and scheme development which is enacted by the Joint Executive Transport Committee with challenge and advisory roles provided by the Local Enterprise Partnership and Joint Scrutiny Committee.

Meeting quarterly, one of the first actions of the Committee was to approve the governance arrangements, Senior Responsible Owners (SROs) and other key responsibilities across the major schemes programme. This has provided a consistent approach to the project management and governance across the major schemes.

Project Board

The Project Board (PB) is the group which guides and steers the direction of the scheme and is responsible for its delivery. The PB consists of representatives of the Authorities at sufficiently senior level to have the authority to act on behalf of their organisation. Meetings of the PB are linked to key milestones, where they consider highlight and exception reports, changes to the risk log and other key deliverables as defined in the Project Plan.

The Project Board nominates the Senior Responsible Owner (SRO) who is responsible for chairing Project Board meetings and providing guidance and direction to the Project Manager. The SRO ensures the scheme progresses in line with the Project Plan and that outputs and milestones agreed by the Project Board are achieved.

The Project Manager (PM) is responsible for delivering the project in line with the agreed controls and procedures set out in the Project Plan. The PM reports, and is accountable, to the SRO and Project Board. The primary focus of the PM will be to define the Project Plan and to ensure that the project is delivered on time and within specification and budget, seeking additional authorities as necessary.

3.7 What is the estimated start and completion date of the scheme as now proposed, taking into account any of the impacts described above?

For the purposes of this question assume that decisions on BAFB will be made in December 2011 and that no DfT funding will be available before 2012/13. Please complete the list of milestones below adding any additional ones where appropriate and setting out separate start and completion dates where there are separate elements in the schemes. Please enter "n/a" if not applicable rather than deleting lines.

Milestone	Expected Completion Date
Approval of BAFB from DfT	December 2011
Statutory Orders published*	September 2011
Public Inquiry Starts	March 2012
Confirmation of Orders	March 2013
Complete Procurement *(include separate elements if appropriate)*	February 2013
Submit Full Approval application to DfT	March 2013
Work Starts on Site	June 2013
Work Completed	February 2015
Commissioning and Testing Complete	June 2015
Opening / commencement of operations *(including phases of opening as appropriate)*	July 2015

*Note: Subsequent milestones in the programme are dependent upon the timing of decisions made by the Secretary of State.

3.8 What are the key risks to the delivery to this timetable, aside from the availability or otherwise of DfT funding?

Please list the biggest risks (ideally no more than three) that have a potentially significant impact on the timing of the scheme. For each risk please describe its likelihood, quantify the potential time delay, and explain how you are mitigating the risk including how risks are transferred as part of your procurement strategy?

- Lack of clarity on procurement approach results in delay:
  - Likelihood before mitigation – 'Medium/High'
  - Impact on Programme – up to 12 months

- Mitigation – Develop coherent procurement strategy across the West of England major schemes and resource accordingly for delivery.
- Likelihood after mitigation – 'Medium/Low'

- Failure to secure powers and/or operating rights:
  - Likelihood before mitigation – 'Medium'
  - Impact on Programme - up to 12 months
  - Mitigation – Ensure political support, ensure robust technical case, and reduce opposition to the scheme as far as possible.
  - Likelihood after mitigation – 'Low'

- Change of political balance in the sub-region during project lifecycle
  - Likelihood before mitigation – 'Medium'
  - Impact on Programme – up to 12 months
  - Mitigation – aim for cross party support and ensure regular Member briefings
  - Likelihood after mitigation – 'Low'

The full Risk Register is attached in **Appendix H**.

3.9 Please indicate the level of allowance you have made within your own budgets to cover the cost of scheme evaluation including your initial estimates of the costs of:

a) full scheme impact evaluation
b) pre and post scheme opening monitoring reports

Please note that funding for scheme evaluation and monitoring will <u>not</u> be available from DfT.

The councils place a strong emphasis on the need for, and the value of, scheme evaluation, both during and following delivery of the scheme. A robust package of performance indicators will be assessed, linked to the scheme objectives, against a clear set of targets including:

- Direct Indicators – patronage, reliability, passenger satisfaction;
- Indirect Indicators – decongestion, casualty reduction, cycling, rail patronage, carbon emissions and air quality; and
- Complementary Indicators – including assessment of economic impact and jobs creation

a) Full scheme impact evaluation

A cost of £0.047m (outturn prices) has been identified in 2015/16 to support both full scheme impact evaluation and pre and post scheme opening monitoring reports. A further £0.048m and £0.050m has been allocated in further years.

b) pre and post scheme opening monitoring reports

Update reports are proposed to be provided to the DfT, at a cost of £5,000 per report, for the 2013/14, 2015/16 and 2016/17 periods (£15,000 in total). All evaluation and reporting will also be undertaken alongside, and with clear reference to, that for the Ashton Vale and South Bristol Link elements of the rapid transit network.

SECTION 4: FUNDING FOR REVISED SCHEME PROPOSAL

This section is to detail the cost, revenues and funding requirements for your revised proposal as described in Section 2 above. Please quote all amounts in £m to three decimal points (i.e. to the nearest £1000)

4.1 What is your estimate of the total outturn cost of the revised scheme? *After taking into account all the proposed changes described in Section 2 above. Do not include any pre-Programme Entry costs. Please provide a breakdown of the total cost, split between different elements of the scheme and separately identify preliminaries, project management, risk and inflation. Please also provide your full cost breakdown as an annex.*

Scheme Cost Item	
Engineering Works	**£24.345m**
Land Costs	**£2.135m**
Site Supervision Costs	**£0.762m**
Preliminaries	**£0.761m**
Part 1 Claims	**£0.210m**
Sub-total	**£28.213m**
Preparatory Costs	**£4.935m**
Project Management	**£1.007m**
Outturn Risk Budget	**£12.020m**
Inflation	**£3.322m**
Scheme Evaluation	**£0.124m**
Sub-total	**£21.408m**
Total	**£49.621**

A full construction cost breakdown is provided in **Appendix E**.

4.2 Please state what inflation assumptions you are using.

Inflation rates for different categories (e.g. general inflation, construction cost, operating cost) should be separately identified.

A range of assumptions were adopted for the different elements of the outturn investment and operating costs associated with the scheme. These are set against a general base inflation rate of 2.79%.

Investment Cost Inflation

Preparation, supervision and land costs – 2.79% pa
Engineering/construction up to and including 2014/15 – 2.79% pa
Engineering/construction post 2014/15 – 6.00% pa

Private Operator Investment Cost Inflation

(Costs associated with the purchase of new vehicles and their replacement)

Up to and including 2014/15 – 2.79% pa Post 2014/15 – 6.00% pa **Renewal, Maintenance and Operating Cost Inflation** Capital renewals up to and including 2014/15 – 2.79% pa Capital renewals post 2014/15 – 6.00% pa Maintenance costs up to and including 2014/15 – 2.79% pa Maintenance costs post 2014/15 – 6.00% pa Operating costs – 4.5% pa	
4.3 Please provide a breakdown of the proposed funding sources for the scheme	
(a) Local Authority contribution *This needs to cover the difference between the total cost of the scheme as stated above and the total of the requested DfT and agreed third party contributions. It should include the LA costs incurred or expected to be incurred after Programme Entry excluding ineligible preparatory costs as defined by previous guidance. Where a local authority is promoting more that one scheme, please detail the level of contribution required if **all** schemes are successful as part of this funding process. Please do not include the cost of any Part 1 Claims.* Bristol City Council is promoting 3 schemes. Details of its contribution to each are as follows: **Ashton Vale to Temple Meads** (BCC Lead) Bristol City Council's total financial contribution is £11.890m. This will be funded from Business Rate Supplement; Workplace Parking Levy, Local Transport Plan or Community Infrastructure Levy. **North Fringe to Hengrove Package** (SGC Lead) Bristol City Council's total financial contribution is £19.485m. This will be funded from Business Rate Supplement; Workplace Parking Levy, Local Transport Plan or Community Infrastructure Levy. **South Bristol Link** (NSC Lead) Bristol City Council's total financial contribution is £8.470m This will be funded from Business Rate Supplement; Workplace Parking Levy, Local Transport Plan or Community Infrastructure Levy. If all three schemes are successful, Bristol City Council's total local contribution will be £39.845m (excluding Part 1) or £40.800m (including Part 1). Bristol City Council propose to contribute a minimum of £5.000m from its own resources and will raise the balance of the local contribution of £35.800m (including Part 1) from either a Business Rate Supplement or from a Workplace Parking Levy focussed on	**£13.613m outturn** (excluding Part 1, £13.863 including Part 1)

central Bristol. Further explanation is provided in section 4.10. North Somerset Council is party to three Major Schemes; if all proceed its contribution (excluding Third Party) would be £10.2516m, split as follows. **Ashton Vale to Temple Meads** • Bristol City Council is the lead authority and would provide a local contribution of £11.890m. • North Somerset Council would provide a local authority contribution of £1.7226m. **South Bristol Link** • North Somerset Council is the lead authority and would provide a local authority contribution of £5.28m. • Bristol City Council would provide a local authority contribution of £8.47m. **Weston Package** North Somerset Council is the only contributing authority and would provide is £3.249m	
(b) Agreed third party contributions *Please name each contributor on a separate line and provide evidence of agreement (e.g. a letter from the funder outlining the degree of commitment, timing for release of funds and any other conditions etc). Note: you will be required to underwrite all third party contributions should these not materialise.* Bristol International Airport In December 2010 a s106 Agreement was signed between all relevant parties (Bristol International Airport, North Somerset Council and Bristol City Council) committing BIA to support AVTM. A copy of this s106 Agreement is attached as **Appendix F**. This is in addition to any contribution to South Bristol Link.	**£1.250m outturn**
(c) DfT funding requested *You are reminded that, as set out In the document "Investment in Local Major Transport Schemes" the risk layer cost sharing mechanism is being discontinued and the figure you enter here will, if accepted, be the maximum funding that DfT will provide for the scheme. If you wish eligible preparatory costs (as defined by previous guidance) to be paid these will need to be consolidated within this funding request.*	**£34.508m outturn**
4.4 What is the estimated funding profile. *Assume that no DfT funding will be available before 2012/13. Please specify the third party contributor(s) and list each one (if more than one) on a separate line. Please assume that the DfT and LA contributions will be in the same proportion in each year from 2012/13 and provide an explanation if this is not the case. Although the total level of DfT funding will be fixed, profiles across years may be subject to further discussion and agreement. Please do not include the cost of any Part 1 Claims.*	

The table below reflect the current phasing profile. Subject to timely Powers being awarded, there remains however, some flexibility in the programme with regards to construction phasing. Should the scheme be successful in achieving 'reactivated' Programme Entry, we would wish to engage with the DfT to consider how best this flexibility can support the funding pressures experienced by the DfT over the life of the CSR.

Anticipated Part 1 Claims (£0.250m outturn) are excluded, but form part of the Quantified Cost Estimate (Section 4.1).

£m	Pre 2011/ 12	2011/ 12	2012/ 13	2013/ 14	2014/ 15	2015/ 16	2016/ 17	2017/ 18	2018/ 19	Total	%
LA contribution	3.365	1.814	0.858	2.618	4.142	0.718	0.048	0.050		13.613	28%
Third Party contribution				1.250						1.250	2%
DfT funding requested			1.503	6.976	22.442	3.588				34.508	70%
TOTAL	3.365	1.814	2.361	10.845	26.584	4.305	0.048	0.050		49.371	

4.5 If any DfT funding were available in 2011/12 would you be in a position to reach Full Approval and begin claiming such funding and if so how would your funding profile change?
(If appropriate please set out a funding profile similar to that in section 4.4)

This is not applicable to AVTM, since the lead times associated with the statutory processes and necessary procurement are too great.

4.6 Please indicate the level of flexibility with regard to the phasing of the local contribution of the bid (including the third party contribution), should the DfT have a need to vary the phasing of its own contribution for budgetary reasons.
Please detail the level of change in DfT support per funding year you could accommodate within the project and from which sources any change would be made up.

Through programme management, the West of England authorities are well placed to provide flexibility in the delivery of the schemes, drawing upon local funding sources to best fit with the DfT's budgetary position.

4.7 Please set out the efforts you have undertaken to obtain (additional) third party funding and, where appropriate, why it is not available.

The s106 Agreement in association with this planning consent requires the Airport to make significant financial contribution to AVTM. The Airport has committed to providing £1.250m contribution to AVTM. This contribution is to be triggered by achieving project milestones such as Full Approval being awarded or commencement of construction of AVTM.

The project is continuing to work with the local business community to identify and develop further links with them to capture potential contributions.

4.8 Please supply details of likely revenue generated, any ongoing revenue liability associated with the operation of the scheme (other than routine maintenance) and how you intend to fund it. If revenues fall short of those forecast (especially in the early years after implementation) how will these be

funded? *(This is of particular relevance to public transport schemes but could apply to package schemes.)*

Patronage forecasts demonstrate that the fare-box revenues from the established rapid transit network will exceed operating costs. The forecasts are based on the existing revenue streams of Park & Ride service 903, together with modelling forecasts of the AVTM scheme, which replaces service 903. Having a known base line for patronage gives a greater confidence for the councils, and reduces risk.

The revenue forecasts take account of both initial growth in patronage following scheme opening and the build out and completion of subsequent housing and employment developments. In the short term (prior to forecast revenue surpluses) this may, however, result in a need for a combination of initial measures to pump prime appropriate frequencies including:

- initial cross-subsidy from routes with higher patronage;
- re-structuring of existing revenue-supported networks (necessary in any event as part of the delivery of the rapid transit network);
- use of agreed revenue contributions from development sites served by the network.

AVTM is expected to generate an operating surplus. Emerging conclusions are such that AVTM will generate an operating surplus of approximately £0.9 million per year (2016 prices). Some of this revenue surplus generated by AVTM is anticipated to be required to support SBL services, when SBL opens in 2016 as an extension to AVTM. Analysis has been undertaken on the financial performance of rapid transit on the basis of with and without the South Bristol Link rapid transit. This shows that the effect of the introduction of the SBL rapid transit line through the extension of the Ashton Vale rapid transit, is that fare-box revenue will still exceed forecast operating costs by some margin, when established. This demonstrates that both AVTM and SBL are financially and commercially sustainable and are not dependent upon any long term subsidy requirement. Given that the analysis shows revenue surplus the councils will retain the full revenue risk and will re-invest operating surpluses back into the rapid transit network.

Elements such as advertising, levying access charges, and Park and Ride revenue will also be considered further as the scheme progresses and we will seek to optimise and generate additional revenues to further increase the opportunity to enhance the operating surplus of the scheme.

4.9 Please detail any other funding information you think to be of relevance to the bid

(For example other costs or revenue risks etc being taken by the local authority or other parties but not included within the funding table above.)

To compress the time required to secure Full Approval, the local authorities have committed significant funding 'at risk' to progress the scheme; this includes ongoing detailed design for planning applications, progress of statutory processes and ongoing objection management to support progress towards a public inquiry. The nature of this work illustrates the authorities' continued commitment to AVTM.

4.10 Please explain how the Local Authority contribution will be funded.

Explain where local contributions are dependent on a particular source of income and contingency plans if that income is not forthcoming. Please also include any contingency plans for meeting third party costs that fail to materialise.

As Section 5 of the supporting Strategic Case indicates, the cost reductions identified through descoping and value engineering identified in the December 2010 Expression of Interest have been honoured. Where possible, more modest savings have been achieved.

The mix of funding will vary between the schemes and the individual authorities, but in the context of AVTM those being considered as part of the overall funding strategy include:

Bristol City Council

Section 4.3 sets out Bristol City Council's contribution to AVTM. It is proposed that a portion of the scheme costs will be funded through a share of its Local Transport Plan and Community Infrastructure Levy resources (standing at £5.000m across AVTM, SBL and NFHP) and through a Business Rate Supplement or a Workplace Parking Levy used to raise the balance of the local contribution (standing at £35.800m (including Part 1) across AVTM, SBL and NFHP). Further detail on these two options is set out below.

Because of the impact either of these options might have on businesses in the city, early discussions were held with business representatives and some initial feedback was sought from the business sector by way of seminars arranged to explain the funding position and options being explored. It is clear from this that further work is needed to establish the impact on different kinds of business in various parts of the city for both BRS and WPL options, but the most significant challenge from business is that it should not be charged with finding all the potential Bristol contribution but that the Council should look again to allocating more of its own resources to the major schemes.

From the other options considered, a combination of funding from the Council's own Local Transport Plan and future anticipated Community Infrastructure Levy resources of £5 million would be set aside. Over the period of the funding the Council will use all reasonable endeavours to identify other funding to minimise the overall requirement.

It is proposed that the balance of the local contribution is raised from either Business Rate Supplement (BRS) or a Workplace Parking Levy (WPL). For example, based on £37m being required (as per the Bristol City Council Cabinet Report dated 1 September 2011) this equates to 19% of the total project costs for the three schemes and 45% of the £83m local contribution for the three major schemes across the West of England. Indicative figures from the Public Works Loans Board indicate that around £2.6m per annum would be required to repay this amount over a 25 year period. Repayments over 20 and 15 years would require annual repayments of £3m & £3.6m respectively. The earliest that any BRS or WPL would be levied is 2015.

The Bristol City Council Cabinet report on funding of the rapid transit options was endorsed by the Bristol City Council Cabinet on 1 September 2011 subject to call-in. It was recommended that BRS and WPL are taken forward for further development alongside a contribution of £5m taken from the Local Transport Plan and Community Infrastructure Levy.

North Somerset Council

Section 4.3 sets out North Somerset Council's contribution to Ashton Vale Rapid Transit is £1.7226m, in addition a further £1.25m is to be provided through a s106 between the council and Bristol Airport Limited. The £1.7226m is to be funded from council capital budgets and the Council's Medium Term Financial Plan.

The overall position for North Somerset Council across its 3 major schemes is a total local contribution of £10.2516m, excluding third party funding (£16.0416m including third party funding). The total third party funding secured by the council is £5.79m and a further £6.0286m has been secured from council capital resources, leaving £4.223m to be funded. The Council is addressing the £4.223m shortfall through its Medium Term Financial Plan (MTFP) and have agreed that the major transport schemes have priority 1 status. This means that as the MTFP is developed and implemented over the next few years, the major transport schemes will have the first call upon emerging financial resources. The MTFP recognises that funding could be made available from a range of funding streams including the New Homes Bonus (NHB) and the Community Infrastructure Levy (CIL), which will be introduced by late 2012. Detailed projections on the amount of funding that will be available from the NHB and the CIL for transport infrastructure during the course of the construction phase of the 3 major transport schemes is not yet available. However, the Council is committed to these schemes and will arrange its funding allocations accordingly to ensure appropriate resources are in place.

In the unlikely event that the New Homes Bonus, the CIL and other funding streams being developed through the Councils Medium Term Financial Plan are not sufficient to cover the remaining £4.223m to fund the local contributions for the 3 major transport schemes, the council as a last resort would opt for prudential borrowing.

SECTION 5: STAKEHOLDER MANAGEMENT

5.1 Consultation

Please provide a brief overview of the consultation you have undertaken to date

Strategic Engagement

Working under the Travel+ brand the authorities, together with the Local Enterprise Partnership, have continued to build on the high level of public and stakeholder awareness across the major schemes programme.

Joint information leaflets, meetings and events have helped the public and stakeholders to understand the linkages between the schemes, the importance they have to supporting the future growth of the area, and the promotion of consistent messages.

Each SRO has developed a scheme-specific communications strategy to manage contact with local public and stakeholders to their scheme. These are shared via the Programme Delivery Board (PDB) and West of England Joint Communications Officer ensuring that the interrelationship between the schemes is not forgotten, duplication is avoided and no gaps are left.

Good communications have formed an important part of the development of the Scheme. Public consultation was first carried out in 2005 as part of the JLTP consultation programme at the concept level and has been followed through the different stages of the project. Stakeholder engagement has also continued since then. A consultation report for AVTM which was submitted as part of the scheme's Transport and Works Act Order (TWAO) application is attached as **Appendix G**. This provides a detailed account of previous consultation activity.

Consultation with specific consultation groups has included:

(a) the public – in November 2008 a full public consultation programme was undertaken consisting of advertised public exhibitions, stakeholder presentations and consultation questionnaire. The majority of the respondents were found to be in support of the scheme. Stakeholder engagement continued throughout 2009 and 2010 and regular information was communicated through the West of England Partnership quarterly newsletter and the scheme's website. Material on the website includes March 2009 MSBC, Scheme summary document and updates, information provided to the Neighbourhood Planning Network and other groups and all TWAO application documents.

The project also consulted with the Neighbourhood Planning Network (NPN) which was set up to increase and improve the ability of community groups to be involved in the local planning and development process. An initial meeting with representatives was held in October 2008. It was agreed that an ongoing relationship for engagement on transport proposals would be formed through a steering group. NPN facilitated a series of three meetings which were held between September and November 2009 prior to finalisation of the TWAO application. Following the change to major scheme guidance, a further round of NPN meetings has been undertaken during July and August 2011, to inform the development of this BAFFB submission.

In June 2010, when Programme Entry was still 'active', a TWAO application was submitted; this was followed by the statutory objection period. The current project phase means that stakeholder engagement is twofold:

- Responding to Objectors to the TWAO and Listed Building and Conservation Area Consents; and
- Continued engagement with stakeholders, supporters and the public.

(b) statutory environmental bodies*;* – in September 2008 the Environmental Scoping Report prepared for the scheme was sent to the Avon Wildlife Trust, the Environment Agency, Natural England, Bristol Environmental Records Centre, English Heritage, the Government Office for the South West, South West of England Regional Development Agency, the four West of England Unitary Authorities and the West of England Partnership Office. No major concerns were raised at that time.

Given the sensitivity and importance of heritage and flood risk issues, the project has had further more detailed meetings with English Heritage and the Environment Agency.

- The project met with officers of BCC and the Environment Agency (EA) in October and November 2009 and January 2010. A number of points were raised and incorporated into the Flood Risk Assessment (FRA). Meetings have continued during scheme development.
- BCC's Urban Design and Conservation Team hold regular meetings with officers from English Heritage (EH) at which the rapid transit project has been discussed during 2009 and 2010. EH's main concerns are in relation to the listed structures and retention of the character of the Dock Conservation Area. The project team has provided additional information on the structures and considered design options.

As part of the TWAO application in June 2010, an Environmental Statement and Non-Technical Summary were produced. The Environment Agency (EA), in its capacity as a statutory consultee, wrote a letter of objection to the Secretary of State for Transport dated 15 July 2010. The holding objection raised a number of items including the Flood Risk Assessment, EA access, proposed new structures across watercourses, the refurbishment of existing structures and surface water management. In response to this objection, the project engineers produced a draft drainage strategy and revised drawings of the proposed structures over existing watercourses so that they were clear span structures as opposed to culverts. This information was presented to the EA at a meeting held on 27 May 2011. Minutes of the meeting have been agreed and the EA accepted the proposed drainage strategy in principle, subject to further work being undertaken. They also accepted in principle the revised new structures. Further consultation and meetings with the EA are planned prior to the Public Inquiry.

(c) other stakeholders; There are a range of stakeholders that we continue to engage with on a periodic basis in accordance with the wider needs of the project. This includes:

- Decision Makers – elected Members, funders and officers who are all involved in

decision making on the scheme or preparatory work for decision making.

- Statutory Bodies – those organisations with whom the Authorities will have a statutory obligation to consult. These include utility companies, emergency services and environmental groups.
- Sub-regional stakeholders – those organisations and groups which have an interest in the economic, social well-being and development of the sub-region and the impacts rapid transit may have.
- Special interest groups – identified groups which have particular interest related to the scheme such as transport or the environment and who are not statutory consultees.
- Industry groups – organisations which have an interest in transport in the sub-region.
- Potential Users – future users of rapid transit including residents within the catchment and employers, shops, health and leisure facilities along the alignments.

This will remain ongoing through scheme development, at key milestones, and in particular, during the run up to the Public Inquiry during 2011/12.

5.2 Letters of support

Please append any letters of support explaining strategic importance of scheme especially from the Local Enterprise Partnership and business groups.
These should detail, where possible, the particular outcomes they believe the scheme will deliver. Where a LEP includes more than one scheme it will be important that they differentiate between schemes, and prioritise if possible.

We have over 100 letters in support of all the five West of England schemes.

These include the Local Enterprise Partnership, Business West, the CBI, Bristol Airport, Forum for the Future, North Bristol Sustainable Commuting Partnership, Bristol Zoo, SETsquared, HFT Trust Ltd, Quantum Science Park, Elizabeth Shaw Chocolates, Hotel du Vin, Bristol City FC, architects Stride Treglown, the SS Great Britain trust and the new National Composites Centre.

In addition, we have 13 letters in support of the rapid transit network that this scheme forms part of including from the University of the West of England, Goodman, Savell Bird & Axon (owners of Cribbs Causeway shopping centre) Bristol Rovers FC, Cater Business Park Traders Group, Highridge Neighbourhood Forum, Better Transport Links 4 South Bristol, Withywood Community Forum, South Bristol Business Group, Cllr Collinson on behalf of constituents in Barrow Gurney, Flax Bourton, Backwell and Brockley.

Letters in support of the network from a number of potential operators, including First, Stagecoach, National Express and Go Ahead are also attached.

All the above letters are appended to the strategic case.

5.3 Opposition

Please describe any significant opposition to the proposed scheme, the reasons for this opposition and how you are dealing with their concerns?

Please describe any mitigation measures you have included in your plans in response to these concerns.

The TWAO objection period resulted in 189 objections, 2 representations and 1 letter of support for the scheme. Of the 189 objections 17% (33) are from statutory objectors, the remainder were from local residents and community groups.

The objections cover a range of topics including; consultation, technologies; engineering and funding concerns. Many of the objections cover more than one topic.

It should also be noted that:

- 31% of objections (59) are variations on a letter published on the Transport for Greater Bristol's website
- 17% of objections (33) are from Cumberland Road residents
- 10% of objectors are from Ashton Vale
- 5% object on the basis of compromising the Portishead Rail project

Where possible, agreements will be sought with objectors as part of a wider objection management strategy.

At the same time, the scheme is required to seek Listed Building and Conservation Area Consents. A total of 43 people have also objected to some or all of the 6 applications. A number of those objecting to the LBC and CAC applications have also objected to the TWAO application. The basis of these objections covers the following issues; engineering and funding concerns, retention of existing heritage features etc.

These objections have been forwarded to the Secretary of State in a process that seeks to align treatment of the LBC and CACs with the Transport and Works Act Order. The project team will seek to engage with objectors in a consistent manner to those objecting to the TWAO application

SECTION 6: ADDITIONAL INFORMATION

6.1 Please add any additional information that is relevant to your Best and Final Funding Bid that is not covered elsewhere in the form.

The **Strategic Business Case** overview provides further detail on the strategic context and the way in which the authorities will develop, procure, deliver and fund the schemes, deriving additional benefit at the programme level. Key points include:

- The schemes are closely aligned with the Area's forecast to deliver 72,000 new homes and 74,000 new jobs by 2026.
- The schemes directly serve the Local Enterprise Zone, Enterprise Areas and other major employment sites which are expected to deliver 60,000 new jobs by 2026.
- By improving connectivity between businesses, and between businesses and their workers, the schemes are forecast to deliver £356m of Gross Value Added (2010 prices), a £1.10 GVA retain on every £1 of transport investment.
- The Area has well-established governance arrangements built around a Joint Transport Executive Committee and a track record for delivery. This Committee is being integrated into new LEP structures involving business.
- The authorities are developing a programme level approach to procurement and risk management to drive down cost and increase delivery certainty.
- The programme is also sufficiently flexible to complement national priorities and the availability of funding.

The authorities are committed to bringing forward these schemes and have an innovative, coordinated funding package to provide significant local contributions to ensure they are delivered.

The appendices to this BAFB form are:
A – Full set of alignment plans;
B – Value Engineering Report;
C – Full analysis of alternative proposal (ULRT);
D – Value for Money Report;
E – Full construction cost breakdown;
F – Bristol International Airport s106 agreement; and
G – Consultation Report.
H – Risk Register

6.2 Please provide details of any other information that has been submitted to the Department since January 2011 that forms part of your submission *(This should include name of the document and date of submission.)*

Document Title	**Date Submitted**	**Location on Promoter Website**
DfT Engagement – Modal Constant Assumptions (update)	September 2011	http://travelplus.org.uk/rapid-transit---ashton-vale-to-temple-meads

DfT Engagement – Annualisation Factors Review (update)	September 2011	http://travelplus.org.uk/rapid-transit---ashton-vale-to-temple-meads
DfT Engagement – Proposal for Treatment of Wider Impacts (update)	September 2011	http://travelplus.org.uk/rapid-transit---ashton-vale-to-temple-meads
DfT Engagement – Do Minimum MSB Schemes & Sensitivity Tests (update)	September 2011	http://travelplus.org.uk/rapid-transit---ashton-vale-to-temple-meads
AVTM Highway Local Model Validation Report	September 2011	http://travelplus.org.uk/rapid-transit---ashton-vale-to-temple-meads
AVTM Public Transport Assignment Model Development Report	September 2011	http://travelplus.org.uk/rapid-transit---ashton-vale-to-temple-meads
AVTM Demand Model Development Report	September 2011	http://travelplus.org.uk/rapid-transit---ashton-vale-to-temple-meads
AVTM Forecasting Report	September 2011	http://travelplus.org.uk/rapid-transit---ashton-vale-to-temple-meads

Notes:

BAFB Form and Link to the 5 Case Model

The following section provided to bidders to detail which elements of the form relate to the 5 cases used in decision making.

Case	**Elements of the BAFB Form**
Strategic Case	1.1, 1.2, 1.3, 1.5, 2.1,2.2, 2.4, 2.5, 3.1, 3.2, 5.1, 5.2, 5.3
Financial Case	1.4, 2.2, 2.3, 2.4, Section 4
Economic Case	3.2 (and Appendices)
Management Case	3.3, 3.5, 3.6, 3.7, 3.8, 5.1, 5.3
Commercial Case	3.4, 3.5,3.7,3.8