

LOCAL AUTHORITY MAJOR SCHEMES BEST AND FINAL FUNDING BID SEPTEMBER 2011

Scheme Name	Bath Transportation Package
Local Authority	Bath and North East Somerset Council

SCHEME COST SUMMARY (£m)

	Scheme As Previously Configured (from section 1.4)	Revised Scheme (from section 4.4)
LA contribution	£6.42 million	£17.800 million
Third Party Contribution	£5.20 million	£2.389 million
DfT Funding Contribution	£55.08 million	£11.664 million
Total	£66.70 million	£31.853 million

CONTACT DETAILS FOR FURTHER ENQUIRIES

Lead Contact: Position: Tel: E-mail:	Peter Dawson Senior Responsible Owner 01225 395181 Peter_Dawson@bathnes.gov.uk
Alternative Contact: Position: Tel: E-mail:	Alan Francis Project Manager 01225 394128 Alan_Francis@bathnes.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 the Bath Transportation Package I hereby submit this Best and Final Funding Bid to DfT on behalf of Bath and North East Somerset Council and confirm that I have the necessary authority to do so.

Name: Peter Dawson

Signed:

Position: SRO

**SECTION 151 OFFICER DECLARATION**

As Section 151 Officer for Bath and 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 and North East Somerset Council 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: Tim Richens

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 on 12 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.

www.bathnes.gov.uk/transportandstreets/transportpolicy/plansandstrategies/bathpackage

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)	
NOTE: MSBC identified scheme cost at £58 million exclusive of preparatory cost of £8.7 million. Consequently, overall cost is £66.7 million.	October 2007
Estimated total scheme cost (inclusive of eligible preparatory costs)	£66.70 million
DfT contribution	£55.08 million
Local Authority Contribution (excluding the costs of any Part 1 Claims that you may have included at this time)	£6.42 million
Third party contribution	£5.20 million

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.*

The Bath Transportation Package (BTP) originally consisted of the following:

- Expansion of Park & Ride facilities at Newbridge, Lansdown and Odd Down;
- A bus showcase network of nine upgraded routes, including real time information and bus priority measures;
- An active traffic management/Information signing system;
- An improved City Centre environment;
- A Bus Rapid Transit (BRT) linking Newbridge Park & Ride and an Eastern Park & Ride;
- Creation of a new Park & Ride on the east of Bath.

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 BTP has been developed as an holistic approach to the city's transportation problem. Its aims, as set out on page 2 of the MSBC Executive Summary, are:

- To create a high quality public transport system to ensure that attractive alternatives exist to the use of the private car;
- To reduce congestion and improve air quality;
- To improve accessibility;
- To secure environmental improvements;
- To create an effective and efficient transport system that will encourage the Bath Western Riverside regeneration project and other future developments.

The three primary objectives of the BTP are:

- **To reduce congestion**
- **To improve the environment**
- **To improve accessibility**

The BTP forms part of the West of England Joint Local Transport Plan 3 2011 -2026 and contributes to the delivery of the JLTP five key transport goals:

1. Reduce carbon emissions
2. Support economic growth
3. Promote accessibility
4. Contribute to better safety, security and health
5. Improve quality of life and a healthy natural environment

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.

The BTP: The substantial improvement of public transport in and around Bath, rather than building new roads, is key to tackling congestion and pollution, improving safety and improving access to employment, shopping facilities and visitor attractions. However, existing travel patterns in Bath suggest that the gradual improvement of conventional bus services will not be sufficient to address these issues. Bus improvements need to be substantial and widespread, and they need to be part of a wider and integrated public transport solution including significant expansion of the P&R system. In the historic city centre, better management of the road space is needed to reduce delays to public transport, and reduce the dominance of private vehicles. Such changes will not only provide better public transport, but will also provide important benefits of safety and convenience for pedestrians and cyclists.

The philosophy behind the BTP is to provide a comprehensive public transport solution for the City, for the benefit of its residents, workers and visitors. In considering alternatives, it has become apparent that a package solution is needed, as no single provision would deliver sufficient impact in isolation. P&R, for example, is an appropriate solution for the many people travelling to the City from surrounding towns and villages as well as longer distance visitors who are travelling by car. However, much of the traffic in Bath is internal trips, for which P&R is not efficient.

Bath is well served by conventional bus services, with good penetration to most parts of the City. These services have difficulty in keeping to timetable due to congestion. Improvements to Showcase standards are necessary to provide bus priority measures, and critically to give people accurate information on arrival and journey times. Showcase bus routes are not the complete solution. The nature of Bath is that most roads are narrow. Congestion exists largely because the historic buildings lining even the major routes in the city present very little opportunity for road widening. On most routes the provision of bus lanes is not possible, so the Showcase improvements will concentrate primarily on priority at junctions, bus stop improvements, and the extensive provision of real-time passenger information.

Quality improvements to public transport services are vital if a significant modal shift is to be achieved. Whereas Light Rail Transit (LRT) schemes are perhaps the ultimate in modern mass transit solutions, this would not be affordable in Bath nor be appropriate in terms of the environmental impact on the fabric of the City.

The Council has introduced residents' parking schemes in the city centre. This has increased the use of central car parks, such that most are often full. This could be a constraint on economic growth and drives the need for more P&R capacity.

The BTP includes access restrictions for private vehicles to the core of the City centre and improvements in the High Street/Orange Grove and St James' Parade areas to improve public transport and pedestrian safety.

Alternatives to the BTP: The alternative to the BTP was a reduced-scope package which did not contain the BRT or the new P&R to the east. This would concentrate on showcase bus routes, access restrictions, variable message signs and expansion to the existing P&R sites. This formed the Low Cost Alternative in the original MSBC and is what the Council is now promoting. This scheme is deliverable, cheaper and provides better value for money than the previously submitted scheme.

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.

Scheme cost at programme entry was estimated to be £53.80 million.

The estimated cost of the scheme in the Expression of interest, dated 17th December 2010, was £58 million. This cost excluded preparatory costs of £8.7 million. Consequently, the scheme costs with preparatory costs equated to £66.7 million, with the funding of the preparatory costs being split 50/50 between the Council and the DfT. This is tabulated below.

Following extensive option appraisals and value engineering the scope of the scheme has changed and these changes together with the current scheme costs are identified within section 2 and section 4. No Part 1 claims have been identified.

£m	Pre 2011/ 2012	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	Total	%
LA contribution	7.7	8.7	-9.98					6.42	9
Third Party contribution					2.2	3.0		5.2	8
DfT funding requested			14.68	23.4	9.1	6.4	1.5	55.0 8	83
TOTAL	7.7	8.7	4.7	23.4	11.3	9.4	1.5	66.7	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 (e.g. 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

There is not a dependency on developments, but the BTP will help transport in the City, supporting the overall development strategy. Schemes that were identified in the programme entry MSBC were:

Southgate: A mixed use re-development of the southern part of Bath central retail area, including 37,000m² of retail space, leisure facilities, restaurants and homes, together with a new bus station providing a modern public transport interchange. The Southgate development was completed and opened in 2009/10.

Bath Western Riverside: The BWR development was granted outline planning permission in 2007. This is a long term project, over the next 20 years, and is set out in a draft Supplementary Planning Document. Implementation has been delayed due to economic conditions, but construction has now begun. Road network changes are assumed to be constructed after 2015, so are included in the 2030 model.

The updated Transport Forecast Report has an updated list of developments, tabulated in the uncertainty log.

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.*

Following local elections in May 2011, the Council's new administration amended the BTP, removing some controversial and expensive elements, improving deliverability of the scheme.

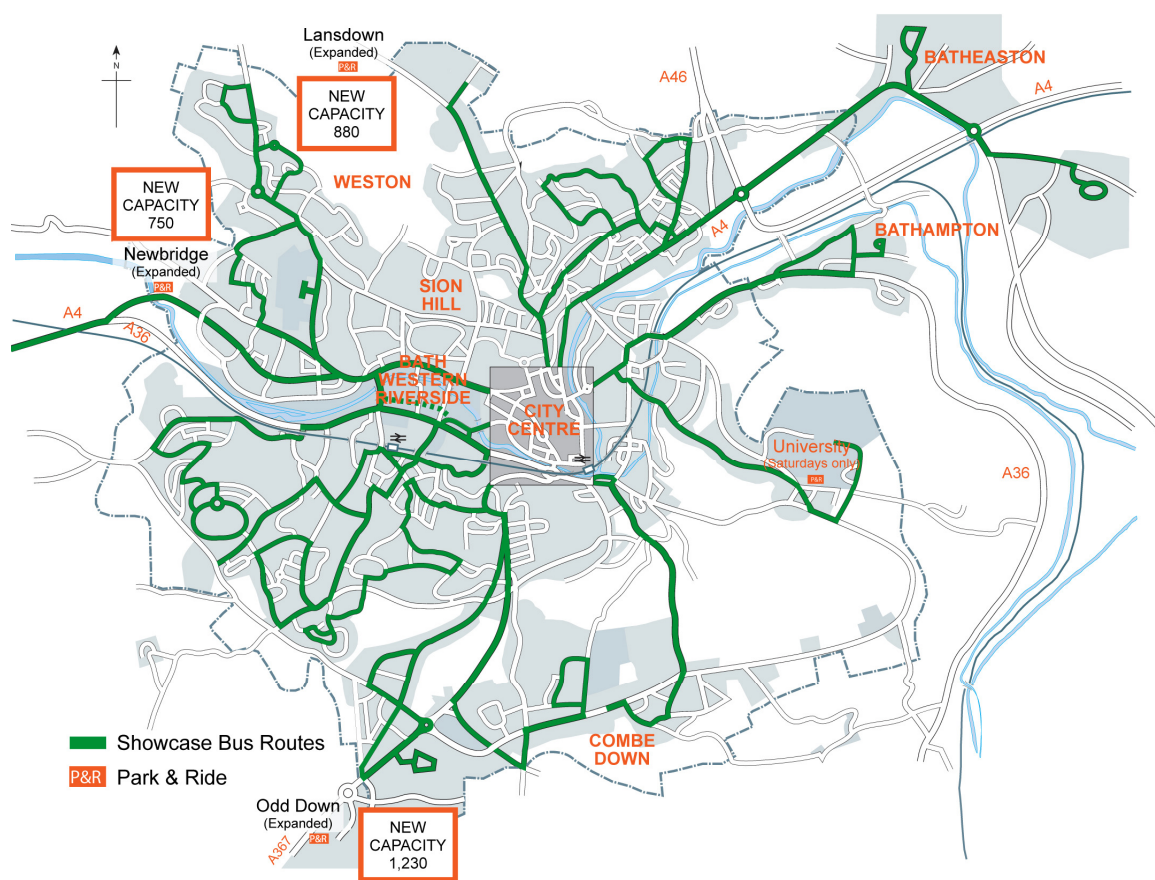
The Best and Final Bid for the BTP consists of the following elements:

- Expansion and improvement of Park & Ride facilities at Newbridge, Lansdown and Odd Down, with enhanced service frequencies;
- 9 showcase bus routes, with real time information and bus priority measures;
- An active traffic management/Information signing system;
- An improved City Centre environment;
- Improved public transport access for Bath Western Riverside.

The changes to the scheme can be summarised as follows:

- Removal of the Bus Rapid Transit Route
- Reduction in size of the Newbridge P&R expansion
- Removal of A4 Eastern Park & Ride and associated bus lanes
- Removal of A36 Bus Lane
- Improved access to BWR. Access arrangements will be modified to accommodate a planned re-routing of an existing bus route to serve BWR. The development is not due for completion until 2020+ and the monies for this section of the BTP includes junction upgrades on Windsor Bridge and to the City centre, giving priority during construction and on completion of BWR.

Fig 1: Bath Transportation Package Map



Bath Transportation Package Scheme Elements

Element	Summary Description
Park and Rides	Operate between 6:15 and 20:30, P&R bus service from Newbridge to city centre P&R bus service from Odd Down to city centre P&R bus service from Lansdown to city centre New lighting dark sky compliant CCTV provision
Newbridge P&R	West of Bath: capacity expanded from 500 to 750 spaces New facility building Cycle storage facilities Environmental buffer
Lansdown P&R	North of Bath: capacity expanded from 490 spaces to 880 spaces Environmental buffer
Odd Down P&R	South of Bath: capacity expanded from 1,000 to 1,230 spaces
Bus Showcase Network	9 routes upgraded: 2 and 1, 4 and 12, 5, 6 and 7, 10, 13, 14, 17, 18 and Spa 1 and Spa 2. Provision of Real Time Passenger Information and improvements to bus stop infrastructure Public Transport Access improvements for BWR
Improved City Centre Environment	Vehicle access restrictions Hard landscape and paving improvements to passenger waiting facilities
Active Traffic Management - Information Signing System	7 outer cordon variable message signs 6 inner cordon variable message signs Selective vehicle detection measures Connection to urban traffic management control (UTMC) system

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.

The segregated BRT route was on the former Midland Railway between Brassmill Lane and Windsor Bridge Road. Alternatives that were considered included upgrading of the A4 or A36 (parallel to the BRT route) from Newbridge P&R to Windsor Bridge Road to provide a comparable level of bus priority via on-street bus lanes. However these alternatives would require significant third-party land and costs were similar to the BRT. As a result they were considered undeliverable.

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.

Value Engineering workshops were held in January and February 2011 with key

project members. The initial workshops identified options which were evaluated and reviewed at the February workshops. The decision to further de-scope the scheme superseded the key value engineering items. Further cost savings have been made by:

- Discharge of pre-commencement planning conditions to reduce risk and contractor tender premiums;
- Programme savings, mainly via reduced land assembly and avoidance of statutory procedures;
- Re-organisation of site supervision to reflect the de-scoped works;
- Overall risk reduction to reflect the reduced complexity of the scheme;
- Minimising inflation pressure by early procurement.

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

Summarised below is a comparison of the scheme costs submitted in January 2011 with the current scheme costs (detailed in section 4).

	Eol to DfT January 2011	Proposed scheme
Bid costs	£ 8.689 million	£ 7.952 million
Land costs	£ 10.997 million	£ 0.990 million
Works Costs	£ 36.168 million	£ 22.511 million
Vehicles	£ 2.950 million	£ 0.400 million
Total	£ 58.804 million	£ 31.853 million

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.

	Costs (Inflation and Prep Costs Included)	BCR rating	Reason for not Pursuing
Full Scheme	£66.7m	High value for money	Deliverability and cost.
Dec 2010 Expression of interest	£58.8m	High value for money	Deliverability and cost.

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 BTP will continue to deliver the primary objectives, of reducing congestion, improving the environment and improving accessibility. The contribution of showcase bus route improvements, VMS and city centre proposals to meeting these objectives remain unchanged, whilst the contribution of P&R elements also remains significant, albeit at a reduced scale. The Council will continue to

implement measures to improve Air Quality by removing HGVs from London Road, developing a coach strategy, increased cycling through identifying routes and better promotion of cycling, further pedestrian priority in the city and looking for improved rail services after electrification and longer franchise for GWR.

The Transportation Package remains a key to unlocking development opportunities within the City, without which the existing transport infrastructure is likely to be a limiting factor.

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 scheme brings significant time benefits to P&R users, through increased capacity and reduced waiting times. This attracts more P&R users, which leads to decongestion benefits in the city centre. There are significant journey quality benefits from the showcase bus corridor improvements. There are also small accidents savings.

Including economic efficiency, accidents and journey quality, the BCR is 2.51, showing that the scheme represents High value for money. The most recent business case submission includes changes to the scheme, refinements to the transport model, and changes to assumptions made for the economic appraisal.

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?

As a result of the proposed changes, the scheme can be implemented without Compulsory Purchase of any 3rd party land. Statutory procedures for the exchange of public open space and diversion of public rights of way are also not needed. This removes the need for Public Inquiries, which were a key risk to programme and delivery. The Compulsory Purchase Orders, Diversion Orders and S19 Certificate application have therefore been withdrawn.

All relevant planning permissions for the current scheme have been secured and remain valid. No further statutory permissions are needed. The project team has started work to discharge relevant conditions to allow material starts to be made at the P&R sites within the permission validity periods, which expire between May and November 2012. The BTP is therefore deliverable within our attached programme.

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?*

A full procurement strategy report forms part of the supporting documentation, and is summarised below.

The BTP was tendered in 2009, in accordance with the anticipated programme. The tenders were assessed on quality and cost criteria and were considered to deliver good value for money. This confirmed that the scheme could be delivered within the costs approved by DfT in October 2007. It will be necessary to retender contracts for the revised scheme.

A comprehensive review of the procurement strategy has now been undertaken, accounting for changes to the scheme's scope and programme. The revised strategy takes into account the complexity of, and dependencies between remaining works elements, and the suitability of any pre-existing framework contracts that are available to the Council at this time. Certain works have been re-allocated into different Lots, whilst some framework arrangements are no longer available. As the scoped works remain consistent in nature to the previous scheme, the general approach remains unchanged.

We continue to support joint working with the West of England authorities to achieve economies of scale and share sub-regional technology for elements such as RTI. Due to the localised nature and delivery timescales of the Park & Ride expansions, joint procurement is not considered beneficial at this time. We will support the Programme Delivery Board to share best practise and remain open to any opportunities for joint procurement. The successful implementation of the Greater Bristol Bus Network has demonstrated that on-street works are best procured through localised arrangements, in this case through the current B&NES term contract.

The procurement strategy utilises a mixture of existing contracts (with prices already secured) and competitive tenders with a view awarding contracts in mid 2012 as shown in the following table:

Works Package	Contract Conditions	Award Route	Change from Original
CONSTRUCTION / CIVILS			
<i>a) Design & Build</i>			
Lansdown P&R / Sports Pitch	NEC3 (A)*	Restricted Tender	
Odd Down P&R	NEC3 (A)*	Restricted Tender	Previously tendered as part of Lot 1 - with BRT / Newbridge P&R
Newbridge P&R	NEC3 (A)*	Restricted Tender	Previously tendered as part of Lot 1 - with BRT / Odd Down P&R
A4 P&R / A4 bus lanes	n/a	n/a	De-scoped
BRT Segregated Route	n/a	n/a	De-scoped
<i>b) Re-Measurement</i>			
City Centre / A36 Bus Lane	NEC3 (B)**	Already Procured	A36 Bus Lane de-scoped
Bus Stop Infrastructure	ICE Term Version***	Term Contract Order	
VMS Infrastructure	ICE Term Version***	Term Contract Order	
On-street improvements	ICE Term Version***	Term Contract Order	
EQUIPMENT - SUPPLY & INSTALL			
CCTV	NEC3 (A)*	Restricted Tender	Scope reduced - no BRT / A4 P&R
VMS	MF1 (Rev 5)****	Restricted Tender	
RTI	MF1 (Rev 5)****	GBBN Contract Order	
Ticket Machines	n/a	n/a	De-scoped
EQUIPMENT - SUPPLY ONLY			
Bus Shelters	ICE Term Version***	Restricted Tender	GBBN contract expired
ENABLING WORKS			
Reptile Translocation	NEC3 (A) Professional Services Contract (June 2005)	Restricted Tender	Scope reduced - now relates to Newbridge only (BRT / Odd Down elements de-scoped)
Statutory Utilities Diversions	B&NES works order	B&NES works order	Scope reduced

* NEC3 (Option A) Priced Contract with Activity Schedule

**NEC3 (Option B) Priced Re-measurement Contract (with Bill of Quantities)

***ICE Conditions of Contract Term Version First Edition (September 2002) (Reprinted December 2004)

****Model Form of General Conditions Contract Home or Overseas Contracts with erection [MF/1(rev5)2010]

A procurement timetable is set out in Section 3.7.

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.*

A Governance report forms part of the supporting documentation and is summarised below.

Bath and North East Somerset Council has an exemplary record in the delivery of major projects, through its Development and Major Projects Directorate. The Directorate was established in 2004 to provide a centre of excellence within the Council for project management and to assist with the delivery of complex capital projects. It has overall responsibility for the promotion, co-ordination and direction of physical regeneration, development and economic development activity. This Directorate will be tasked with the role to deliver the scheme.

Project and commercial management systems have been established to ensure the sound commercial management, timely delivery of projects and management of risk commensurate with the Council capital programme. These systems provide a proactive framework for the management of major capital projects giving confidence to the client (who in this case will be the SRO) that schemes will be delivered on time and to budget. Projects completed by the Directorate on time and to budget include:

- Southgate City Centre Mixed Use Development –£350M;
- Combe Down Stone Mines – Value £156M;
- Programme of Community Resource Centre – Value £25M;
- Three Ways Special School – Value £12M;
- St Kenyan Primary School – £4M;
- Extension to Fosseways School – Value 3.5M;
- Writhlington Secondary School – Value £25M;
- Writhlington Applied Learning Centre – £3.5M;
- Play Pathfinder – £2M;
- Children Centres – £2.5M.

In addition the Directorate was responsible for the completion and commercial settlement of the Spa project.

The Major Projects team have published a Project Management Handbook which provides guidance to how projects will be managed, whether they are delivered by officers or external consultants. This is based on the principles of Prince 2. It should be noted that for this project the role of Project Sponsor, which is equivalent to the role of 'Executive' in Prince 2 terminology will be fulfilled by the Council's Divisional Director of Major Projects, who is appointed by the SRO.

Following Programme Entry in 2007, the Council established a dedicated team to manage the development of the BTP bid. This team remains in place, and will be supplemented during the delivery phase with appropriate management resources for the delivery of individual work elements.

The Senior Responsible Owner is Peter Dawson. Peter is a professional town planner who has wide experience of the development of major transport projects. He worked for 8 years for DfT in GOSW. During this time he led the transport team

in challenging Local Authorities on the delivery of their LTP and particularly in developing their project management capabilities. Since joining Bath & North East Somerset Peter has been responsible for the Council's Capital Programme of highway improvements funded by the Integrated Transport Block.

The Project Sponsor is Derek Quilter, Divisional Director of Major Projects. Derek is appointed by the SRO and is ultimately accountable for the project's delivery and is the key decision maker. He is a construction professional with over 30 years post graduate experience in delivering complex multidisciplinary projects in the Construction and Civil Industry covering the management of projects in Rail, Industrial, Commercial, Retail, Civil Engineering and Private Development. Derek is a strong leader with a proven track record of success. He has extensive knowledge and experience in the management of complex multidiscipline projects with advanced analytical and financial abilities. Prior to joining B&NES he had full Profit and Loss responsibility for a construction business of over £50M pa. His experience within the Council has been outlined in the introduction on the Development and Major Projects Directorate. Derek chairs the project board, which represents a broad base of senior experienced professionals with the requisite knowledge and experience to provide direction, guidance and steer.

The Project Manager is Alan Francis. The Project Manager is the single focus for the day to day management of the project and has the authority to run the project on behalf of the Project Sponsor. Alan is an external Project Manager from Davis Langdon and was responsible for providing the Project and Cost Management service in the successful delivery of the Combe Down Stabilisation Project and liaison with HCA regarding funding awards and payments. Alan has over 30 years experience in the construction/engineering industry and was Managing Partner of Davis Langdon's Bristol office for 15 years. He retired from the partnership in 2009 to concentrate on project delivery with B&NES. Alan took over from David Kenyon, previous Project Manager, in 2011.

The Project Manager will oversee 5 Team Managers, each of whom will have day to day responsibility for delivering individual parts of the package

Delivery Team Managers

There will be five managers, each responsible for the delivery of individual work packages. These individuals have a long standing association with the project from Programme Entry.

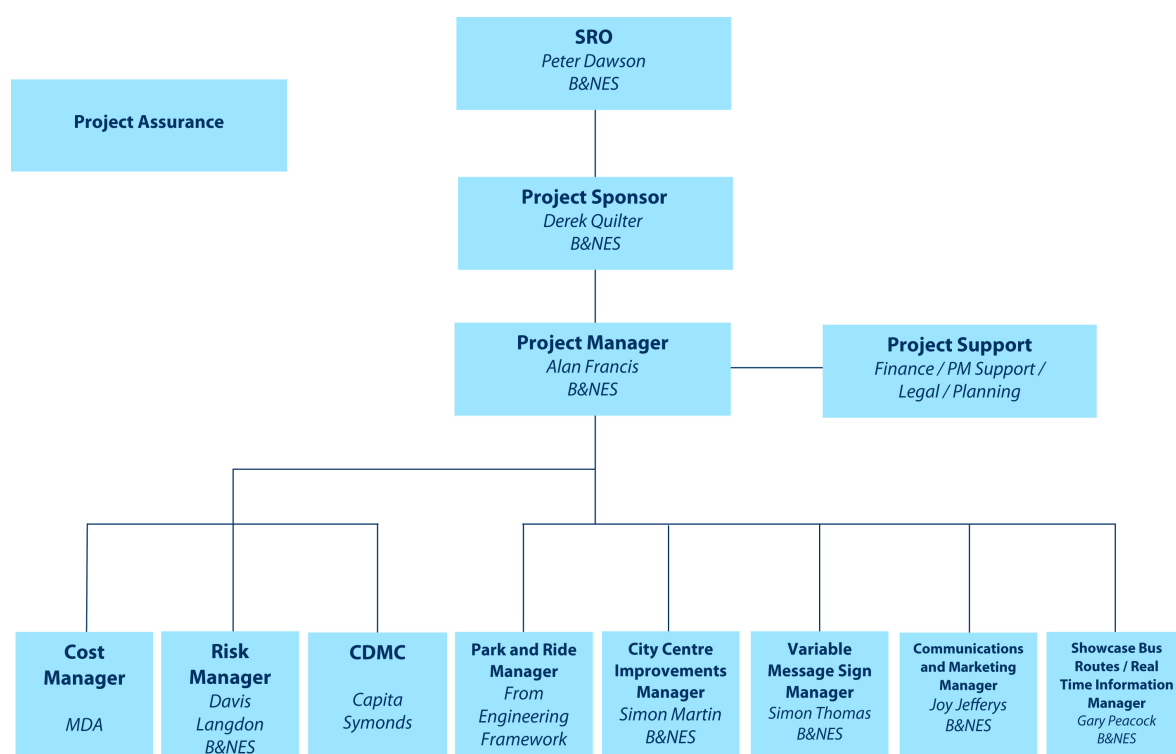
- Showcase bus routes including real time information – Gary Peacock, Design Team Leader, Transportation;
- Bath City Centre improvements – Simon Martin, Operations Manager, Major Projects;
- Variable Message Sign system – Simon Thomas, Project Engineer, Transportation;
- Communications – Joy Jefferys, Strategic Transport Projects Liaison Manager, Transportation;
- P&R expansions – appointment from our External Engineering Framework.

Project Support (Internal and External Consultants)

Project support will provide administration, project management assistance (Will Davies-Jenkins, Assistant Project Manager, Capita Symonds), risk management, cost management, programme assistance, legal advice, planning advice and financial advice. Internal Officers are supported by the following specialist consultants:

- Mott MacDonald – Engineering, Environmental and Modelling;
- MDA – Cost Consultants;
- Alliance Planning – Planning;
- Davis Langdon – Risk;
- Pinsent Mason – Specialist Legal advice;
- Capita Symonds – CDM and Project Management support.

Bath Transportation Package Project Structure



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.

Peter Dawson is the Senior Responsible Owner. He is the single individual with overall responsibility for ensuring that the project meets its objectives, delivers the project benefits and is delivered in accordance with Council approvals. The SRO will provide monthly update reports and agree any changes to the approved scope, budget or programme with Roger Symonds, Executive Member for Transport. The SRO will attend update meetings and provide reports to the internal review panels and the West of England and will act as the point of contact for DfT.

Project Sponsor

The Project Sponsor reports to the SRO and is ultimately accountable for the project's delivery and is the key decision maker. He has the authority to deliver the scheme in accordance with the agreed scope, budget and programme that has been approved by the SRO. The Project Sponsor chairs the Project Board where he is supported by:

- David Trigwell, Divisional Director of Transport and Planning;
- Danae Fielder, Finance Manager, Section 151 representative;
- Kelvin Packer, Highway Network Manager;
- Kevin Ray, Commercial Manager.

The Project Board consists of representatives of the Council who have authority to act on behalf of the organisation. Meeting of the PB are held monthly where they consider key milestones, exception reports, changes, risk log and other key deliverables as defined in the project plan

Project Manager, Alan Francis

The Project Manager is the single focus for the day to day management of the Project and has the authority to run the project on behalf of the Project Sponsor . The levels of authority for change orders involving costs less than £20,000 will be delegated to the Project Manager, values less than £10,000 will be delegated to each of the Team Members. The Project Manager will refer values above £20,000 to the Project Sponsor (via individual contact or through the Project Board). All changes will be reported by the Project Manager in the monthly report, and actioned in accordance with the agreed change control procedures,

Team Managers

There will be five managers, each responsible for the delivery of the individual work packages allocated to them.

There will be a team manager for:

- P&R expansions;
- Showcase bus routes including real time information;
- Bath City Centre;
- Variable Message Sign system;
- Communications.

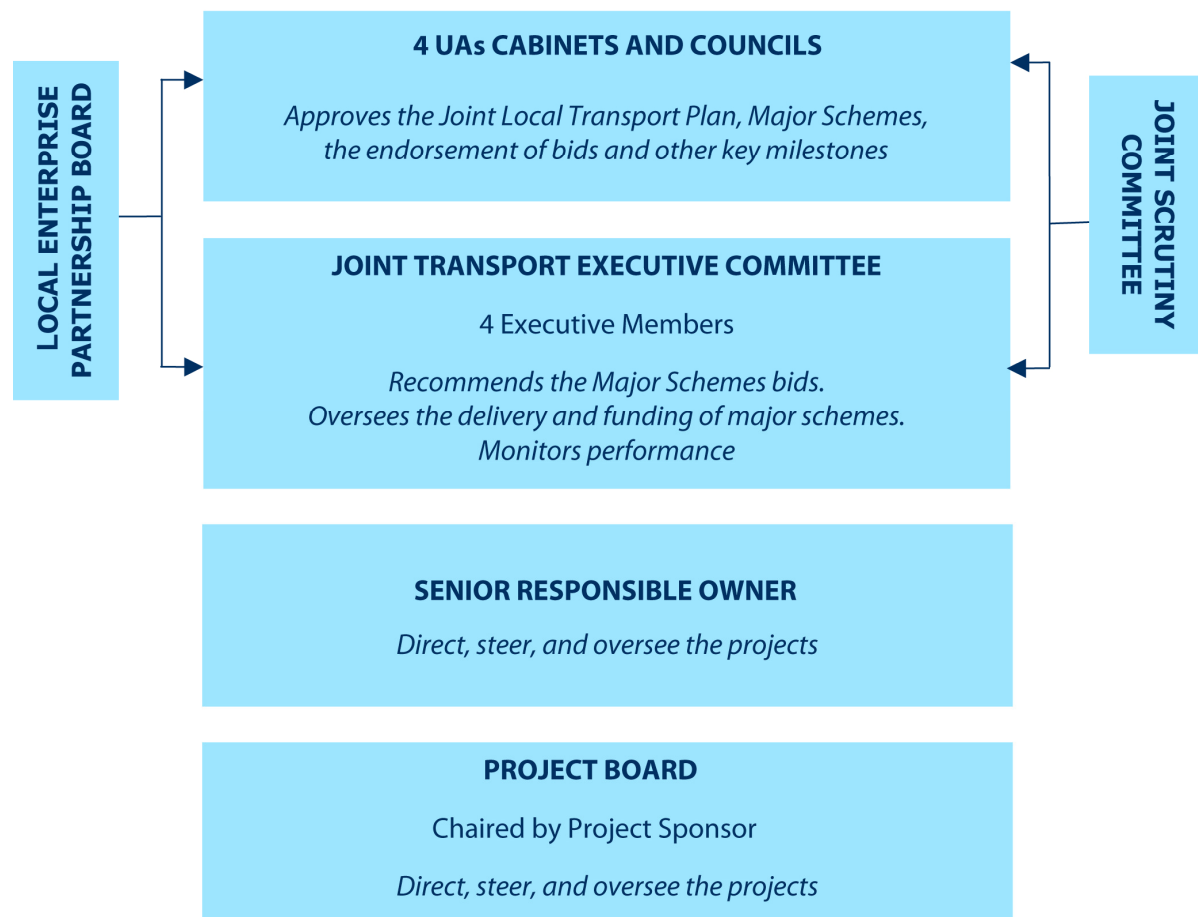
Depending upon the type of Contract used (see separate procurement paper) they will act as NEC Project Manager or Engineers Representative (under ICE and MF1). They will be responsible for supervision of the works and for signing off all payments, providing they fall within the levels of sign off designated to their role (i.e. any one invoice in excess of £1 million can only be authorised by a Director; it is unlikely that such a value will be attained on this package). The levels of authority for change orders involving costs less than £10,000 will be delegated to each of the Team Manager.

West Of England

The creation of the Joint Transport Executive Committee (JTEC) in April 2009 brought together the four authority 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.

Major Scheme Governance Chart



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	Dec 2011
Statutory Orders published	N/A
Public Inquiry Starts	N/A
Confirmation of Orders	N/A
Invite expression of interests for works contracts	Oct 2011
PQQ return date	Dec 2011
Invitation to tender	Feb 2012
Complete discharge of planning conditions	Mar 2012
Gateway and directors review	May 2012
Preferred Bidder	May 2012
Submit Full Approval application to DfT	May 2012
DfT Decision	July 2012
Work Starts on Site	Aug 2012
Work Completed	Oct 2014
Opening/commencement of operations	
Odd Down P & R	Feb 2013
Lansdown P & R	Jun 2013
Newbridge P & R	Nov 2013
City Centre	Aug 2013
Showcase bus routes/on street improvements/VMS	Sep 2014

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?

A full review of scheme risks has been undertaken in order to update the risk register and to account for recent scope changes. 42 scheme risks were identified for inclusion in the risk register. The impact of these risks has been quantified via a Monte Carlo Analysis, as described in the previously submitted risk report, which forms part of the supporting documentation.

The results of the analysis suggest that the contingency allocation for the project (based on the mean value as stipulated by DfT) should be £1,580,000 based on the post mitigation or target assessment. This falls between the P50 (£2,014,000) and P80 (£1,500,000) estimates and represents the weighted average of the distribution of costs. As would be expected, following the removal of land assembly and

complex construction items, the risk contingency is now significantly lower than the figure of £3.68m at the Expression of Interest stage.

Whilst the quantified impact of some other risks is assessed to be greater in monetary terms, the risks with greatest potential impact to the delivery programme set out in section 3.7 were identified as follows:

Expiration of Planning Permissions

- Likelihood before mitigation: Medium
- Potential Impact on Programme: 9-18 months
- Mitigation: Liaise with planners. Implement programme for discharge of conditions and material starts.
- Likelihood after mitigation: Low.

Legal Injunctions

- Likelihood before mitigation: Medium
- Potential Impact on Programme: 9-18 months
- Mitigation: Prepare robust legal defence (expertise already in place) and confirm position with planners
- Likelihood after mitigation: Low

Re-tendering (if market response is poor or does not present suitable contractors)

- Likelihood before mitigation: Low
- Potential Impact on Programme: 4-9 months
- Mitigation: Issue clear and complete Tender Documents, subdivided into attractive packages. Ensure tender programme is not compressed and allows tenders sufficient time to fully consider package and propose value solutions
- Likelihood after mitigation: Very Low

With regard to the re-tendering risk, a similar time impact could be expected in the event of contractor insolvency during implementation.

The risk profile represents a qualified assessment as of today. The project team continue to review the risk register on a monthly basis. This review will allow the re-grading or removal of existing risks as mitigation is implemented, and inclusion of new risks.

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 not be available from DfT.

The council places 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, air quality

a) Full scheme impact evaluation:

A cost of £60,000 has been budgeted to assess the impact of the Bath Transportation Package in the 2016/17 to 2017/18 period.

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 2012/13, 2015/16 and 2016/17 periods (£15,000 in total).

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.*

Under the proposed procurement arrangements, an increased proportion of the works value (circa 50%) will be delivered via existing contracts for which supplier/contractor rates have already been secured. The design and specification of elements to be tendered remain fundamentally unchanged from the previous procurement exercise for which tenders were received in the 4th quarter 2009. Whilst it will be necessary to re-tender, using the previously tendered costs and use of existing framework contracts provides significant assurance as to the validity of the current cost plan and delivery programme.

Our scheme costs are detailed in the following table:

Lines highlighted in the below table show contracts for which rates have already been secured.

Bath Transportation Package					
July 2011 Scheme Estimate					
Summary			Preliminaries	Sub total	Total
		£	£	£	£
1	Preparatory Bid Costs Preparatory Land Costs				7,952,000 772,987
2	Property costs				217,500
	Main scheme elements				
3	Enabling Works & Stat Fees	216,450		216,450	
4	Newbridge	1,708,833	556,316	2,265,149	
5	Odd Down	631,680	216,081	847,761	
6	Upgrade to P&R route	609,075	92,925	702,000	
7	Lansdown	912,869	305,396	1,218,265	
8	On Street Improvements	881,000	88,100	969,100	
9	City Centre	1,571,158	44,854	1,616,012	
10	BWR Transport Scheme	1,783,375	205,625	1,989,000	
11	Bus stops & RTI	4,509,330	326,449	4,835,779	
12	VMS	1,080,376	17,850	1,098,226	
13	CCTV Installation	313,843		313,843	
14a	Project management	451,987		451,987	
14b	Design costs and other fees	1,399,914		1,399,914	
15	Site Supervision Costs	1,001,057		1,001,057	
		17,070,947	1,853,596	18,924,543	
16	Risk			1,580,000	
17	Inflation			2,005,959	
				22,510,502	22,510,502
18	Vehicles				31,452,989 400,000
	Total Estimated Costs £				31,852,989

From the above table we have identified each element of the scheme, together with identifying separately the following:

- Preliminaries – £1,853,596
- Project Management – £451,987
- Risk – £1,580,000 (mean value)
- Inflation costs – £2,005,959

A detailed cost estimate prepared by MDA Consulting Ltd was submitted to the DfT on the 26 August 2011, and forms part of the supporting documentation. The risk figure is the 'mean' value extracted from Davis Langdon's Risk Report, which was submitted on 12 August 2011.

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.

The allowance included in the Scheme Estimate is calculated using a consistent rate

of 2.7% per annum over the period of the scheme until 2014. This allowance is consistent with an independent inflation forecast produced by the cost consultants.

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 than 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.*

Local Authority contribution will be £17.80 million

To date £6.678 million has been incurred since programme entry (up to submission of BAFB).

(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.

Section 106 Agreement for BWR	£1.989 million.
Contribution to buses	£0.4 million.
Total	£2.389 million

Section 106 Agreement for BWR signed 23 December 2010. Funding release to be £1 million upon occupation of 400 dwellings and the balance of £0.989 million upon occupation of 750 dwellings.

Contribution to P&R buses £400,000. This will form part of the new Park and Ride Bus contracts that will be in place in 2014/15. This contribution has been reduced from the Programme Entry contribution to reflect the omission of the Eastern Park & Ride.

(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.

DfT Funding requested £11.664 million.

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 identifies the new funding profile.

Some flexibility remains in the programme with regards to construction phasing. Should the scheme be successful in achieving 'reactivated' Programme Entry, we can

engage with the DfT to consider how best this flexibility can support the funding pressures experienced by the DfT.

£m	Pre 2011/12	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	%
LA contribution	5.978	2.100	0.972	7.542	0.835	0.373	0	0	0	17.800	56
Third Party contribution 1. BWR					1.989	0	0	0	0	1.989	6
2. Bus contribution			0	0.400	0	0	0	0	0	0.400	1
DfT funding requested			5.224	4.584	1.629	0.227	0	0	0	11.664	37
TOTAL	5.978	2.100	6.196	12.526	4.453	0.600	0	0	0	31.853	100

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)

The Council are able to accommodate early grant payments to take account of DfT requirements. Our programme has identified that we will submit for full funding approval by June 2012.

Prior to this date, we will be carrying out material starts at the 3 P&R sites in order to secure the current planning approvals. The works, estimated to be £100,000, will be scoped and executed utilising current framework contracts and will be completed by March 2012. Consequently, these works could be funded by the DfT (currently included in LA contribution for 2011/12).

The change to the profile would be as follows:

£m	Pre 2011/12	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	%
LA contribution	5.978	2.100	0.972	7.542	0.835	0.373	0	0	0	17.800	56
Third Party contribution 1. BWR					1.989	0	0	0	0	1.989	6
2. Bus contribution			0	0.400	0	0	0	0	0	0.400	1
DfT funding requested		0.1	5.124	4.584	1.629	0.227	0	0	0	11.664	37
TOTAL	5.978	2.200	6.096	12.526	4.453	0.600	0	0	0	31.853	100

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.

The Council is prepared to discuss such options, recognising they will have to adjust their borrowing requirements.

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

Local Authority and Third Party funding equates to 63% of the scheme cost. This is a considerable increase from programme entry (Oct 2007) and demonstrates our commitment to providing the scheme.

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.)*

Works Elements	Annual Operating Costs	Additional Income
Newbridge	16,273	180,720
Odd Down	11,311	104,415
Upgrade to P&R route	1,659	
Lansdown	8,523	251,425
On Street Improvements	12,886	
City Centre	3,295	
BWR Transport Scheme	190	
Bus stops		
RTI	110,250	
Shelters	34,554	
VMS	12,375	
	211,316	
Monitoring	20,000	
Vehicles	292,683	
	523,999	536,560

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.)

This is not relevant to the Bath Transportation Package.

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.

LA Contribution to the scheme has been approved and will be fully funded. Scheme cost over-run, above the DfT contribution, would be funded through borrowing, where such over-run was deemed necessary.

The detail of the source of the funding is as follows:

Prudential Borrowing	£ 15.270 million
Capital receipts	£ 1.530 million
Total	£ 17.800 million

SECTION 5: STAKEHOLDER MANAGEMENT

5.1 Consultation

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

- (a) the public,*
- (b) statutory environmental bodies and*
- (c) other stakeholders;*

*This should include dates detailing when consultation was carried out
Please also summarise any further consultation you plan to undertake.*

Strategic Engagement

Working under the Travel+ brand the West of England 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 PDB and West of England Joint Communications Officer.

BTP Engagement

This is a brief summary of consultation on the BTP. Full details can be found in the BTP Statement of Community Involvement prepared for planning and the BTP Post-Planning Consultation Report, which form part of the supporting documentation. Through all of its stages we have carried out full and thorough public engagement.

A) CONSULTATION WITH THE PUBLIC

1998 to 2003: Elements that would eventually form BTP were safeguarded as planning policies and included in public consultations on the Joint Replacement Structure Plan in 1998, the LTP in 1999 and 2000 and the Bath & North East Somerset Local Plan during 2003 and 2004.

2004 to 2007 MSBC Public Consultation A public exhibition on the JLTP was held in Bath in March 2005 with a further exhibition on the JLTP and the BTP MSBC in Nov 2005. Following BTP 'Programme Entry' in Oct 07, meetings were held during Nov with Newbridge residents who may have been impacted by the proposals and a public exhibition on the BTP was held in Dec 07.

2008: Pre-Planning Public Consultation Extensive consultation on the BTP proposals with statutory, environmental and non-statutory stakeholders: formal presentations, meetings, leaflet/letter drops and public events. The feedback influenced scheme proposals. A Street Representative network was set up in Newbridge for direct consultation with people affected. In Nov 08, a major three-day public exhibition was held in Bath on the planning applications. This event was promoted in local press, through direct mail to homes across the city and on regional television. In addition the Council developed an innovative website called 'Stop Gridlock'.

2009 Post-Planning Public Consultation Public consultation on the BTP proposals for the city centre took place during autumn 2009. Leaflets and questionnaires were distributed to 1,300 city centre properties and a week-long public exhibition was held in Bath Central Library.

2010: Public consultation on the JLTP 3 included, as a key element, the BTP.

2011 Recent Public Consultation Public consultation on the Council's Core Strategy from October 2010 to February 2011. The Council's 'Treasure and Transform' exhibitions were held across B&NES during January and February 2011. The BTP featured prominently in these events. 1,600 people attended the exhibition in Bath. Consultation with residents and businesses relating to city centre Traffic Regulation Orders proposed in the BTP was undertaken from May to June 2011. The consultation period was extended for one week due to high levels of interest among stakeholders.

The Council will continue to engage with the community and stakeholders to ensure understanding of the scheme and to minimise impacts as works commence.

B) CONSULTATION WITH STATUTORY ENVIRONMENTAL BODIES

As part of the BTP planning applications submitted in January 2009, statutory and non-statutory consultation took place with the following bodies: Natural England/ Environment Agency/ Highways Agency/ English Heritage/ Wessex Water/ Cotswold AONB Conservation Board/ Police Architectural Liaison/Crime Reduction Officer /Landscape Architect/ Sport England/Council Technical Officers with responsibility for the environment, including air quality, environmental protection and heritage.

Comments were recorded in the Planning Officers' report and presented to the Development Control Committee when the planning applications were considered. Consequently, a number of planning conditions were introduced to reflect the views of these bodies. The discharge of these planning conditions is underway.

A number of scheme elements have been removed from the BTP during descopeing.

In respect of the remaining elements, the Council considers that the original comments made by statutory environmental bodies remain valid.

C) CONSULTATION WITH OTHER STAKEHOLDERS:

Extensive consultation has been undertaken with other stakeholders, including business, hospitals and heritage groups.

1998 to 2008: Stakeholders were included in all public consultation listed in (A) above.

2009 to 2010: Post-Planning Stakeholder Consultation Stakeholders were included in all public consultation listed in (A) above.

A transport seminar for B&NES businesses and heritage groups, focussing on the BTP proposals, was held in January 2009. Consultation on the significant improvements proposed in the BTP through access restrictions to the city centre was undertaken throughout 2009, with businesses and the Mineral Hospital.

2011: Recent Stakeholder Consultation

Stakeholders were included in all public consultation listed in (A) above.

Future Stakeholder Consultation:

Continued engagement will be required with local businesses and the Mineral Hospital in relation to the BTP city centre access changes. An important part of this engagement will be with those who are mobility impaired.

The Council will continue to engage with the community and stakeholders to ensure understanding of the scheme and to minimise impacts as works commence.

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.

Letters of support for the BTP Best and Final Bid are appended. These include letters Bath Chamber of Commerce, the Federation of Bath Residents Associations (FOBRA), First Group, the Initiative in Bath and the Royal United Hospital.

Nearly 70 letters in support of all the five West of England schemes have been received. 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 and the SS Great Britain trust.

Letters of support have also been received from a number of transport operators, including First, Stagecoach and National Express. 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 Best and Final Bid for the BTP removes, or reduces the scope of, elements of the scheme that have faced local opposition. Prior to Council approval of the Best and Final Bid decision in July 2011, opposition to the BTP was focussed into three main groups, each objecting to the impacts of scheme elements proposed for their locality:

- Response to Route: Opposed to the segregated BRT route.
- Save Bathampton Meadows: Opposed to the A4 Eastern Park & Ride
- Veracity Ltd: An umbrella organisation comprised of members of the above groups, and others including parish councils to the east of the city.
- Newbridge Matters: Opposed to the Newbridge Park and Ride expansion.

These groups worked together and gained some local media coverage for their campaigns. However only 24 statutory and 135 non-statutory objections were submitted in relation to the BTP CPOs.

The BTP Best and Final Bid removes the segregated Bus Rapid Transit Route and the A4 Eastern Park & Ride from the scheme and reduces the size of the Newbridge Park & Ride expansion from 500 to 250 new spaces. In doing so it removes or reduces the impact of controversial elements and takes away the need for CPO, removing objections and improving the deliverability of scheme while continuing to deliver value for money.

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.

Grant Thornton have analysed the wider impact of the BTP on the City. Their report has been submitted to DfT. The BTP will enable greater connectivity to key development sites by allowing improved movement of residents, workers and visitors between the area currently being developed and the city centre. These sites will see 3,000 new homes and nearly 11,000 new jobs being created. The estimated GVA impact of the development is £11 billion over a 30 year period, not including the additional £16 million expected in increased business rates every year and the £490 million construction impact.

Time savings are valued at £33.5 million over 60 years, it is likely this figure is an underestimation of the total impact of reduced journey times as it considers existing users of the transport system only. New users of the transport system are also likely to benefit from lower journey times, including commuters, leisure visitors and business users. Greater levels of activity may also lead to increased revenue for the council (from Park and Ride) and increased tax revenue for central government (from increased economic activity).

The Transportation Package remains a key to unlocking development opportunities within the City, without which the existing transport infrastructure is likely to be a limiting factor

This analysis is supported by the work undertaken by the West of England partnership and set out in the **Strategic Business Case** which provides an overview 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 return 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.
-

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.)*

The Best and Final Bid Form is Document Nr 1 in the submission sequence. Supporting Documents are numbered 2-19 as listed in the table below:

Document Title (revision for B&FB, supersedes any previously submitted versions)	Date Submitted	Location on Promoter Website
2. Scheme Description and Location Plans	07.09.2011	www.bathnes.gov.uk/transportandstreets/transportpolicy/plansandstrategies/bathpackage
3. Broader Economic Benefits	07.09.2011	As above
4. Value for Money Summary (rev B)	07.09.2011	As above
5. Model Present Year Validation and Re-basing Report (rev D)	07.09.2011	As above
6. Forecasting Report (rev E)	07.09.2011	As above
7. Uncertainty Log (rev D)	07.09.2011	As above
8. Economic Assessment Report (rev E)	07.09.2011	As above
9. TUBA and COBA files (electronic - folder)	07.09.2011	As above
10. Social and Distributional	07.09.2011	As above

Impacts (rev C)		
11. Answers to DfT Questions (modelling) (rev B)	07.09.2011	As above
12. AST and Environmental Constraints Drawings (rev B)	07.09.2011	As above
13. Governance - including project management (Revised for B&FB)	07.09.2011	As above
14. Procurement - including programme (Revised for B&FB)	07.09.2011	As above
15. Risk Report	07.09.2011 (for completeness, unchanged from 12.08.2011 early submission)	As above
16. Scheme Estimate Report	07.09.2011 (for completeness, unchanged from 26.08.2011 early submission)	As above
17. Letters of Support for Best and Final Bid	07.09.2011	As above
18. Post-Planning Consultation Report	07.09.2011	As above
19. Statement of Community Involvement (pre-planning consultation) (note: SCI for Lansdown P&R expansion provided as example, but SCI's for all planning applications identical)	Too large to email – issue on CD to arrive by 12.09.2011, or accessed via website link	As above

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