

LOCAL AUTHORITY MAJOR SCHEMES BEST AND FINAL FUNDING BID SEPTEMBER 2011

Scheme Name	South Bristol Link
Local Authority	North Somerset Council

SCHEME COST SUMMARY (£m)

	Scheme As Previously Configured (from section 1.4)	Revised Scheme (from section 4.4)
LA contribution	£6.370m	£12.255
Third Party Contribution	In the MSBC third party contributions were included within the local authority contribution	£3.191
DfT Funding Contribution	£50.220m	£27.637
Total	£56.590 (Part 1 claims have been removed)	£43.083*

* Part 1 Claims, Evaluation and 2011 Preparation costs are not included, in accordance with guidance. Had they been included the scheme outturn would equate to the Eol outturn cost of £44.577m)


CONTACT DETAILS FOR FURTHER ENQUIRIES

Lead Contact: Position: Tel: E-mail:	Karuna Tharmananthar Senior Responsible Officer 01275 888 596 karuna.tharmananthar@n-somerset.gov.uk
Alternative Contact: Position: Tel: E-mail:	Andrew Ball Project Manager 01934 426809 andrew.ball@n-somerset.gov.uk

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

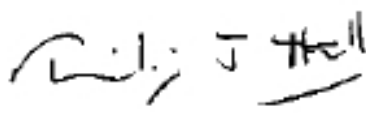
SENIOR RESPONSIBLE OWNER DECLARATION

As Senior Responsible Owner for South Bristol Link I hereby submit this Best and Final Funding Bid to DfT on behalf of North Somerset Council and Bristol City Council and confirm that I have the necessary authority to do so.

Name: Karuna Tharmananthar	Signed: 
Position: Deputy Director, Development and Environment North Somerset Council	

SECTION 151 OFFICER DECLARATION

As Section 151 Officer for North Somerset Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that North Somerset Council and Bristol City Council have the intention and the means to deliver this scheme on the basis of its proposed funding contribution at Question 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: Phil Hall, Director of Finances and Resources, North Somerset Council	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.travelplus.org.uk

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 <i>(where applicable)</i>	Friday 26th March 2010
Estimated total scheme cost <i>(inclusive of eligible preparatory costs)</i>	£56.590 (Part 1 claims have been removed)
DfT contribution	£50.220m
Local Authority Contribution <i>(excluding the costs of any Part 1 Claims that you may have included at this time)</i>	£6.370m
Third party contribution	In the MSBC third party contributions were included within the local authority contribution

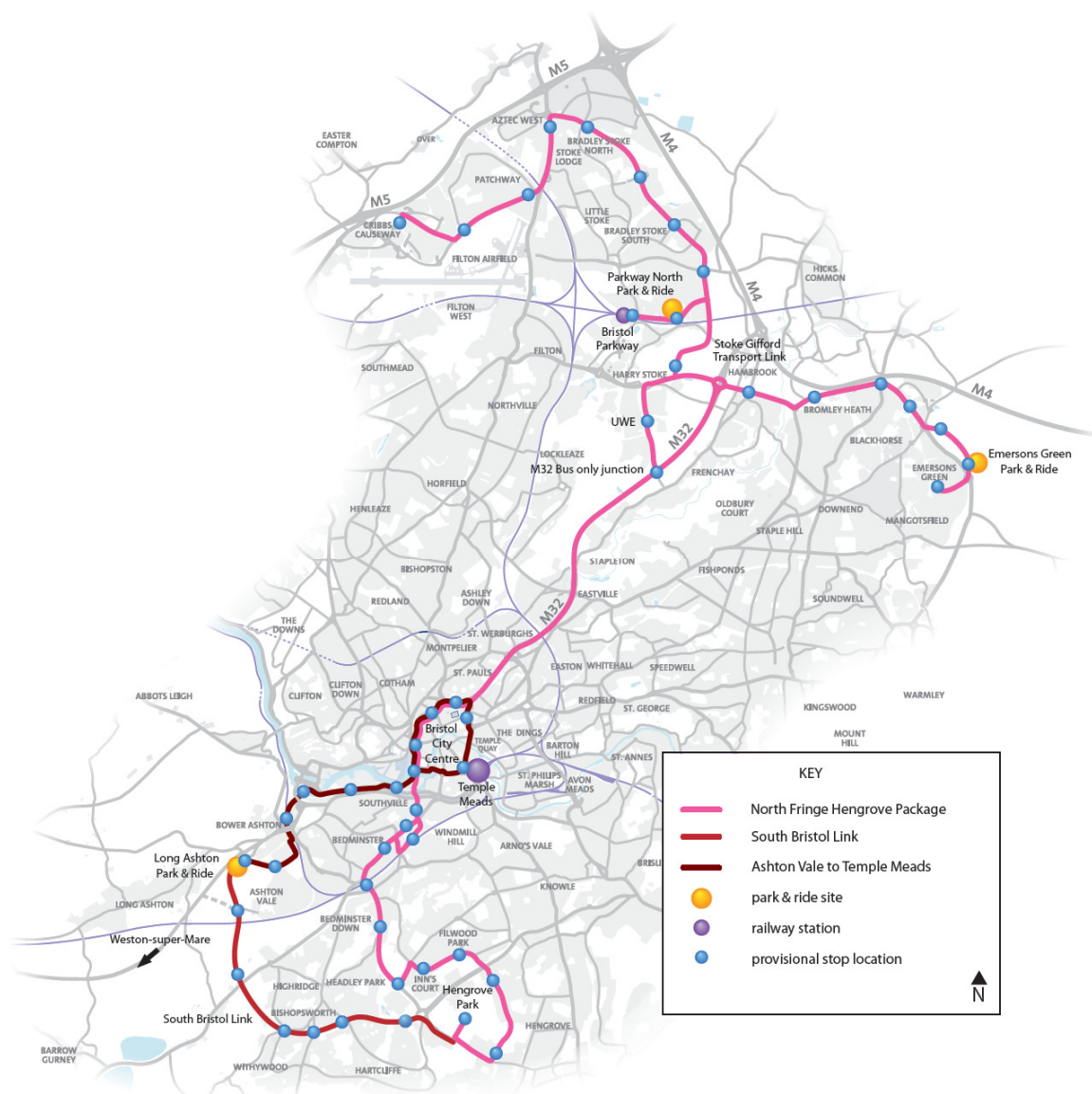
1.1 Brief description of the scheme as previously configured *This should clearly state the scope of the scheme and describe all of its key components.*

South Bristol Link is a combined strategic rapid transit and highway link, south and west of Bristol city centre. 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. Figure 1.1 shows the proposed network.

Figure 1.1 shows the Rapid Transit network and SBL forms part of this network.

Figure 1.1: Rapid Transit network



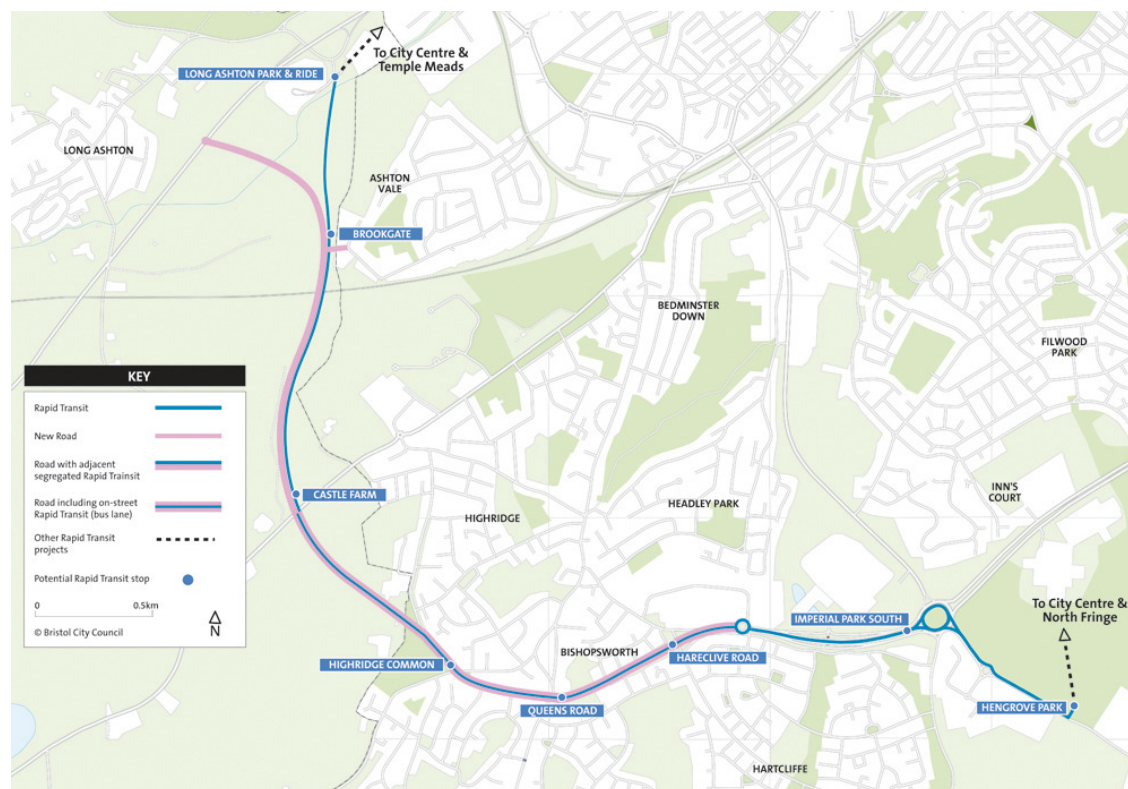
The provision of a recognisable Rapid Transit network will give confidence to local employers and residents that a credible alternative to the car is available and attractive, as such potential passengers will develop lifestyles that are less reliant on car use to provide access to employment, services and goods. The provision of the comprehensive network maximises choices of locations accessible by non-car means.

The South Bristol Link provides a transport link approximately 5km long between the A370 Long Ashton bypass west of Bristol and Hengrove Park in South Bristol. The Preferred Scheme was submitted for the MSBC in March 2010. It included Rapid Transit, new highway and adjacent segregated cycle and pedestrian facilities. The route followed an alignment that has been safeguarded in Local Plans for many years and Bristol City Council's subsequent Adopted Core Strategy.

The South Bristol Link, along with the other Rapid Transit Schemes, will compliment the local rail network by offering high quality public transport alternative to areas currently not served by the local rail network.

Figure 1.2 illustrates the South Bristol Link as submitted to DfT in March 2010.

Figure 1.2: Configuration as submitted in the MSBC in March 2010



From the A370 near Long Ashton to Brookgate there was a single carriageway (one lane in each direction) with an at-level roundabout at the junction of the A370 and the South Bristol Link.

From the Long Ashton Park & Ride site to Brookgate there was a two-way, segregated, guided busway that linked directly to the Ashton Vale to Temple Meads Rapid Transit Line. A cycle and pedestrian path ran parallel.

At Brookgate there was a single carriageway connection to the existing network, allowing direct access to the business and residential areas of Ashton Vale. This junction was signal controlled. Cycle and pedestrian connections were made to the existing network and a Rapid Transit stop was provided.

From Brookgate to the A38 there was a two-way, segregated, guided busway that ran parallel to the single carriageway. Near the A38 there was a HGV climbing lane on the southbound carriageway. A cycle and pedestrian path ran parallel throughout. At the A38 junction there was an at-level roundabout, where a Rapid Transit stop was also provided, this allowed for passenger transfer between the Rapid Transit vehicles and the Airport Flyer.

From the A38 to the Hartcliffe Roundabout the two-way, segregated busway moved to the centre of the alignment with a single carriageway on either side. Here the busway became un-guided. The parallel cycle and pedestrian path continued, linking to all existing paths. Rapid Transit stops were provided at Highridge Common, Queens Road and Hareclive Road.

From the Hartcliffe Roundabout to the Hengrove Roundabout the existing dual-carriageway was re-designated so that the off-side traffic lanes became buslanes and

the nearside traffic lanes remained. A Rapid Transit stop was provided at Imperial Park South.

From the Hengrove Roundabout to Hengrove Park the Rapid Transit vehicles ran on-carriageway with existing traffic.

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 MSBC set out clear objectives and how these objectives will be met. These objectives remain unchanged, they are:

To facilitate regeneration and growth in South Bristol

The latest version of the Multiple Deprivation index shows that much of South Bristol is amongst the 10% most deprived in the country and two areas are in the most deprived 1%. This scheme is a key component of an integrated package of measures to facilitate the creation of employment and increase access opportunities to jobs and services in South Bristol.

To reduce congestion in South Bristol and adjacent areas of North Somerset

The local business community has made it clear that reduced congestion will help boost confidence and attract investment in area. By reducing congestion there will be benefits to journey times, and the scheme will provide greater resilience within the network. A reduction in congestion would reduce fuel consumption and levels of greenhouse gas emissions.

To improve accessibility from South Bristol to the city centre and to strategic transport links, including the national road network and Bristol Airport

The South Bristol Link will provide improved transport through and close to some of the most deprived areas in the city. The Rapid Transit and dedicated cycle and pedestrian provision will give greater transport choices for those who do not have access to a car or choose not to drive, which is pertinent to address the low levels of car ownership in the area. The improved transport links offered by the South Bristol Link will give further opportunities for business growth and prosperity.

There is an existing coach service between Bristol Airport and Bristol city centre, The Airport Flyer, which is delayed at peak times on congested urban roads. The Airport Flyer service would join the segregated guided section of the South Bristol Link at the A38 junction and travel into the city centre via the Link and Ashton Vale to Temple Meads routes, gaining considerable improvements in journey time reliability. The Airport now enjoys a planning consent that allows its passenger through-put to increase to 10million passengers per year. As passenger levels increase towards this figure the Airport Flyer will be upgraded in terms of both quality and frequency to provide a rapid transit service with a greatly reduced journey time.

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 following is a comprehensive listing of the previous studies undertaken that have shaped the alignment and design of the South Bristol Link. These studies produced for the Local Authorities, have included consultation and have been through numerous approvals resulting in the inclusion of the scheme in Core Strategies, and the MSBC.

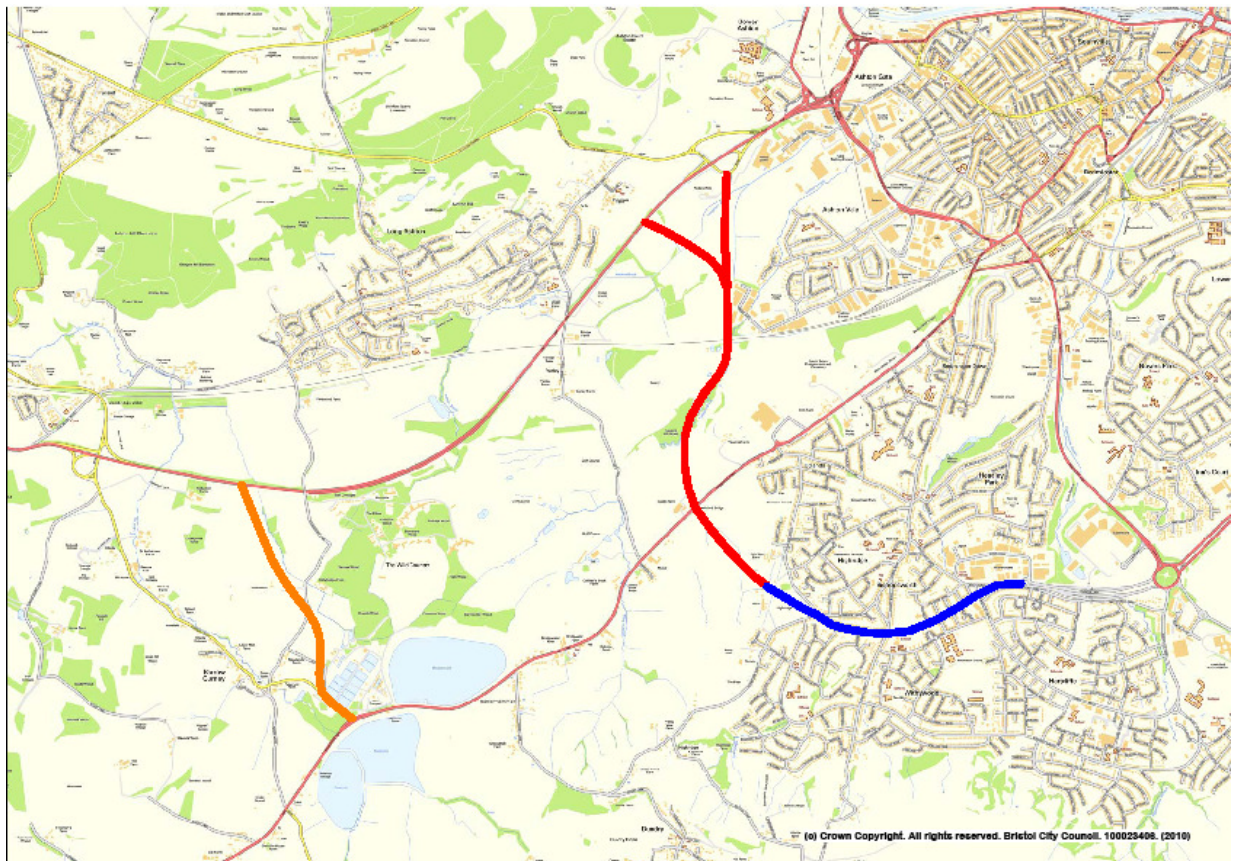
A38 – A370 Link Road Study, JMP 2002 - The study examined a long list of eleven routes plus a public transport option. Of the main alternative alignments considered, the report recommended the 'Orange Route', which runs between the A370 and the A38 close to Barrow Gurney, 'The Barrow Gurney Bypass', as the most appropriate to take forward. A bid for funding was subsequently made to DfT within the North Somerset Local Transport Plan. However, DfT opted to defer any decision on the bypass, wishing to consider it in the context of the Greater Bristol Strategic Transport Study, below.

Greater Bristol Strategic Transport Study (GBSTS), Atkins 2006 – This was a wide-ranging strategic transport study for Greater Bristol that aimed to produce an effective strategy to support the future development of the sub-region in the period up to 2031. The approach adopted by the study was to develop a strategy for public transport and demand management and only then to consider highway improvements. GBSTS considered both the South Bristol Link and the Barrow Gurney Bypass and recommended promotion of the South Bristol Link because "The scheme provides relief to the congestion on the B3130 through Barrow Gurney and produces a strong economic performance"

GBSTS informed the Joint Local Transport Plan; Bristol City, Bath and Northeast Somerset, North Somerset and South Gloucestershire Councils, 2006-11; such that all phases of the South Bristol Link were included in the programme of major transport schemes. In turn, the South West Regional Assembly identified Phases 1 and 2 as regional priorities for implementation before 2016 through the Regional Funding Allocation. This priority was further confirmed by the publication of the second RFA for construction between 2014 and 2017.

The North Somerset Replacement Local Plan (2007) safeguards alignments for the South Bristol Link shown in red below and the Barrow Gurney Bypass shown in orange. The Bristol Local Plan (1997) safeguards the route indicated in blue below. Subsequently, all alignments are reserved in the Bristol City Core Strategy (adopted) and the North Somerset Core Strategy (publication draft).

Figure 1.3: Local Plan safeguarded routes



Project Initiation Document; North Somerset Council / Bristol City Council; October 2006. Work towards a Major Scheme Business Case began in earnest with the development of the Project Initiation Document and with the commissioning of consultants to carry out a review of all existing studies to identify whether sufficient work had been carried out to form a basis on which to develop a MSBC for Department of Transport funding.

Initial Review Report; Mott MacDonald; June 2007. The review was to focus on Phases 1 and 2 and determine the additional work required after GBSTS. The conclusion of this review was that further work would be required to fulfil the requirements of DfT guidance as set out in its Transport Analysis Guidance (WebTAG) for the following reasons:

- Local objectives for the project would need to be more clearly defined;
- The scopes of the previous studies had all been limited in some respects; and
- Current appraisal methodology had changed since the earlier studies had been carried out.

Consultants were commissioned to carry out further work to help identify appropriate local objectives, confirm scheme options and appraise them against current DfT guidance.

1st Options Appraisal Workshop; January 2008. This workshop confirmed an Options Long List and identified a draft Options Short List. It was a significant opportunity for stakeholder involvement.

1st Options Appraisal Workshop Report; Mott MacDonald; February 2008. This report

2nd Options Appraisal Workshop; March 2008. This workshop confirmed the Options Short List, which in turn was distilled into 5 options to be taken forward. It was a further significant opportunity for stakeholder involvement.

Over the winter of 2008/09 the councils held a public consultation exercise on the principles of the 5 shortlisted options.

KEY

- Option 1 (Blue)
- Option 2 (Green)
- Option 3 (Red)
- Option 4 (Yellow)
- Option 5 (Orange)

Map Details:

- North Arrow:** Located in the top left corner.
- Scale Bar:** Located at the bottom left, showing distances from 0 to 2500m.
- Legend:** Located in the top right corner, identifying the five route options by color.
- Map Labels:** Various locations are labeled, including Ashton, Ashton Vale, Bedminster, Knowle, Hengrove Park, and Dundry.
- Route Description:** The routes are shown as colored lines on the map, starting from Ashton and heading towards the south. Option 1 (blue) is the central route, while Options 2 (green), 3 (red), 4 (yellow), and 5 (orange) branch off to different areas.

Map Information:

© Crown Copyright. All rights reserved.
Bristol City Council. 100023406.2007.

Map Information:

Map Date: 1/2/2000
Map Scale: 1:25000
Map Date: 1/2/2000
Map Scale: 1:25000

Map Information:

Map Date: 1/2/2000
Map Scale: 1:25000
Map Date: 1/2/2000
Map Scale: 1:25000

Report to Joint Transport Executive Committee; October 2009. This report took the evaluation of the 5 options and reduced them to 2; namely a Rapid Transit link between Ashton Vale and Hengrove with a parallel highway on either an 'inner' or 'outer' alignment.

In the winter of 2009/10 the councils undertook a public consultation on the Preferred Scheme, a report of this consultation is contained in **Appendix A**. This consultation included distribution of over 6,000 postcards to households in affected areas, notices

to local press and other media, and printing of 3,000 pamphlets and questionnaires distributed via local libraries, community centres and at three public exhibitions. 95 questionnaires were returned plus 91 responses via the web site and 92 letters from individuals, groups and businesses.

The outcome of this consultation was reported to the Joint Transport Executive Committee of the 4th February 2010. This meeting was attended by the Executive Members for Bath and North East Somerset Council, Bristol City Council, North Somerset Council and South Gloucestershire Council. At this meeting a report was presented which included the results of the consultation. A summary of this report is provided below.

Those who opposed the scheme generally believed that it was of no benefit; that it would damage the Green Belt, add to pollution, divide local communities and harm local business. A large majority of opposition originated from residents of King George's Road, Highridge Green and from Long Ashton, where some residents saw the scheme as potentially facilitating housing development.

Groups who had written expressing opposition to the scheme included:

- Hands Off Long Ashton;
- Bristol Green Party;
- Malago Valley Conservation Group;
- Alliance Against South Bristol Ring Road;
- Bristol South Green Party and Transport for Greater Bristol Alliance.

The reasons noted by those who supported the scheme included improved access, helping to regenerate South Bristol, good for local businesses and would form a valuable component of essential infrastructure. A frequently stated concern was that it is taking too long to implement. Support for the scheme came from businesses, including those at Imperial Park, Symes Avenue, Hengrove Park, Cater Business Park and Ashton Vale, from individuals and from neighbourhood groups.

Groups supporting the scheme included:

- GWE Business West;
- South Bristol Business Group;
- Withywood Community Forum and Park Group;
- The University of Withywood;
- Better Transport Links 4 South Bristol; and
- Highridge Neighbourhood Forum.

There were many suggestions for modifying the preferred scheme, both from those who opposed it and from those who supported it. There were some who would support the scheme if it did not include new highway, notably the NHS, but these are matched by those who would favour the scheme if it dropped the rapid transit component.

Some responses, including that from GWE Business West, sought consideration of the potential need for dual carriageway road and higher capacity junctions. Others favoured a different alignment, further west for the section between A370 and Highridge Common.

Both opponents and supporters raised environmental issues: the former referring to

conflict with existing local and national environmental policies; the latter point out the damage and pollution caused by queuing and rat-running vehicles, especially HGVs, on unsuitable local roads.

This consultation work concluded that, there were strongly held views regarding the South Bristol Link. Most of the opposition to the scheme came from local residents who understandably felt concern at the prospect of an increase in traffic outside their homes, and from those who regarded Green Belt as sacrosanct. Support for the scheme was strongly expressed by businesses who regarded it as a valuable way of helping regenerate South Bristol and improving access for their staff and deliveries. Despite many residents' opinion that the scheme would not benefit business, no business responded to concur with this view.

At this meeting Members endorsed the South Bristol Link major transport scheme for submission to the DfT for Programme Entry on 26th March 2010.

Subsequently the South Bristol Link has been reconfirmed in the 3rd Joint Local Transport Plan (2011-2026) and in both the Bristol City and North Somerset Core Strategies.

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.

Please be aware that the South Bristol Link has not previously been awarded Programme Entry. However, the funding profile as submitted in the MSBC, March 2010 was:

£m	Pre 2011/12	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	%
LA contribution	0.7	1.7	1.7	1.3	-0.43	0.9	0.5			6.37	11%
Third Party contribution											
DfT funding requested					7	23.6	19.5			50.22	89%
TOTAL	0.7	1.7	1.7	1.3	7	24.5	20	0	0	56.59	

- Third party contributions secured through S106 contributions are expected throughout the project period, these will be deducted from the LA contribution. Currently £4.1m third party contributions are secured.
- In 2014/15 the LA contribution is £1.8m, however DfT reimbursement for eligible preparation costs is £2.2m.
- Part 1 claims costs have been removed from the MSBC submission costs

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 MSBC was built around the development forecast scenarios set out in the emerging Core Strategies. South Bristol Link was not reliant on large housing developments proposed by the Regional Spatial Strategy. Consequently there has been no significant development change since the MSBC was submitted.

It is noted that, since the submission of the MSBC, Bristol Airport has gained full planning consent to raise the passenger through-put to 10million passengers per annum. One of the stated objectives of the South Bristol Link is to improve sustainable access and vehicular access to the airport. Under the terms of the planning consent the airport will make significant financial contributions to the South Bristol Link and Ashton Vale to Temple Meads Rapid Transit projects.

Other developments linked with the scheme are associated with the regeneration of South Bristol. Schemes include Hengrove Park Phase 1 (includes South Bristol Skills Academy, South Bristol Community Hospital and the Healthplex leisure centre).

In the longer term there are proposals to regenerate South Bristol. In order to realise these developments, investors are looking for improved accessibility to the area.

Potential developments include:

- Knowle West – potential for 2,000 new homes, 900 new jobs and two schools with over £500m of development value for completion by 2031;
- South Bristol – Potential for a new Centre in the area in or adjacent to Knowle West / Hengrove Park with retail, service, leisure and employment potentially for development in parallel with the Knowle West and Hengrove Park developments;
- Hengrove Park Phase 2 - Development of a 40 hectare area for mixed use development and Park which could include substantial residential properties and new employment opportunities with full completion by 2031; and
- Potential for a new centre in the area in, or adjacent to, Knowle West / Hengrove Park with retail, service, leisure and employment potentially for development in parallel with Knowle West and Hengrove Park developments.

SECTION 2: REVISED SCHEME PROPOSAL

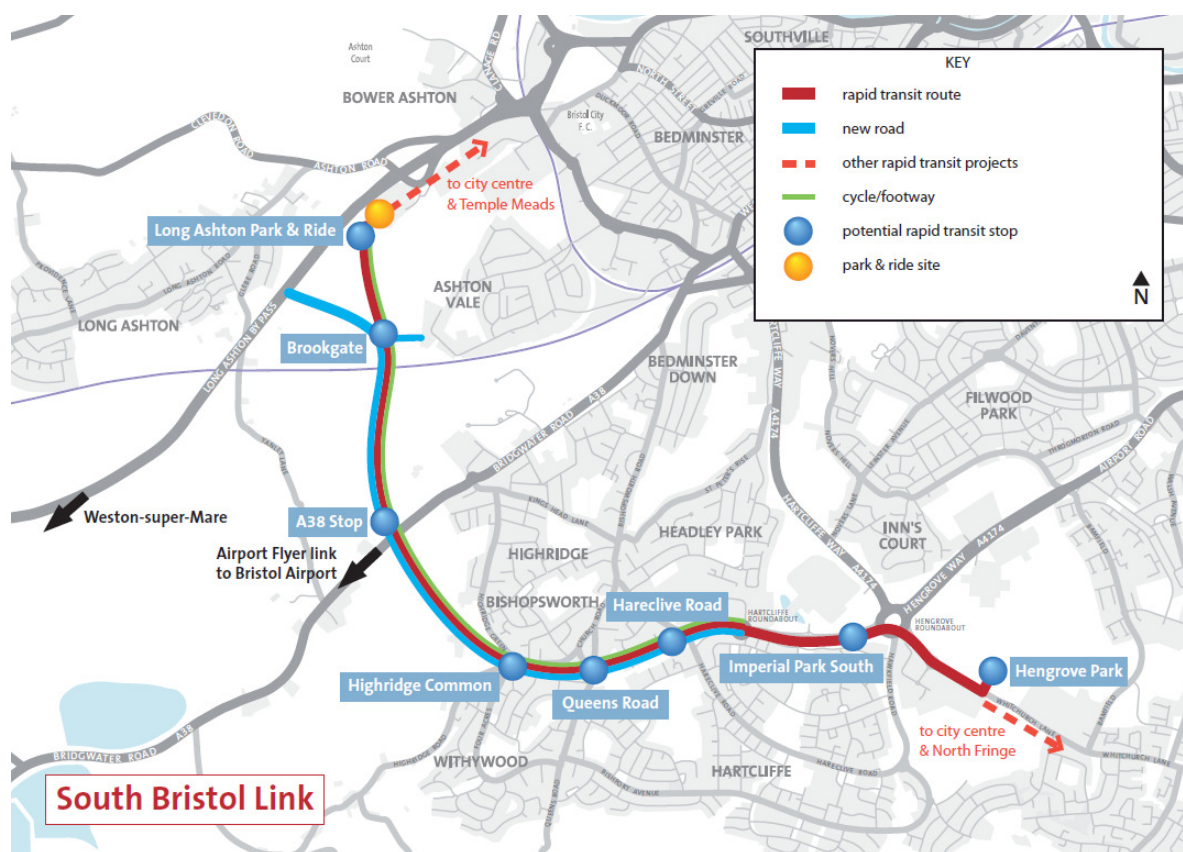
This section should describe the changes you are proposing to make for the purposes of your Best and Final Funding Bid.

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.

To meet the ambitions of the DfT's guidance for the submission of EoI a value engineering workshop was held in November 2010. The aim of the workshop was to scrutinise the Preferred Option in order to reaffirm, or otherwise, the justification for the various component parts and to examine again the assumptions used in arriving at the Quantified Cost Estimate.

The conclusion of the workshop was that variations of the Lower Cost Option (from the MSBC) could be considered for development towards submission as the EoI and the Best and Final Bid.

Figure 2.1: Overview of the South Bristol Link submitted as the Best and Final Bid



The alignment of the South Bristol Link remains that as submitted in the MSBC, namely upon the alignments reserved in the Bristol City and North Somerset Local Plans and subsequent Core Strategies.

From the A370 near Long Ashton to Brookgate the new proposal remains the same as that submitted in the MSBC. Namely, a single carriageway (one lane in each direction) with an at-level roundabout at the junction of the A370 and the South Bristol Link.

From the Long Ashton Park & Ride site to Brookgate there remains a two-way, segregated busway that links directly to the Ashton Vale to Temple Meads Rapid Transit Line. However, here the guided element of the busway has been removed. This change offers some cost saving with no adverse affect on Rapid Transit services. The cycle and pedestrian path continues to run parallel.

At Brookgate the single carriageway connection to the existing network remains, allowing direct access to the business and residential areas of Ashton Vale. This junction remains signal controlled. Cycle and pedestrian connections are still made to the existing network and a Rapid Transit stop is still provided.

From Brookgate to the A38 the two-way, segregated, guided busway has been replaced with nearside buslanes either side of the single carriageway. The southbound climbing lane has been removed. The parallel cycle and pedestrian path is retained throughout. The introduction of the nearside buslanes and removal of the climbing lane has reduced the footprint of the scheme, reducing construction costs and land take whilst continuing to offer segregated running for Rapid Transit vehicles and the Airport Flyer.

At the Junction of the A38 with the South Bristol Link the proposed roundabout is replaced with a traffic signal controlled junction. This junction is fitted with bus-priority detection retaining the benefits of a roundabout for Rapid Transit vehicles and the Airport Flyer with a much reduced footprint. The Rapid Transit stop that allows interchange between Rapid Transit and the Airport Flyer is retained.

Between the A38 and the Hartcliffe Roundabout the central running busway is removed. Rapid Transit vehicles will run with general traffic on a single carriageway (one lane in each direction). As Rapid Transit vehicles approach traffic signal junctions they will benefit from nearside buslanes and bus-detection on the signals. This arrangement has a significantly smaller footprint than the scheme proposed in the MSBC. This has particular benefit in sensitive areas such as Highridge Common; it now moves the alignment only marginally closer to the residents of King George's Road than the existing highway; it allows for linear parks to be created within the reserved land between Goulston Road and Gatehouse Avenue. The parallel cycle and pedestrian path continues, linking to all existing paths. Rapid Transit stops are still provided at Highridge Common, Queens Road and Hareclive Road.

From the Hartcliff Roundabout to the Hengrove Roundabout the existing dual-carriageway remains unchanged – the Rapid Transit vehicles will run with general traffic. The Rapid Transit stop at Imperial Park South is retained. This change offers some cost saving with no adverse affect on Rapid Transit services.

From the Hengrove Roundabout to Hengrove Park the Rapid Transit vehicles continue to run on-carriageway with existing traffic.

Appendix B contains the project drawings.

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 extent of scope changes achieved for the EoI were significant and resulted in a capital cost reduction of some 20%. The scope for further significant scope reduction is very limited without fundamentally affecting the scheme's performance against its objectives.

However, further changes in scope that have been considered and discounted include:

- Removal of the dedicated bus lanes between the Brookgate junction and the A38 and accommodate Rapid Transit vehicles with general traffic with priority features on the approached to junctions (similar to the proposed scope between the A38 and Hartcliffe Roundabout). Not adopted as this is vital to the operation of Rapid Transit and Airport Flyer link to and from Bristol Airport.
- Removal of the parallel foot/cycleway along length of scheme. This was not adopted as the provision improves accessibility, social and health objectives/benefits in both the rural and urban sections.

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.

The reduction in total cost of the scheme since the submission of the MSBC has been in part due to the change in scope as described in Section 2.1 and as a result of further design, value engineering reviews and reducing the delivery period.

A report summarising the Value Engineering work undertaken in November 2010 and the subsequent 2011 addendum is attached in Appendix C, and a summary of the cost savings is shown in Table 2.1.

Table 2.1: Summary of cost savings

Item	£m (outturn prices)	
	PE MSBC	BAFB
Engineering works	25.024	20.175
Land and environmental mitigation costs	1.865	4.213
Site supervision	0.473	0.552
Preliminaries	6.96	3.892
Preparatory	16.555	8.771
Risk Budget	6.509	5.481
Total	57.386	43.084

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 West of England programme, including:

- Re-profiling of DfT spend to reduce inflationary pressures and balance

<p>planned spend across programme;</p> <ul style="list-style-type: none"> • A 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 have not been any further substantive changes to the scheme since January 2011.

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.

The Department will be aware of proposals put forward by third parties in relation to a link road between the A370 and A38 near the village of Barrow Gurney; a Barrow Gurney bypass (see Figure 2.2 for location). North Somerset Council recognises the desire for a bypass to reduce traffic flows through the village. Indeed the proposed alignment remains reserved from development that would prejudiced its construction in the Core Strategy.

However, whilst the proposed bypass offers local highway benefits, because of its location it cannot contribute to the aspiration of a city-wide Rapid Transit Network. In highway terms it does not offer the broader strategic benefits of:

- Facilitating regeneration and growth in South Bristol;
- Reducing congestion in South Bristol;
- Improving accessibility from South Bristol to the city centre; and
- Facilitating significant journey time savings and improved reliability for the Airport Flyer.

In 2002 North Somerset Council submitted a funding bid to the DfT for the Barrow Gurney bypass. The DfT declined to fund the project, preferring to defer consideration of the proposal to the Greater Bristol Strategic Transport Study. Subsequently, GBSTS found that the South Bristol Link “provides relief to the congestion on the B3130 through Barrow Gurney and produces a strong economic performance”.

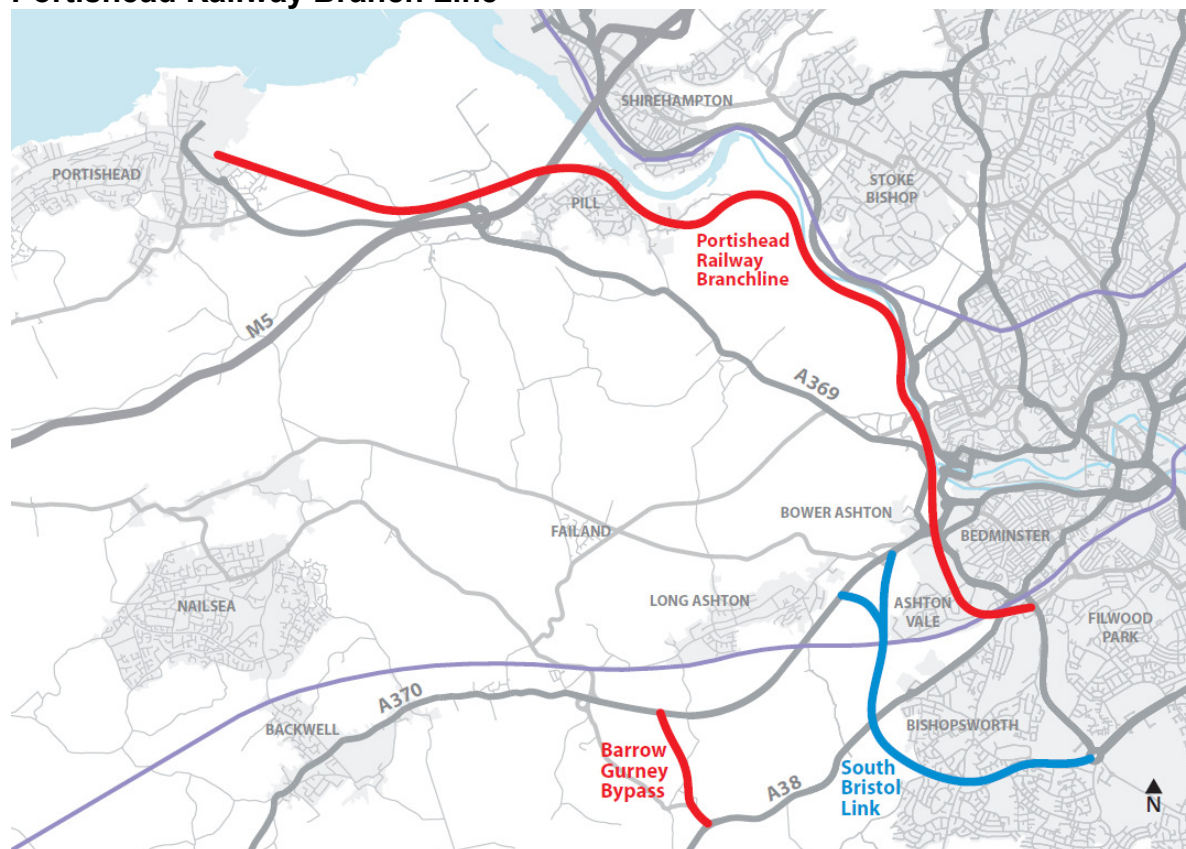
For these reasons it is clear that the South Bristol Link is a more viable proposal. Therefore the Barrow Gurney bypass is not being promoted as an alternative to the South Bristol Link by the Local Authorities.

The department may also be aware of calls made by third parties to withdraw the

BAFB in relation to South Bristol Link and submit a bid for reopening of the Portishead Railway Branch Line (see Figure 2.2 for location). North Somerset Council recognises the contribution the reopening of the line would offer to the transport network of Portishead and areas of southwest Bristol. Indeed a funding bid is currently with the Department for Business, Innovation and Skills.

However, the project was not subject to a Major Scheme Business Case prior to June 2010, consequently the project is not currently in the Development Pool. Therefore it is not possible to withdraw the South Bristol Link and substitute the Portishead Branch Line.

Figure 2.2: plan showing alignment of Barrow Gurney Bypass and Portishead Railway Branch Line



The department will be aware of statements from third parties that the bus based Rapid Transit adopted across the region is inappropriate. Consideration has been given to the use of alternative transit systems. Assessment has shown that none of the steel rail-based modes of rapid transit proposed by third parties offer the same value for money as the bus-based system proposed for this and the other West of England rapid transit schemes. This was evidenced by a series of technology reviews undertaken for the Bus Rapid Transit Ashton Vale to Temple Meads and North Fringe to Hengrove Package. 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. The Technology Review is attached in Appendix I.

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*

In Section 1.2 the scheme objectives are described and in Section 2 the changes since the MSBC submission are described. The objectives are concerned with the need to facilitate regeneration, reduce congestion and improve accessibility to South Bristol and the strategic transport network. None of the changes to the scope of the scheme as set out above compromise these core objectives.

With regard to the primary objectives:

To facilitate regeneration and growth in South Bristol

The scheme continues to provide improved access to and from the proposed regeneration areas in South Bristol. The scheme design has not changed the overall bus journey time or reliability performance. The scheme continues to provide improved access from Bristol Airport to Bristol City Centre and Temple Meads station.

To reduce congestion in South Bristol and adjacent areas of North Somerset

By providing a new route from South Bristol to the A38 and A370, relief is still provided to existing routes currently subjected to congestion and the detrimental air quality impacts of high volumes of slow moving traffic.

To improve accessibility from South Bristol to the city centre and to strategic transport links, including the national road network and Bristol Airport

The scheme continues to fulfil the original objective as the bus rapid transit service will continue to operate in the same way as the Preferred Scheme. The key change to the proposal is the section between the A38 and Hartcliffe Roundabout, where nearside bus lanes are now provided on the approaches to significant junctions. Previously there was centre running dedicated bus facilities. However, whilst this change contributes significantly to a reduction in cost, it is not critically affecting the Rapid Transit journey times and journey reliability, as the locations where congestion is predicted, have adequate bus priority.

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, shown in Table 3.1. 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. The results of these studies are outlined in the Strategic Business Case overview report. The tested package 5 infrastructure schemes would deliver an economic output of £356m per year (2010 prices) within the area.

Table 3.1: Summary of the Cost-Benefit Analysis

Item	£m, 2002 prices discounted	
	PE MSBC	BAFB
Greenhouse Gases	0.50	2.187
Accidents	-22.40	-12.293
Economic Efficiency: Consumer Users	168.30	142.406
Economic Efficiency: Business Users and Providers	181.70	145.789
Wider Public Finances (Indirect Taxation Revenues)		-6.814
Reliability Impact: Business Users		27.284
Reliability Impact: Commuting and Other Users		34.616
Wider Impacts		35.780
Net Present Value of Benefits (PVB)	328.10	368.955
Local Government Funding	16.80	19.205
Central Government Funding	39.60	19.034
Net Present Value of Costs (PVC)	56.50	38.239
Net Present Value (NPV= PVB-PVC)	275.70	330.72
Benefit to Cost Ratio (BCR=PVB/PVC)	5.81	9.65

Note that the treatment of ITR changed between MSBC and latest appraisal. In the MSBC, a reduction in ITR is shown as a cost to the scheme, while in the latest appraisal 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 South Bristol Link is **9.65**, compared to **5.81** in the Programme Entry submission (which included accident benefits) and still offers **very high value for money**.
- The key features behind the improved BCR is the inclusion of Reliability Impacts and Wider Impacts along with improved greenhouse gas emission benefits and improved accident costs as well as reduced costs resulting from the changes described in Section 3.1.

Monetised Costs:

The BAFB costs for the 60-year appraisal period are more than 30% lower than the Programme Entry MSBC Central Case costs; resulting from:

- a single carriageway road plus nearside bus lanes between the A38 and the Hartcliffe Roundabout on the approaches to significant junctions;
- utilising the section of existing dual-carriageway road between the Cater Road Roundabout and Hartcliffe Roundabout; and

- reduced investment, maintenance, operating and capital renewal costs of Rapid Transit.

Monetised Benefits

Although the Revised Scheme is broadly similar to the MSBC submission, revised land use and growth assumptions have reduced the economic efficiency of the scheme. However, the scheme includes the following changes to monetised benefits:

- Reduction in accident costs;
- Improved in greenhouse gas savings;
- Indirect Tax Revenue is now treated as a benefit;
- Wider Impacts are valued at an estimated £35.8m PVB (2002 prices) over the appraisal period; comprising:
 - Agglomeration benefits worth £20.6m, focussed on the producer services sector in North Somerset;
 - Labour market benefits worth £0.7 m, again concentrated in North Somerset; and
 - £14.4 million benefits from increased output in imperfectly competitive markets.

Non-monetised Costs and Benefits

- **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.
- **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.
- **Access to Services:** The impact of the Rapid Transit 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.
- **Affordability:** The assumptions for fares policy underlying the modelling and appraisal of South Bristol Link are to mirror existing public transport fares.
- **Severance:** The extent to which the South Bristol Link reduces the hindrance experienced by those using non-motorised modes, especially pedestrians is considered to be slightly beneficial.
- **Option Values:** The scheme will increase the transport options available in the south of Bristol.
- **Landscape:** The section of the scheme between A370 and Highridge Common passes through open countryside where mitigation measures will be provided to reduce the visual and environmental impact.
- **Townscape:** The section of the scheme between Highridge Common and Hengrove passes through residential areas where mitigation measures will be provided to reduce the impact on local townscape character and the visual amenity value.

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?

The proposed scheme will require statutory powers, planning consent and acquisition of land by negotiation. Compulsory Purchase Powers will be used if needed. No statutory orders or permissions have been sought to date. The change in scope of the project has no direct affect upon the statutory processes that will need to be conducted. The project delivery programme has been shortened by one year from that submitted in the MSBC. This has required the time allowance for the statutory processes to be reduced. The project team have taken professional advice on the integration of the statutory processes into the overall project programme and in taking this advice the project team is mitigating the risks associated with obtaining the relevant orders and permissions.

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; and
- 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.

In summary the preferred approach for South Bristol Link is:

Infrastructure

- Infrastructure Design - in-house and external resource through the Regional Improvement and Efficiency Partnerships (RIEP) framework.
- Infrastructure main works (Permanent Way) - procured through existing (replacement) Term/Framework contract.
- Network Rail underbridge - procurement route pending outcome of on-going dialogue with Network Rail.
- Hardware and systems such as traffic signals, shelters, RTPI, CCTV - procured through existing (replacement) Framework contracts.
- Infrastructure maintenance and vehicle recovery - procured through existing (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. The South Bristol Link Rapid Transit will be an extension of the Ashton Vale Rapid Transit. The most efficient way to provide the rapid transit service for South Bristol Link is to extend one in three Ashton Vale rapid transit vehicles to Hengrove, i.e. an inter-worked operation. While providing for the best utilisation of vehicle resources, having one service contract for both schemes also provides operational management efficiencies. In addition, rapid transit services will operate between Bristol Airport and Bristol city centre using part of the South Bristol Link alignment and the Ashton Vale Rapid Transit alignment. This will be achieved by upgrading the existing 'Bristol Flyer' service on a commercial basis through the provisions of the proposed Quality Partnership Scheme.

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 delivery team is divided into the governance team and the project team, the former is described in Section 3.6.

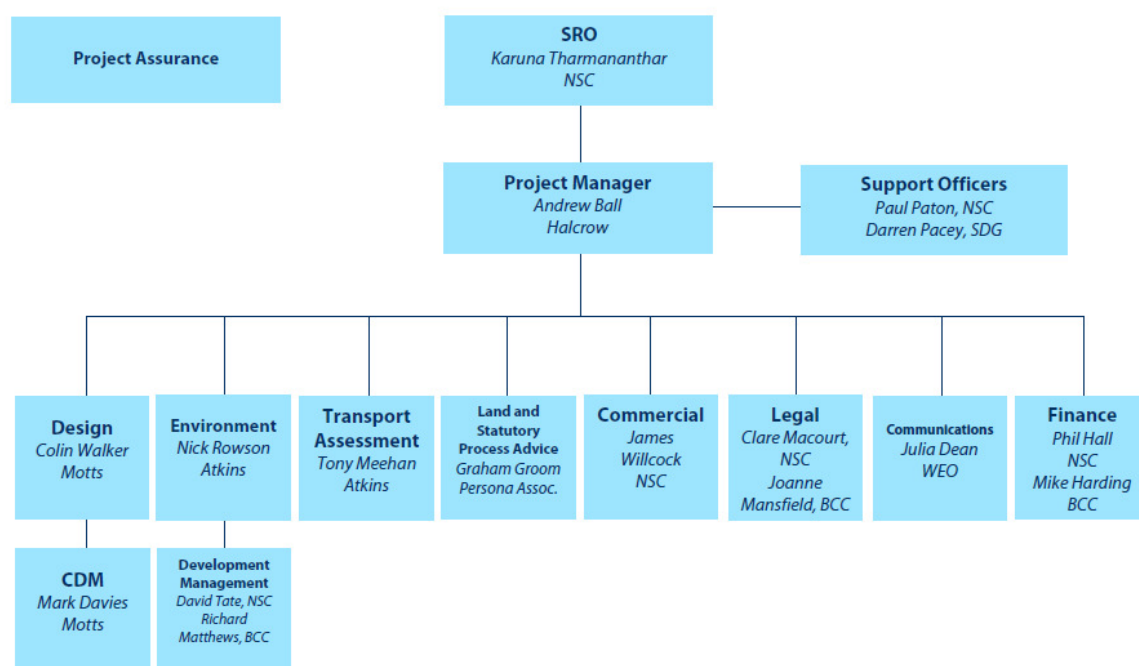
In addition to preparing the Best and Final Bid, as of April 2011, the Project Team resources were increased to progress the scheme programme, which now has construction commencing in summer 2014. The expanded Project Team has a wealth of individuals who have, not only the specialist expertise in planning and delivering major schemes, but specific knowledge of the South Bristol Link. The Project Team Structure is shown below in Figure 3.1.

Karuna Tharmananthar is the **Senior Responsible Owner** and the Project Manager reports to him. In addition to the SRO roles, Karuna Tharmananthar attends project team meetings, and is an integral member of the communications team, and as such has met numerous employment, and community groups. Recent delivery experience includes SRO for the Weston-super-Mare Sea Defence Scheme valued at £30M. Karuna is also member of North Somerset Council's Capital Board. In

addition his past experience includes extensive development and infrastructure delivery, such as the remodelling of the transport network to bring forward developments (e.g. Birmingham City Centre, Bull Ring).

The appointed **Project Manager** is Andrew Ball, Halcrow Group Ltd. Andrew brings a wealth of project management and leadership experience to the project. Andrew is an experienced Project Manager with over 20 years of experience of working with Local Authorities on a range of project feasibility and delivery studies. He has worked on major highway and rail related schemes, as well as smaller scale traffic management and bus priority schemes. His experience includes working closely with Network Rail. He is Halcrow's Commission Manager for the West of England Term Consultant contract. This contract was recently awarded for 4 years to provide transport related feasibility and design services to the West of England authorities.

Figure 3.1: Project Team Structure



The Project Manager is supported by staff within both Bristol City and North Somerset Councils. The authorities have appointed Paul Paton and Darren Pacey (SDG consultant) as the lead Officers from North Somerset Council and Bristol City Council respectively. Their roles are to act as **Support Officers** on all issues within the authorities. For example ensure appropriate contacts are made between the projects Environmentalists and the local authority Environmental Officers. The Support Officers work with the SRO to ensure the appropriate political processes within the authorities are adhered to. Using their local knowledge it is also the Support Officers who lead on the public and stakeholder consultations within their authority areas.

Legal services, on general matters relating to the project, are provided by Clare Macourt at North Somerset Council and Joanne Mansfield at Bristol City Council. One of North Somerset Council's panel solicitors will be appointed jointly to act on behalf of the respective authorities, including processing of statutory orders and representing at public inquiry.

Communications are provided by Bristol City and North Somerset Councils in coordination with the West of England Office (see section 5.1).

Financial coordination is provided by the Section 151 officers of Bristol City and North Somerset Councils. The lead S151 officer to the South Bristol Link is Phil Hall, Director of Finances and Resources, North Somerset Council. Phil is supported by Peter Robinson at Bristol City Council. The councils' funding strategy is set out in detail in Section 4.3. The S151 officers are supported by Pricewaterhouse Cooper who provide independent financial reviews of the scheme, the latest was undertaken in August 2011.

Consultants are under commission to progress the design and project delivery support activities and provide advice and additional support to the in-house teams on the project. Currently appointed are:

- **Atkins** is appointed to undertake the modelling in relation to this Best and Final Funding Bid. The Department have already been liaising with Tony Meehan on issues relating to the bid. The Department will also be aware that Atkins and Tony and his staff were the modellers to the development of the MSBC in March 2010. Therefore, the direct experience and continuity has been retained. The same modellers at Atkins have also been appointed to undertake the Transport Impact Assessment in relation to the planning application, again retaining continuity.
- **Atkins** is appointed to lead the planning application process. This includes the preparation of the Environmental Impact Assessment, which itself includes full ecology surveys. This team is lead by Nick Rowson. Nick brings with him an extensive experience environmental assessment and coordination, landscape design, master planning and environmental management for highway, town centre public realm projects over the last 20 years.
- **Mott MacDonald** is appointed to undertake the engineering design. They were the project designers in the lead up to submission of the MSBC and have an excellent understanding of the projects history and objectives. Most notably Colin Walker, now Mott MacDonald's Project Director, was the Project Manager throughout the development of the MSBC. Mott MacDonald is undertaking the scheme design and costings for this bid, as well as preparing engineering drawings and specifications for the forthcoming planning application. They will also have a key role to play in preparing for the construction tendering process, and will play a key role at public inquiry.
- **Persona Associates** are currently appointed in two roles; to negotiate access to land for the purpose of topographical and ground investigation surveys; and provide advice on the statutory processes surrounding the planning application, Side Road Orders, CPO and public inquiry. As discussed above the Project Team are now focused on beginning construction in summer 2014. In order to meet this programme it was necessary to gain access to third party land to undertake surveys to inform scheme design and assess ecological impacts. Graham Groom at Persona Associates, will be well known to many in the Department and he has successfully negotiated these access agreements.

Gateway Reviews are undertaken following the local government sector 4ps (now Local Partnerships). The principles behind the review process are that a team of independent individuals, with experience in project delivery, speak to key players involved in the project delivery and Stakeholders to consider whether there are any

actions/activities that could enhance the projects probability of success. The most recent Gateway Review on this project was held in August 2011.

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 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.

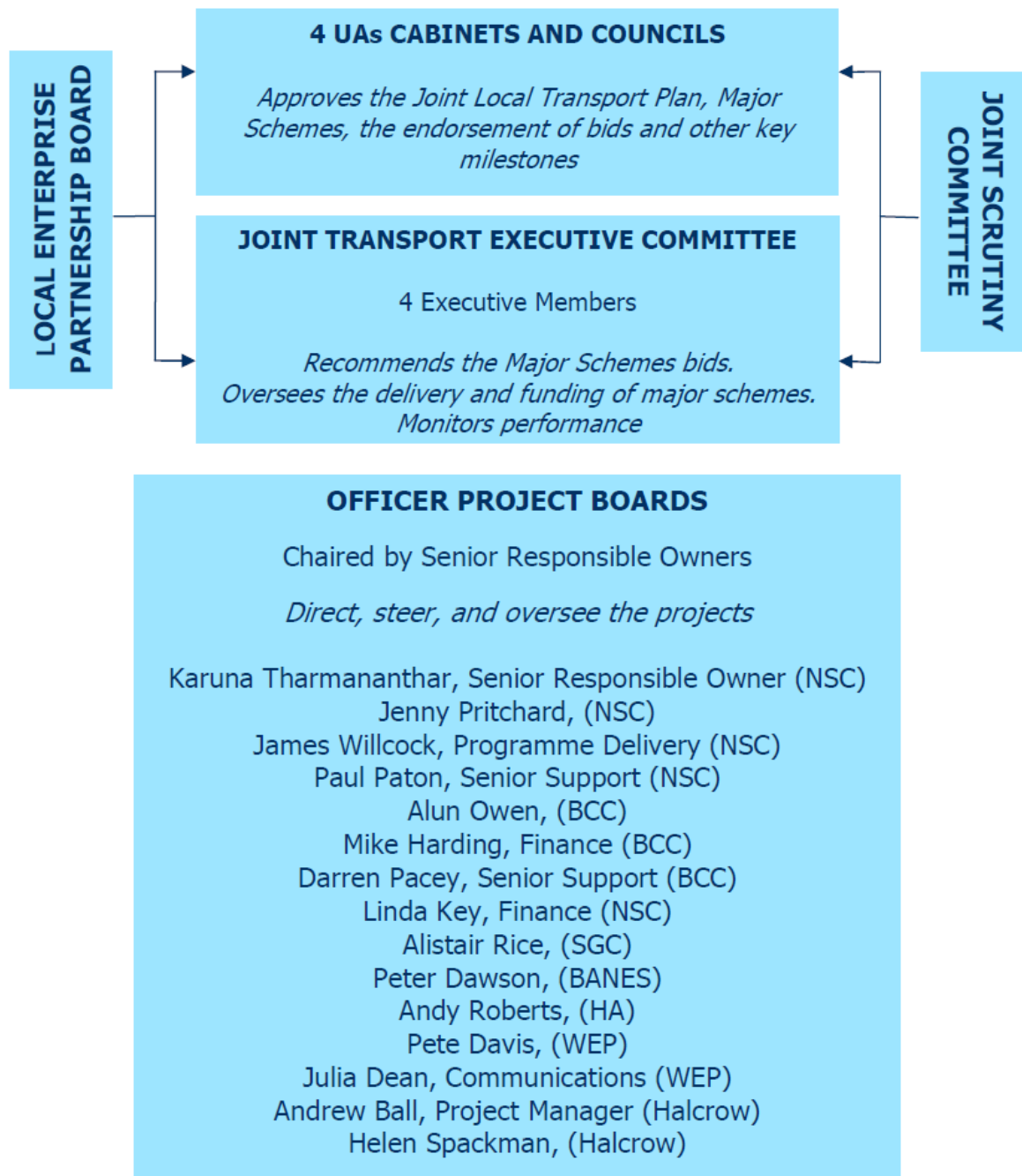
Meeting quarterly, one of the first actions of the Committee was to approve the governance arrangements, Senior Responsible Owners (SROs) and other key responsibilities across the major schemes programme. This has provided a consistent approach to the project management and governance across the major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

Figure 3.2: Project Board



Project Manager

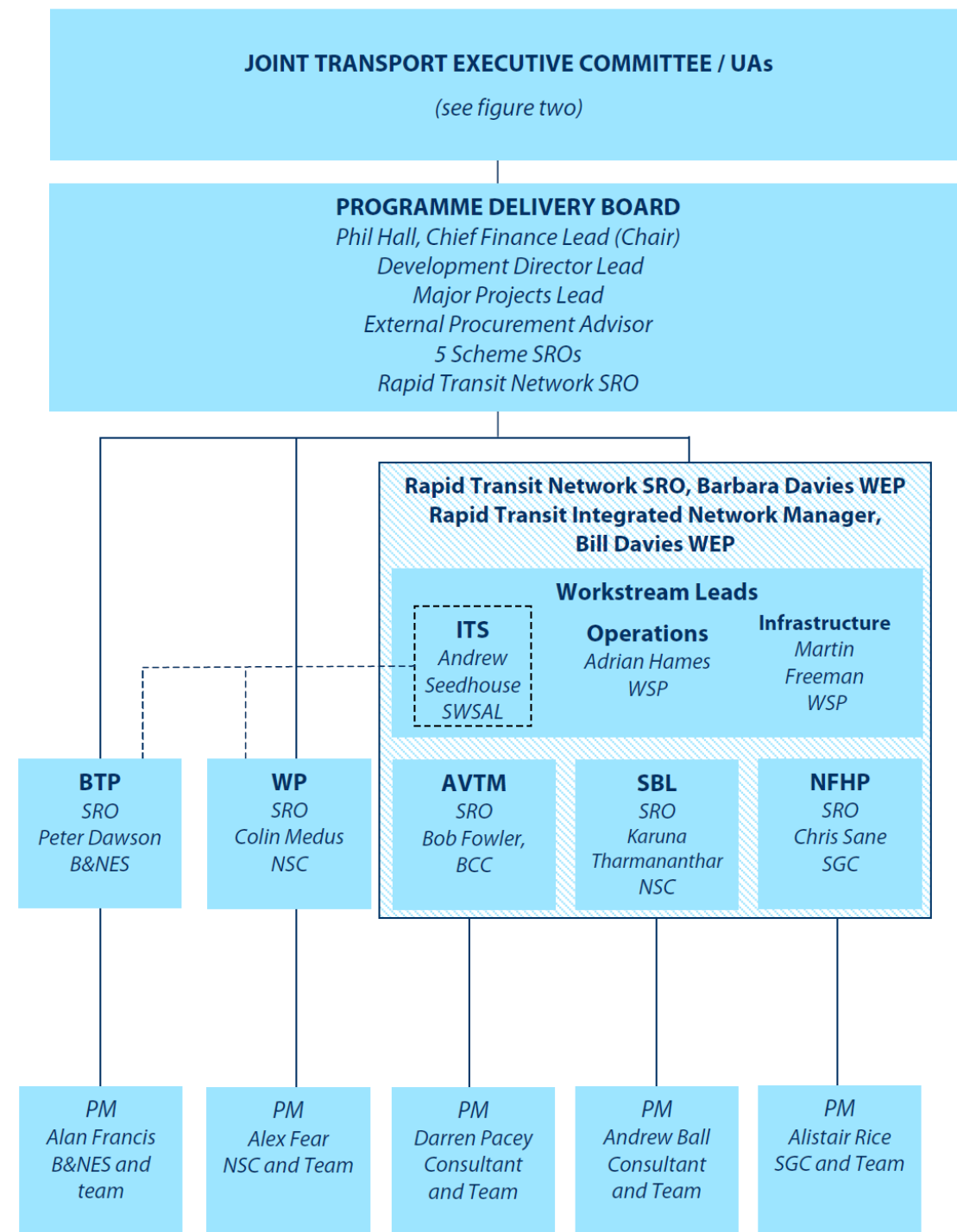
The Project Manager (PM) is responsible for delivering the project in line with the agreed controls and procedures set out in the Project Plan. The PM reports, and is accountable, to the SRO and Project Board. The primary focus of the PM will be to define the Project Plan and to ensure that the project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

Programme Delivery Board

The councils, via the Programme Delivery Board (see Figure 3.3) , 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.

Figure 3.3: Programme Delivery Board



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	June 2012
Public Inquiry Starts	January 2013
Confirmation of Orders	December 2013
Complete Procurement (include separate elements if appropriate)	August 2013
Submit Full Approval application to DfT	December 2013
Work Starts on Site	May 2014
Any significant intermediate milestones (please specify)	
Work Completed	May 2016
Opening / commencement of operations (including phases of opening as appropriate)	May 2016

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?

The top three risks to the project timetable are:

- Delays associated with consents, possessions and the construction of the railway underbridge structure.** The risk register identifies;
 - Failure to gain Network Rail consents for construction;
 - Failure to secure the necessary railway possessions (opportunities for timely, extended possessions are limited); and
 - Poor weather during possessions leads to possession overruns.

The risk register identifies these occurrences as being 'Amber' with the time impact on the programme as being up to 12 months.

Mitigation centres around early, intense and ongoing engagement with Network Rail;

- To ensure all risks are reduced, Network Rail's Senior Sponsor has been invited to join the BRT Programme Delivery Board.
- In order to gain all appropriate Network Rail consents the Project Team have secured the services of a leading railway structure consultant. They are already working with Network Rail to identify a structure design and construction methodology that meets Network Rail's requirements.

Procurement of the structure will be via a methodology that meets Network Rail's needs – either internally or outside party.

- The Project Team are already working with Network Rail to identify and secure the required possessions.
- The Project Team's railway structures consultant are already working with Network Rail to identify construction methodologies that are the least weather dependant. As the construction methodologies are further developed appropriate time allowances and contingencies will be made within possessions to accommodate adverse weather conditions.

2. Delays associated with gaining consents to cross Highridge Common.

The risk register identifies:

- Failure to provide appropriate exchange land and mitigations that meet the requirements of the Secretary of State; failing to gain consent; and
- Subsequent legal challenges to consents.

The risk register identifies these occurrences as being 'Amber' with a time impact on the programme being up to 12 months.

Mitigation centres around starting the process to gain appropriate consents as early as possible and ensuring there is adequate time provision in the project programme to allow all processes and legal challenges to proceed without delaying the overall programme.

The Project Team have:

- Undertaken optioneering to identify route alignment adjustments to minimise the impacts upon the common and identify exchange land opportunity; and
- Taken legal advice to fully understand the legal process and all of its possible implications; allocated appropriate time in the project programme to facilitate all eventualities.

3. Delays associated with the Planning Consents. The project requires planning consent from both Bristol City and North Somerset Councils. The risk register identifies:

- Failure to obtain planning consent from one or both councils;
- Approval being called-in by the Secretary of State and subsequent public inquiry; and
- High Court challenge to the Secretary of State's approval.

The risk register identifies these occurrences as being 'Amber' with a time impact on the programme being up to 12 months.

Mitigation centres around gaining a full understanding of the planning process and making allowances in the project programme for all time-related eventualities.

The planning applications will be submitted in autumn 2012. Work has already begun, ahead of Programme Entry, in preparing the applications as follows:

- Specialist planning process advice has been sought from Persona Associates that sets out all possible time-related delays; appropriate time frames have been allowed for in the project programme assuming public inquiry and High Court challenge; and
- Preparation for submission of the planning applications, including; signing of

the Planning Performance Agreement; consultations with Statutory Environmental Bodies; ecology, topographical and ground investigation surveys.

The Risk Register is included in **Appendix E**

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 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 £60,000 has been identified to assess the impact of the South Bristol Link Scheme, to be incurred in the 2017/18 to 2019/20 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 2013/14, 2018/19 and 2019/20 periods (£15,000 in total). All evaluation and reporting will also be undertaken alongside, and with clear reference to, that for the Ashton Vale to Temple Meads and North Fringe to Hengrove 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? <i>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.</i>	
Scheme Cost Item (at 2009 base costs)	
Engineering Works	£16.656M
Land and Environment	£3.575M
Site Supervision	£0.469M
Preliminaries	£3.308M
Part 1 Claims	£0.741M
<i>Sub-total</i>	<i>£24.749M</i>
Preparatory Costs and Design	£7.663M
Project Management	£0.219M
Risk Budget	£4.525M
Scheme Evaluation	£0.06M
Inflation	£6.737M
<i>Sub-total</i>	<i>£19.200M</i>
Total	£43.953M

Note: A value of £0.624m has been incurred as 2011 preparation costs, adding this to the total, equates to £44.577m, which was the amount stated in the EoI.

A full cost breakdown is provided in **Appendix F**.

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 general base inflation rate is 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 until 2020 (then reverts to general inflation)

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 – 4.00% 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 until 2020 (then reverts to general inflation).
- Maintenance/operating costs up to and including 2014/15 – 2.79% pa.
- Maintenance/operating costs post 2014/15 – 4.50% pa until 2020 (then reverts to general inflation).

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.*

North Somerset Council is party to three Major Schemes; if all proceed its total contribution (including Part 1 Claims, but excluding Third Party contributions) would be £10.2516m, split as follows.

South Bristol Link

- North Somerset Council is the lead authority and would provide a total local authority contribution of £5.280m.

Weston Package

- North Somerset Council is the only contributing authority and would provide a total contribution of £3.249m.

Ashton Vale to Temple Meads

- North Somerset Council would provide a total local authority contribution of £1.7226m

Bristol City Council is party to three Major Schemes; if all

£12.255m outturn
(excluding Part 1
Claims costs,
Evaluation Costs and
2011 Preparation
Costs)

<p>proceed its total contribution would be £39.845 m (including Part 1 Claims), two of the schemes are mentioned above, the other;</p> <p>South Bristol Link</p> <ul style="list-style-type: none"> Bristol City Council would provide a total local authority contribution of £8.470m. <p>Ashton Vale to Temple Meads</p> <ul style="list-style-type: none"> Bristol City Council would provide a total local authority contribution of £11.890m <p>North Fringe to Hengrove Package</p> <ul style="list-style-type: none"> Bristol City would provide a local authority contribution of £19.485m. 	
<p>(b) Agreed third party contributions</p> <p><i>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.</i></p> <p>The anticipated third party contributions are categorised below; where already in the public domain, evidence of commitment is provided in Appendix G. Details on the level of forecast contributions can be provided to DfT on request and in confidence, so as to maintain commercial confidentiality.</p> <p>North Somerset Council has a S106 complete for the Bristol Airport development, with a contribution for South Bristol Link of £3.191.</p> <p>In addition, it is likely that there will be £500,000 available to Bristol City Council from the neighbourhood partnerships, but as this has not been agreed, this is not included in the declared Third Party Contributions.</p>	<p>£3.191m</p>
<p>(c) DfT funding requested</p> <p><i>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.</i></p> <p>The funding sought from DfT is £27.637m. This represents a 64% contribution of the total outturn cost.</p>	<p>£27.637m outturn</p>

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.

£m	Pre 2011/12	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	%
LA contribution		0.416	3.270	2.798	1.433	3.029	1.309			12.255	28%
Third Party contribution					1.453	0.869	0.869			3.191	7%
DfT funding requested					9.214	12.152	6.270			27.637	64%
TOTAL	0.000	0.416	3.270	2.798	12.100	16.050	8.448	0.000	0.000	43.083	100%

Note

*The total excludes Part 1 Claims and evaluation costs (with associated inflation), which are set out in Section 4.1

The DfT contribution is unchanged from the Interim Information Sheet sent to DfT in June 2011. The cost profile now excludes the Part 1 Claim costs and 2011 Preparation Costs (which are being incurred by the LA's), and hence the proportion of DfT funding appears of increased from 62% to 64%. However, when the costs are compared on the same basis as set out in the Interim Information Sheet, the proportional splits remains unchanged.

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)

Not applicable.

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 councils have been successful in achieving third party funding for the scheme, a total of £3.191m S106 funding has been secured from Bristol Airport limited, in relation to a planning consent for expansion of airport facilities. This contribution is to be triggered by achieving project milestones such as commencement of construction. 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.

The SBL rapid transit will be provided by the extending one in three Ashton Vale to Temple Meads rapid transit vehicles through to Hengrove. This inter-worked service is the most efficient way to provide the SBL rapid transit and also provides for operation management efficiencies. 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. 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 already committed significant funding to tasks that would, under normal circumstances, been undertaken post-Programme Entry. These include detailed design for planning

applications; habitat, topographical and geotechnical surveys. The value of this work is not now formally recognised in the BAFB appraisal, but does illustrate the authorities' commitment to the South Bristol Link. During 2011 £0.624m will be spent on preparation costs. Further costs have been incurred in previous financial years preparing the MSBC and supporting technical work.

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.

Section 5 of the Strategic Case describes the programme level financial funding strategy.

North Somerset Council Contribution

Section 4.3 sets out North Somerset Council's contribution to South Bristol Link is £5.280m, in addition a further £3.191m is to be provided through a S106 between the council and Bristol Airport Limited. The £5.280m 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 £5.790m 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.

Bristol City Council Contribution

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 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.

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 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 stakeholder engagement plan to manage contact with local public and stakeholders to their scheme. These are shared via the Programme Delivery Board 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.

In the years leading up to development of the current scheme there have been several relevant public consultation exercises. These have included:

- Three rounds of consultation and information supply in developing the wider transport strategy for the GBSTS (2004-2006);
- Two rounds of public consultation as part of the A38-A370 Link Road Study (2001); and
- Consultation associated with development of Local Plans and Core Strategies for the two councils.

Public consultations were undertaken in November 2008. This set out the five shortlisted alignment and mode options. Consultation centred on a number of 'open days' in various village halls and community centres. Here, the Project Team displayed material and were available to answer questions. The public were encouraged to give written views via questionnaires. The questionnaires (and explanatory leaflets) were also available at local shops and libraries and on the West of England website.

Public consultation on the South Bristol Link on its now-confirmed alignment was undertaken from November to December 2009 in preparation for the MSBC submitted in March 2010. In summary, this consultation included the distribution of over 6,000 postcards to households in affected areas, notices to local press and media and the printing of 3,000 pamphlets and questionnaires distributed via local libraries, community centres and at three public exhibitions.

The views of those who support the scheme are that it will improve access, help regenerate South Bristol, be good for local businesses and form a valuable component of essential infrastructure. Support for the scheme has come from over 60 businesses, including those at Imperial Park, Symes Avenue, Hengrove Park, Cater Business Park and Ashton Vale, as well as from individuals and neighbourhood groups in South Bristol and GWE Business West.

Opposition to the scheme was generally found from the people perceived as being most affected by the proposals, including residents of King George's Road and Long Ashton along with a number of groups including Hands off Long Ashton, Bristol Green Party and Friends of the Earth amongst others.

The elevation of the South Bristol Link into the 'Development Pool' in February 2011 has required a stakeholder engagement plan to be prepared. Information leaflets on all the West of England major transport schemes were published in June 2011. The leaflets were published via authority websites and advertised in other council outlets; in addition, copies were sent to direct Members, key stakeholders and members of the public who had expressed an interest during the late 2009 public consultation.

The project team are actively engaging with key stakeholders such as the LEP, GWE Business West, Bristol Chamber of Commerce and Network Rail. A series of engagement meetings to highlight changes and promote discussion were undertaken with the Neighbourhood Planning Network for South Bristol during July and August 2011. The project team have also commenced engagement with the Statutory Environment Bodies.

An Involvement Strategy has been prepared to enable full and thorough consultation for the statutory planning processes. A Planning Performance Agreement between North Somerset Council and Bristol City Council is in place to provide a robust basis for planning moving forward. During the planning application phase of the works the project team will be consulting around urban realm/land improvements.

Neighbourhood Partnership Network meetings were undertaken in July/ August 2011, at these meeting representatives from the residential areas were informed about the scheme. Also, a letter drop was undertaken at this time along the corridor within Bristol, advising residents of the latest scheme and currently responses are being made to the queries raised by residents.

A meeting was undertaken with English Heritage, Environment Agency and Natural England on 12th August 2011. At this meeting the latest scheme design was discussed and points raised by the SEB's are being taken on board in the ongoing design and assessment work.

At a recent meeting with Network Rail on 23rd August 2011, there were detailed discussions regarding the optimum delivery mechanism of the underbridge component of South Bristol Link. Since the meeting, work has commenced scheduling topographical surveys in the vicinity of the underbridge. A letter from Network Rail is contained in **Appendix H**.

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.

The business community of South Bristol strongly support the bid and have written to the councils to this effect. Their support is based on the recognition that the South Bristol Link has great benefits for the competitiveness and viability of their businesses. 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, there are 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 have been received. .

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.

There has been opposition to the selection of a bus-based rapid transit system from groups who believe a steel rail-based system would be a more appropriate technology for the three rapid transit schemes. A technology review was commissioned that re-affirmed bus-based as most appropriate, value-for-money technology. This review is contained in **Appendix I**.

In the last 12 months, opposition to the scheme has been expressed by The Transport for Greater Bristol Alliance and Campaign for Better Transport.

The Senior Responsible Owner made contact with the representative of the Transport of Greater Bristol Alliance with a view to a meeting. Unfortunately, the Alliance declined. The Alliance is clear in their manifesto that they wish to see “no net increase in major road capacity”. The Alliance has also launched a specific

campaign against the South Bristol Link, and the Parliamentary Under Secretary of State will be aware of postcards sent to him originating from the Alliance. The Alliance is expected to make representations to the Department before the 14th October.

The Senior Responsible Owner did meet with Stephen Joseph, Chief Executive of Campaign for Better Transport. Mr. Joseph recorded the meeting as being helpful and said that “aside from the road, there are lots of areas on which we seemed have common ground and could work with the councils to develop”. Mr. Joseph provided details of a recent Quality Network Partnership at St Albans with the broad aim of creating an integrated public transport network through partnership. The councils will be pleased to work with Mr. Joseph to further develop the Rapid Transit Network within the West of England incorporating the South Bristol Link components. This will involve ongoing dialogue regarding operational arrangements, scheme appearance, traffic behaviour and locking in the scheme benefits.

Opposition has been expressed by those individuals and groups who believe they will be directly affected by the proposals. They include the residents of King George’s Road, those home owners who’s properties overlook Highridge Common, residents of Long Ashton and the Bristol Green Party. The Project Team have leaflet dropped all directly affected properties in the last few months outlining the proposed changes to the scope of the project and asked residents to make contact if they would like further details.

As scheme proposals develop, the Project Team will seek to be as flexible as possible in addressing resident’s concerns. For example, where the alignment crosses Highridge Common the team will continue to look to optimise both the horizontal and vertical alignment in order to minimise impacts upon the common and residents that overlook it. Similarly, where the alignment passes along King George’s Road the Project Team will consult with residents to seek the most appropriate detailed layout – for example, residents may prefer parallel parking bays or additional tree planting, or both.

Concerns about the proposals have been expressed by some Elected Members and Parish Councils in North Somerset. These concerns principally related to the desire to promote the Barrow Gurney bypass instead of the South Bristol Link. The Senior Responsible Owner has met with Local Members and representatives of the Parish Councils to place the South Bristol Link bid into the national funding context. Consequently the Local Members have been able to write in support of the scheme and Barrow Gurney Parish Council has been able to withdraw their objection.

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 most recent Gateway Review was carried out in August 2011. The Gateway Review Team concluded that the "Delivery Confidence Assessment for this Project is AMBER". The Review Team had a lengthy discussion about the Delivery Confidence Assessment (DCA) for the Project. Some elements clearly warranted a DCA of Green-Amber, whilst others were Amber. The Review Team's rating of Amber is based on a snapshot of the Project at that particular time, and on the information that was available to the Team. This is a highly complex and high profile project, which forms part of a programme of projects submitted to the Department for Transport (DfT) for funding. A substantial amount of work has been done to date. A Project Team is in place and the appropriate consultants for this stage of development have been appointed to address the concerns raised by the Review.

Following the completion of the Social and Distributional Impact Assessment – Step 0 and Atkins have now been commissioned to undertake stages 1 and 2, and this work has now started.

The appendices to this BAFB form are:

- A. Report of consultation
- B. Project drawings
- C. Value engineering report
- D. Value for money assessment
- E. Risk register

- F. Full cost breakdown
- G. Details of third party contributions
- H. Network Rail letter
- I. Technology Review
- J. Background modelling documents
 - Transport Data Report
 - Highway Local Model Validation Report
 - Demand Model Report
 - Transport Forecasting Report
 - Annualisation Engagement Note
 - Treatment of Wider Impacts Engagement Note
 - Do Minimum MSB Schemes Engagement Note

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
Public Transport Local Model Validation Report	March 2010	www.travelplus.org.uk
Mode Constant Engagement Note	August 2011	www.travelplus.org.uk
SBL Matrix Methodology Engagement Note	June 2011	www.travelplus.org.uk
SBL Matrix Forecasting Engagement Note	July 2011	www.travelplus.org.uk
SBL Engagement Note covering Geographical Scope Trip Rates, Accident Spreadsheet and Inter-Peak Benefits	June 2011	www.travelplus.org.uk
Social and Distributional Impact Assessment – Step 0	June 2011	www.travelplus.org.uk

Notes:

BAFB Form and Link to the 5 Case Models

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