

# **West of England**

## **Major Scheme Best and Final Bids**

### **8 September 2011**

#### **Part I**

#### **Major Schemes Programme - The Strategic Case**

- Strategic Business Case
- Joint Procurement Strategy
- Joint Stakeholder Management Plan
- Joint Letters of Support

#### **Part II**

#### **Best and Final Bid Forms**

- A. Bath Package
- B. Ashton Vale to Bristol City Centre Rapid Transit
- C. Weston Package
- D. North Fringe to Hengrove Package
- E. South Bristol Link



# **West of England**

**Bath & North East  
Somerset Council**



**North  
Somerset  
COUNCIL**

**South Gloucestershire  
Council**

# Section 1 - The Strategic Case

## The West of England

1.1 The West of England is a **key economic centre** accounting for 26% of the South West's economy, much of this focussed within innovative and creative sectors. It is an important strategic location serving as a transport gateway to the South West, with key hubs around mainline stations, Bristol Airport and the ports. With over a million people and half a million jobs the West of England has the **highest Gross Value Added (GVA) per capita** of any major city in England outside of London. It also has a high degree of self-containment with nine out of ten people who live in the area also working in the area.

1.2 The area will continue to grow and the Local Enterprise Partnership (LEP) ambition is to deliver 95,000 new jobs by 2030 (see 1.5). Key to this will be the realisation of the challenge of delivering **72,000 new homes and 74,000 new jobs by 2026**, as set out in the authorities' Core Strategies. This growth will increase pressure on a transport system that already suffers from chronic congestion because the development of transport infrastructure and services has not kept pace with economic development and expansion. The **economic cost of congestion is estimated to be £600m per year** by 2016. Growth is expected to increase carbon emissions from transport and worsen air quality in locations that already fail to meet European Union standards, if no action is taken to improve the efficiency of the transport network and tackle congestion.



1.3 Despite the economic success of the area, parts of Bristol and Weston-super-Mare are still amongst the top 10% of deprived areas in England, and sections of the West of England population have more **limited access to jobs, healthcare and other facilities**. For example 27% of the population live more than 40 minutes by public transport from a major employment site, and 57% more than 30 minutes from a key healthcare site.

## The Schemes

1.4 This submission embraces five schemes, namely Bath Package, Ashton Vale to Bristol City Centre Rapid Transit, Weston Package, South Bristol Link and North Fringe to Hengrove Package. These emerged from the **Greater Bristol Strategic Transport Study** (2006) and the former Regional Funding Allocation process, and are underpinned by the Joint Local Transport Plan 2011-26 (JLTP3). The schemes collectively produce significant benefits in terms of economic output and unlocking jobs, carbon reduction and in **delivering the JLTP3 and wider West of England vision**.

<b>The Bath Transportation Package (BTP)</b>	A scheme designed to tackle congestion and to improve accessibility in Bath and the surrounding area to support the accelerated delivery of key employment sites. The proposals include expanding three existing Park & Rides (increasing capacity from 1,990 – 2,880 spaces), access changes in the City Centre, nine showcase bus routes and active traffic management with real time information directing drivers to available parking spaces.
<b>Weston Package (WP)</b>	A series of critical transport infrastructure improvements to support the employment-led regeneration of Weston-super-Mare. The proposals include capacity improvements on the main route into the town from Junction 21 of the M5, together with a new interchange and car park at Worle Railway station to provide capacity to address increased demand for rail commuting, along with a number of bus and active mode improvements.

### Rapid Transit Network :

<b>Ashton Vale to Bristol City Centre Rapid Transit (AVTM)</b>	A public transport link approximately 8km long that provides a set of frequent core services running from Long Ashton Park and Ride to Bristol Temple Meads and on to Cabot Circus, Broadmead and The Centre. The route includes new and existing busway and provides an adjacent segregated cycle and pedestrian corridor. A range of bus services from North Somerset towns will also feed into the busway, spreading the reach of the scheme further afield.
<b>South Bristol Link (SBL)</b>	A transport link approximately 5km long between the Long Ashton Park and Ride site and A370 to the west of Bristol, and Hengrove Park in south Bristol. The new link will include rapid transit, highway and segregated cycle and pedestrian facilities. The rapid transit element extends the Ashton Vale to Bristol City Centre scheme to south Bristol, and also serves the express bus services between Bristol Airport and the city centre.
<b>North Fringe to Hengrove Package (NFHP)</b>	A series of complementary projects that facilitate the development of three new rapid transit routes, linking the North Fringe, East Fringe and South Bristol areas via Bristol City Centre. It includes the Stoke Gifford Transport Link to relieve congestion in the North Fringe, as well as major public transport improvements to the M32 and Bristol City Centre to integrate with the rest of the rapid transit network.

## The Local Enterprise Partnership (LEP)

- 1.5 Since the award of LEP status the authorities have been working with the business community to develop the new Partnership's plans to drive sustainable economic growth and prosperity with the following objectives:
- the promotion of key growth sectors in the area to contribute to the aspiration of 3.4% growth in GVA by 2030.
  - an ambition to achieve 95,000 jobs by 2030.
  - a target of leveraging into the area
- £1bn of private sector investment in the next 5 years.
- 1.6 The West of England LEP Board moved from interim to permanent status in April 2011, and they **fully support the major schemes programme**. The LEP have led the engagement with the business community to ensure that the key aspects of the schemes and the wider transport programme benefit from the **experience and expectations of business**. Recognising its importance the LEP Board includes a nominated lead on transport.

1.7 Key elements in delivering LEP objectives are the Enterprise Zone and Enterprise Areas. In June 2011, the LEP selected Temple Quarter as an Enterprise Zone to act as a magnet for inward investment and boost the local economy with a particular focus on creative industries and technology. The Zone covers 70 hectares of land surrounding and to the north and east of Bristol Temple Meads Railway Station and its redevelopment will lead to the creation of almost 17,000 new jobs over the next 25 years. This location has **excellent fit with the Rapid Transit network** proposed through the major schemes, and also the mainline rail network. The benefits will also spill over into the five sites designated by the LEP as Enterprise Areas, which will be the focus for growth in sectors such as aerospace, advanced engineering and science based businesses. The five Enterprise Areas are:

- Bath City Riverside
- Weston-super-Mare Gateway
- SPark, the Science Park at Emersons Green
- Filton/A38
- Avonmouth/Severnside

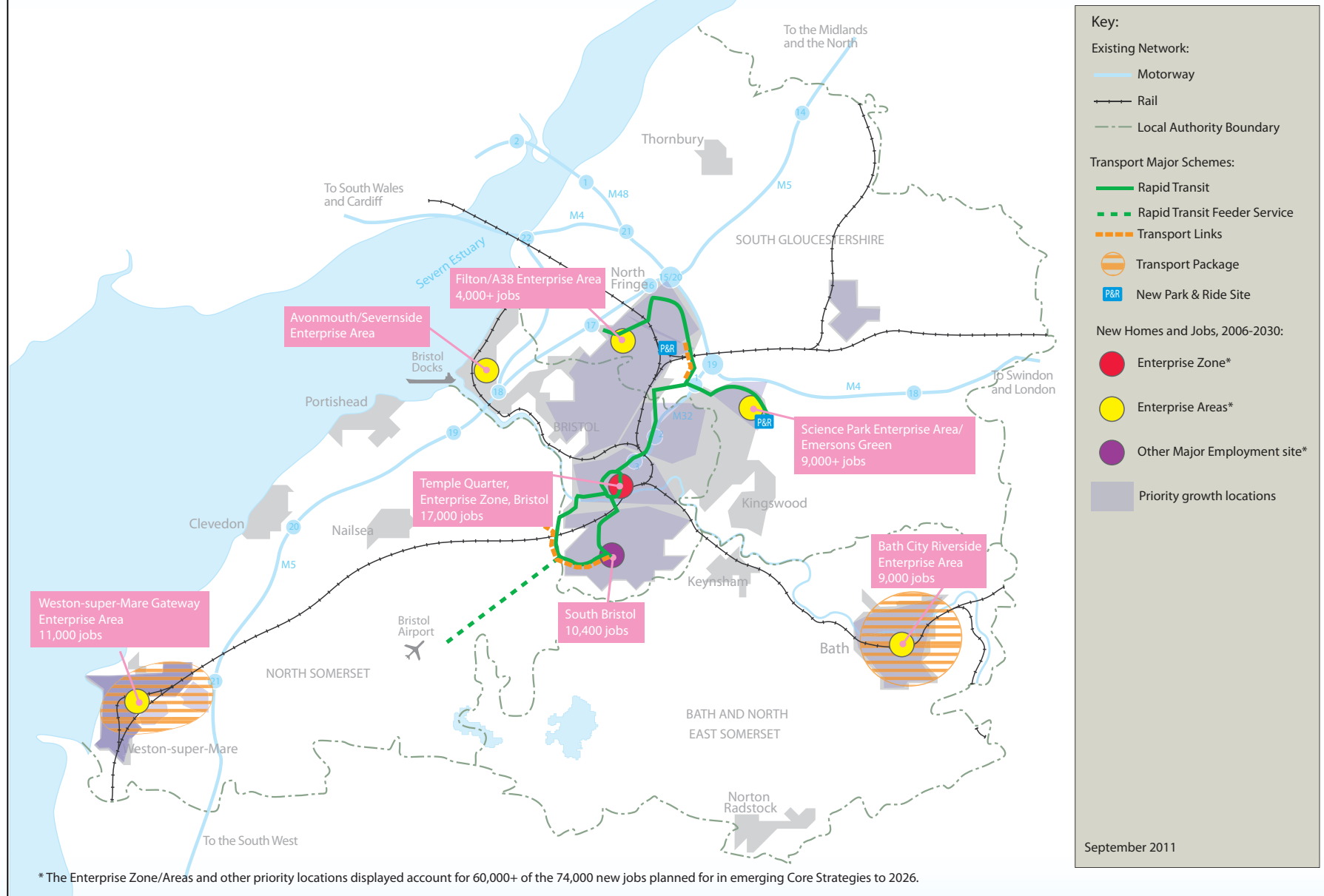
1.8 Figure One illustrates the strategic fit of the Local Enterprise Zone. Enterprise Areas and other priority growth locations to the major transport schemes. When the Temple Quarter Enterprise Zone is considered alongside the Enterprise Areas, the major schemes **directly serve locations expected to deliver more than 60,000 new jobs** by 2026, when also counting those in the major regeneration site in South Bristol, and Bath and Bristol city centres.

## Supporting Economic Growth

1.9 Good **internal and external connectivity** are key characteristics of a successful and competitive city region. Studies in the West of England have shown that there are clear links between transport supply and economic outcomes. Statistically significant links have been found between connectivity (both to labour markets and to other businesses) and the pattern of employment found in different parts of the Partnership area.



**Figure One : Major Transport Schemes in Relation to Economic and Regeneration Sites in the West of England**





This illustrates that improving connectivity through **new and improved transport infrastructure delivers employment growth** and improved productivity. Cities are drivers of the economy, and it is in city regions such as the West of England that returns on transport investment are greatest.

- 1.10 To better understand the links between transport infrastructure investment and economic growth, the West of England authorities commissioned KPMG to assess how a programme of major transport schemes proposed in the area would **support employment growth and increase the area's productivity**. Although this work predates some of the more recent scheme revisions, the value for money case (see section 4) demonstrates that descopeing has been

successfully targeted and we are confident that the headline findings hold good. Key outcomes of the study are that:

- The tested package of five priority infrastructure schemes would deliver **additional economic output of some £356m per year** (2010 prices) within the Area;
- This GVA impact is approaching that of the leisure and tourism sector and represents an increase equivalent to 1% of West of England economic output;
- The schemes support an additional £1.10 of GVA for every £1 of transport capital investment illustrating the high impact that new infrastructure can deliver in the Area.



## Section 2 - Delivery Case

### Governance

- 2.1 It is clear that to bring forward ambitious and extensive transport proposals requires **robust governance arrangements**. The West of England has over recent years taken major steps to strengthen and formalise sub-regional governance. 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.
- 2.2 Meeting regularly, 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 (see Figure Two). This has provided a **consistent approach to the project management and governance** across the major schemes, examples being West of England-wide representation on all Project Boards, and the way in which progress, issues and major change requests are reported to JTEC. The linkages between this structure and delivery arrangements are set out in Section 3.
- 2.3 Recognising the important role that the JTEC plays in the governance of major schemes, this Committee is being **integrated into new LEP structures** involving business. However the role of JTEC will continue, and indeed the Committee met in July 2011 to endorse the Best and Final Bid submissions.

**Figure Two : Major Schemes Governance Chart**



## Capacity and Capability

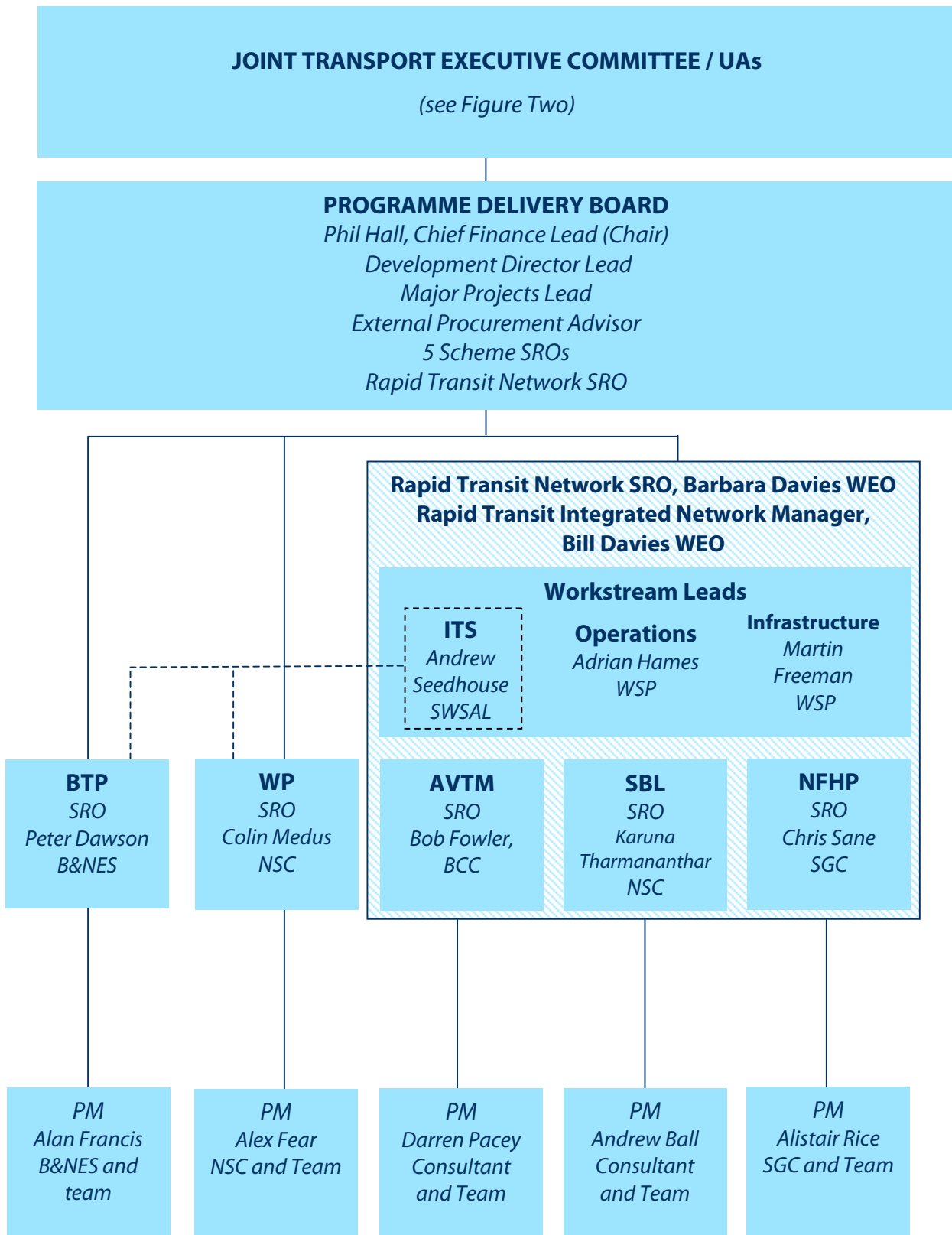
- 2.4 The West of England authorities, both individually and collectively, have a proven track record in the delivery of major transport infrastructure, particularly in relation to bus-based public transport, park and ride schemes and cycling infrastructure backed by an extensive smarter choices programme. The authorities have recent hands-on experience of the implementation of the Cycling City and Greater Bristol Bus Network (GBBN) projects. Both these projects are **complex and demanding** and have required new ways of working across the authorities and with stakeholders. Through the Cycling City project, Bristol and South Gloucestershire councils have delivered £11.4m government funding, along with £13.9m locally matched investment, **on time and on budget**. This delivery has included 102.5 miles of cycle paths and routes, either upgraded, improved or built from scratch as part of 35 different infrastructure projects. Similarly for the £70m GBBN project, three years into a four year programme the DfT grant funded tasks are **on track and to budget**.
- 2.5 It is recognised that only through **further enhancing our delivery arrangements** and by seeking to expedite the progression of the schemes can we meet their challenging implementation programme. We benefit from previous work already undertaken to secure the necessary consents, examples being the Ashton Vale Rapid Transit application for a Transport and Works Act Order, necessary planning consents secured for the Bath Package, and the recent planning application submitted for the Weston Package. For other schemes we plan to **twin track or front load tasks**, such as ongoing habitat surveys and Requisitions for Information (land acquisition procedure) for the North Fringe to Hengrove Package, and progressing planning processes for South Bristol Link, to provide greater delivery certainty.
- 2.6 In the last year or so the authorities have taken steps to **enhance delivery arrangements** to match the challenge of bringing forward this programme of major schemes. This has included the development of capacity and capability through the:
- Creation of a panel of authority PRINCE2 trained project managers;
  - Establishment of 4 year consultancy frameworks through the SWIEP to deliver specialist support on major scheme design and procurement;
  - Recent conclusion of procurement for a joint consultancy arrangement between the authorities to provide support across a range of transport planning, design and other services to enable them to better meet peaks in workload and the requirement for specialist skills;
  - Creation of a Programme Delivery Office to lead on joint procurement tasks (see section 3).
  - Establishing dedicated in-house project teams supported by specialist advisers to secure both Programme Entry and Full Approval.

## Stakeholder Engagement

- 2.7 It is recognised that **stakeholder support** has a key role in the delivery of the major schemes. The major schemes have been developed through wide ranging consultation and engagement coordinated under the overarching Travel+ branding. Examples include the 71,000 postcards distributed to promote consultation on North Fringe to Hengrove Package, and the 3,000 questionnaires distributed for South Bristol Link, both in early 2010. Notwithstanding this the authorities have listened to the Department's advice and renewed their efforts where needed, particularly to secure **more explicit support from business** and to meet again those whom have previously raised concerns, examples include:
- Targeted engagement supported by a **'family' of Travel+ information leaflets**, to update stakeholders and communities on the schemes and their interrelationship.
  - Discussions with the **business community** through the Local Enterprise Partnership, and with key employers at sites benefiting from the schemes such as Bristol Airport, Goodman, SPark and Cater Business Park Traders;
  - Meetings with **other stakeholders** who have previously expressed views on the schemes such as Forum for the Future to update them on the current position.
  - Joint working with the Highways Agency and Network Rail on scheme design and project management.
  - Targeted engagement with communities** through the Neighbourhood Planning Network, Parish Councils and local groups.
- 2.8 This process has been successful, with a number of organisations now having a more positive view of the schemes. We have received over 125 letters of support which are included with our submission.



**Figure Three : Rapid Transit Network Delivery Arrangements**



## Section 3 - Commercial Case

- 3.1 The individual schemes initially developed their own procurement and delivery strategies. However, the closer alignment of the implementation profile of the schemes as a result of the Department's review has heightened the need to consider the **benefits which could arise from joint approaches**. To develop this joint approach a Programme Delivery Board (PDB) has been created which is examining opportunities for **cost reduction, efficiency benefits and joint risk management**.
- 3.2 The PDB was established in April 2011 and brings together the scheme SROs, Finance, Development Director, and Major Projects Leads and an external, independent procurement advisor, reporting to the Joint Transport Executive Committee. The Board oversees the **procurement and delivery of the programme** with a particular focus on the three Rapid Transit based schemes. To ensure a coordinated approach an SRO with responsibility for the Rapid Transit Network and a Rapid Transit Integrated Network Manager have been identified (see Figure Three). Their work is supported by a **resource pool** comprising Project Managers (PMs) and other representatives of the schemes, with specialist procurement consultants. A key task for the PDB has been to oversee a refresh of the procurement strategies of the individual schemes to consider where a joint approach will deliver efficiencies. This **Joint Procurement Strategy** forms part of the BAFB submission, and is underpinned by the following guiding principles:

- The major schemes programme will in all of its procurement and associated commercial activities ensure that **optimal value for money solutions** will be adopted.
- The programme will develop and maintain **efficient and effective procedures and processes** to support the value for money objective described above.
- The Programme Delivery Board will maintain **governance through appropriate systems** ensuring that the programme is delivered in line with the value for money objective above.

Key elements of the Joint Procurement Strategy include:

- **Alliance Charter** - all the parties sign up to an overarching agreement providing for a common approach for the design, construction and implementation of the Rapid Transit schemes.
- **Package Approach** to construction procurement - put design and construction where best placed to manage costs and reduce risks through Design and Build and Task Order Packages.
- **Area wide smartcard ticketing** building on established procurement processes.
- Merge major scheme procurement with **renewal of existing joint frameworks**.
- **Area wide Quality Partnership Scheme** (QPS) approach to Rapid

Transit services developed and managed through the PDB and incorporating appropriate, targeted contract arrangements.

- 3.3 The PDB will continue to **review and develop** the Joint Procurement Strategy, and to produce and agree on **operational protocol** for the Rapid Transit Network. The four authorities have already progressed Quality Partnership Schemes for key Bus Corridors through the GBBN major scheme, using the 2008 Transport Act legislations and involving detailed dialogue with operators. One of the key tasks emerging from the Strategy has been to build on this success to refine the procurement approach for the Rapid Transit network and how it will interact with the existing **bus service operators**. To this end the authorities have engaged with a range of potential operators, through an operator briefing day, to obtain their initial **views on commerciality** and appropriate frameworks for the Rapid Transit network.

- 3.4 Feedback from a number of bus

operators is provided in the letters appended to this submission. This engagement will continue as the schemes move towards the processes to procure or deliver the Rapid Transit services. Similar engagement is also planned with **other contractors** commencing with an event arranged in late September 2011.

## Section 4 – Value for Money

- 4.1 The original business case submissions for these schemes showed strong Benefits to Cost Ratios (BCRs) ranging from 2.5 – 5.9, particularly high for largely public transport focused schemes. The Expression of Interest in December 2010 indicated uplift in BCR, as value engineering reduced cost whilst retaining key scheme elements which delivered benefit. This work, together with advice from the DfT that schemes should seek to capture reliability and other wider benefits, has tended to deliver increased BCRs ranging from 2.5 – 9.7, all continuing to represent **'high' value for money**.



## Section 5 - Financial Case

5.1 The West of England authorities are **committed to bringing these schemes forward** and to meeting the local funding share. The cost reductions through descoping and value engineering identified in the December 2010 Expression of Interest have been honoured, and where possible further more modest savings have been achieved. Overall the programme cost now stands at £244m with £136m (44%) to be funded locally (see Figure Four). The authorities have jointly engaged PWC to provide the Finance lead officers with an **independent financial review** of the schemes within the Rapid Transit Network. This has provided them with the necessary assurance around revenue assumptions, operational costs, the strength of the commercial proposition and the economic case.

5.2 Given the close links between the schemes and regeneration, and the bringing forward of housing and employment sites, there is the opportunity to draw on **Section 106 payments** for off site infrastructure for a range of developments. Examples of



secured sums include £5.36m from Bristol Airport and some £6m from completed, ongoing and developments starting this year in the North/East Fringe. In addition to these secured sums further Section 106 contributions are expected, an example being some £6m from sites allocated in the Local Plans to support North Fringe to Hengrove Package. The contribution that these sources make to the overall local funding are shown in Figure Five.

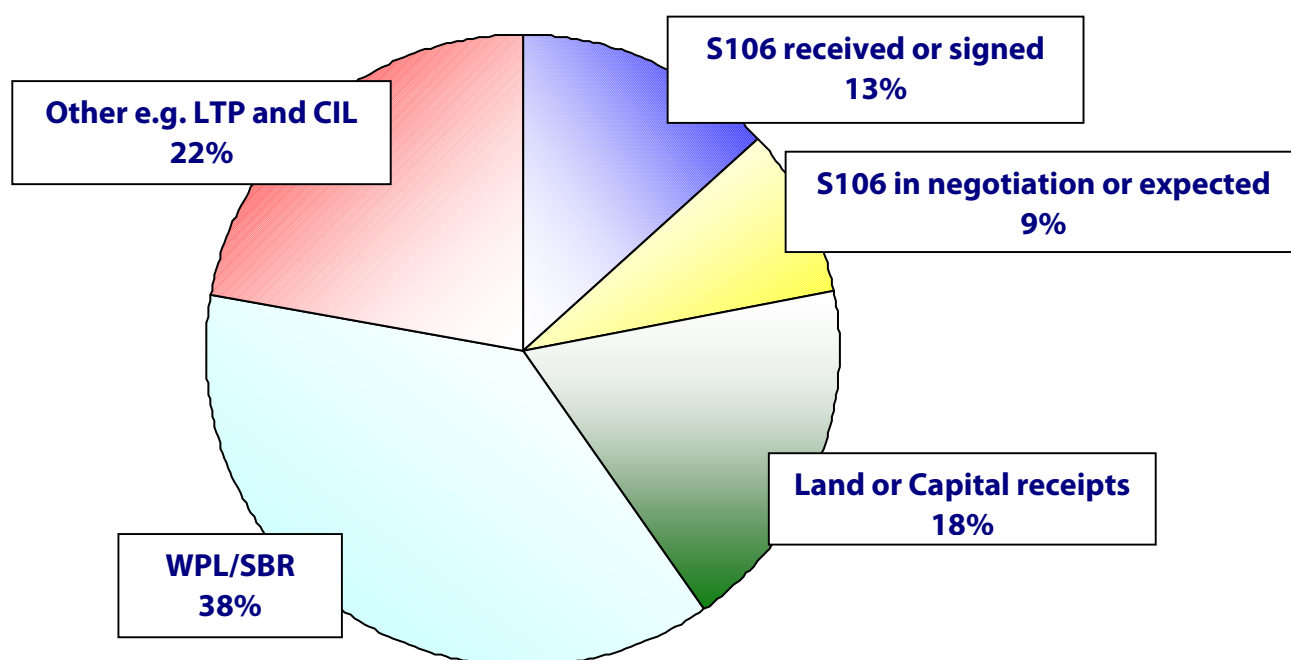
5.3 The authorities are confident that through a **range of other sources** they can meet the remainder of their funding share. The **mix of funding will vary between the schemes** and the individual authorities, but those being incorporated into the overall funding strategy include land and Council Capital Receipts (some £17m), Local Transport Plan Funding and Community Infrastructure Levy.

5.4 In addition Bristol City Council will look to raise some £37m via **prudential borrowing** supported by either a Supplementary Business Rate (SBR) or from a Workplace Parking Levy (WPL) focused on central Bristol. Commitment to securing the necessary funding to bring forward these schemes and endorsement of this approach was given at the City Council Cabinet meeting on 1 September 2011. The SBR and WPL options are being developed further by a steering group with business sector representation, and the LEP is playing an active role in these discussions.

**Figure Four : Programme Costs £m**

Scheme	Major Scheme Business Case			Expression of Interest December 2010			Best and Final Bids		
	DfT	Local	Total	DfT	Local	Total	DfT	Local	Total
Bath Transportation Package	£56	£12	£68	£36	£23	£59	£12	£20	£32
Ashton Vale to Bristol City Centre Rapid Transit	£44	£8	£52	£35	£15	£50	£35	£15	£50
Weston Package	£12	£4	£15	£11	£5	£15	£10	£5	£15
North Fringe to Hengrove Package	£170	£24	£194	£51	£51	£102	£51	£51	£102
South Bristol Link	£50	£7	£57	£28	£17	£45	£28	£17	£45
<b>Overall Total</b>	<b>£331 (86%)</b>	<b>£55 (14%)</b>	<b>£386</b>	<b>£161 (59%)</b>	<b>£111 (41%)</b>	<b>£271</b>	<b>£136 (56%)</b>	<b>£108 (44%)</b>	<b>£244</b>

**Figure Five : Local Contribution**



# LOCAL AUTHORITY MAJOR SCHEMES BEST AND FINAL FUNDING BID SEPTEMBER 2011

<b>Scheme Name</b>	Bath Transportation Package
<b>Local Authority</b>	Bath and North East Somerset Council

## SCHEME COST SUMMARY (£m)

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

## CONTACT DETAILS FOR FURTHER ENQUIRIES

<b>Lead Contact:</b> <b>Position:</b> <b>Tel:</b> <b>E-mail:</b>	Peter Dawson Senior Responsible Owner 01225 395181 Peter_Dawson@bathnes.gov.uk
<b>Alternative Contact:</b> <b>Position:</b> <b>Tel:</b> <b>E-mail:</b>	Alan Francis Project Manager 01225 394128 Alan_Francis@bathnes.gov.uk

**NOTE: Bids should be received by the Department by Noon on 9<sup>th</sup> September 2011.**

**SENIOR RESPONSIBLE OWNER DECLARATION**

As Senior Responsible Owner for the Bath Transportation Package I hereby submit this Best and Final Funding Bid to DfT on behalf of Bath and North East Somerset Council and confirm that I have the necessary authority to do so.

Name: Peter Dawson

Signed:

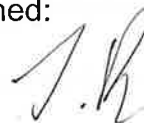
Position: SRO

**SECTION 151 OFFICER DECLARATION**

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

Name: Tim Richens

Signed:



**Please Note:** The promoting authority should ensure that a copy of this BAFB form and all supporting information is available on its website by 5pm on 12 September 2011.

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

[www.bathnes.gov.uk/transportandstreets/transportpolicy/plansandstrategies/bathpackage](http://www.bathnes.gov.uk/transportandstreets/transportpolicy/plansandstrategies/bathpackage)

**SECTION 1: THE SCHEME AS PREVIOUSLY CONFIGURED****i.e. BEFORE 10 JUNE 2010**

*This section should EITHER describe the scheme as approved at Programme Entry OR as submitted in a business case bid for Programme Entry OR on the latest design on which the last QMR submitted to the Department was based.*

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

<b>Date of Programme Entry or PE Bid or last QMR Submission</b> (where applicable)	
NOTE: MSBC identified scheme cost at £58 million exclusive of preparatory cost of £8.7 million. Consequently, overall cost is £66.7 million.	October 2007
<b>Estimated total scheme cost</b> (inclusive of eligible preparatory costs)	£66.70 million
<b>DfT contribution</b>	£55.08 million
<b>Local Authority Contribution</b> (excluding the costs of any Part 1 Claims that you may have included at this time)	£6.42 million
<b>Third party contribution</b>	£5.20 million

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

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

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

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

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

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

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

**The three primary objectives of the BTP are:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

£m	Pre 2011/ 2012	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	Total	%
<b>LA contribution</b>	7.7	8.7	-9.98					6.42	9
<b>Third Party contribution</b>					2.2	3.0		5.2	8
<b>DfT funding requested</b>			14.68	23.4	9.1	6.4	1.5	55.0 8	83
<b>TOTAL</b>	7.7	8.7	4.7	23.4	11.3	9.4	1.5	66.7	100

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

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

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

**Southgate:** A mixed use re-development of the southern part of Bath central retail area, including 37,000m<sup>2</sup> of retail space, leisure facilities, restaurants and homes, together with a new bus station providing a modern public transport interchange. The Southgate development was completed and opened in 2009/10.

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

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

**SECTION 2: REVISED SCHEME PROPOSAL**

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

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

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

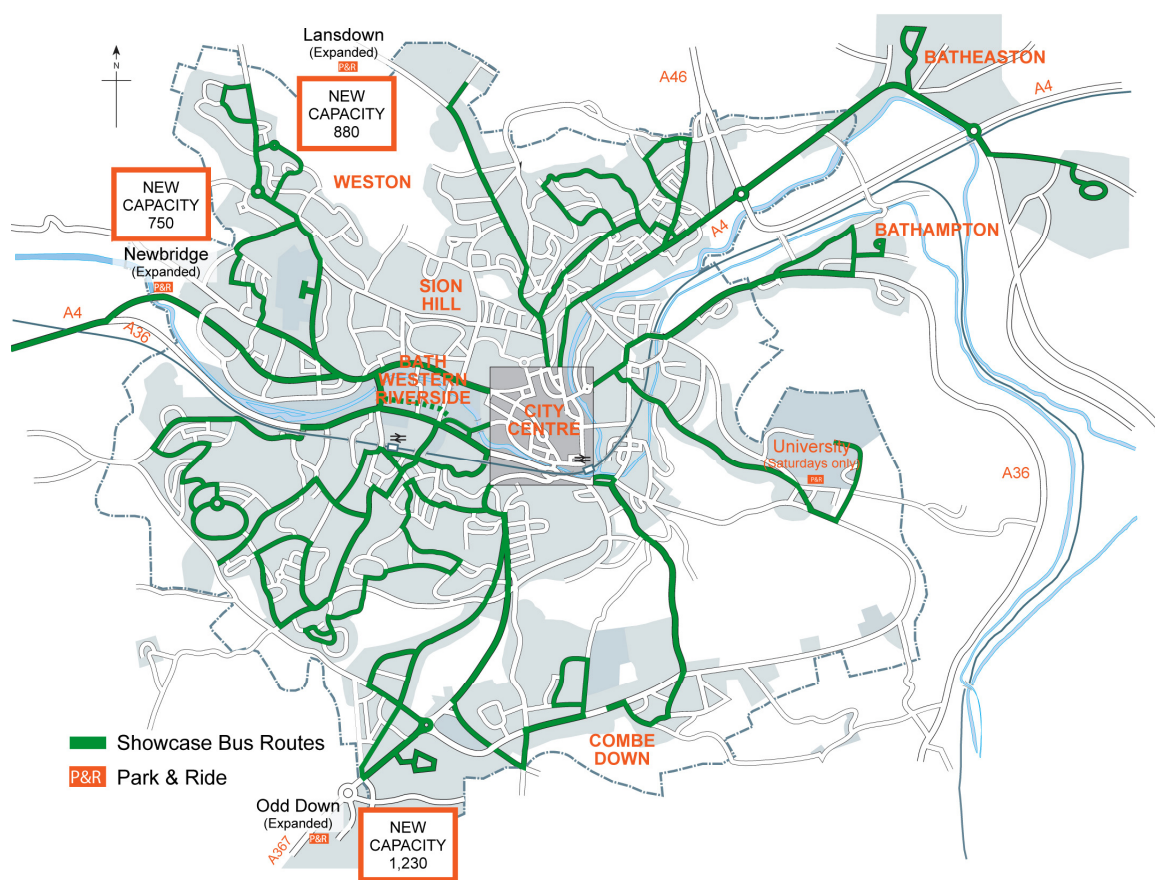
The Best and Final Bid for the BTP consists of the following elements:

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

The changes to the scheme can be summarised as follows:

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

**Fig 1: Bath Transportation Package Map**



## Bath Transportation Package Scheme Elements

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**3.3 What impact, if any, would the proposed changes have on the statutory orders or permissions required or the timetable for obtaining these?**

*For example would fresh planning consent need to be sought?*

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

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

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

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

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

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

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

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

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

\* NEC3 (Option A) Priced Contract with Activity Schedule

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

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

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

A procurement timetable is set out in Section 3.7.

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Delivery Team Managers**

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

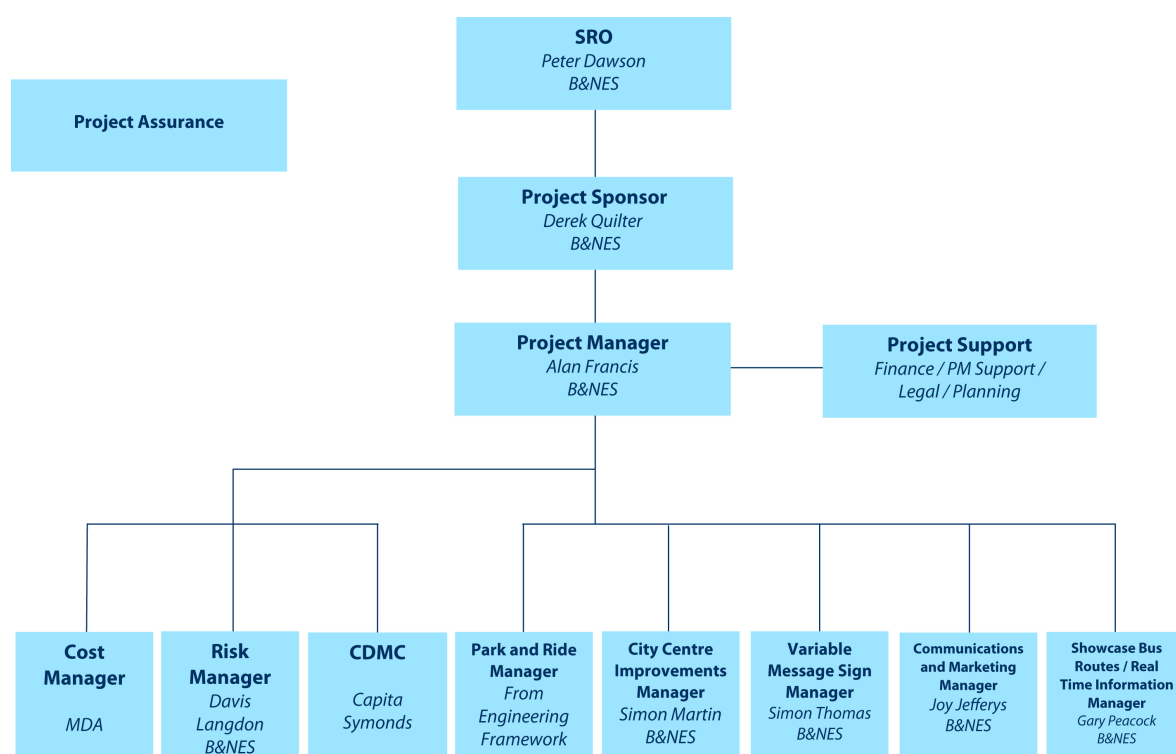
- Showcase bus routes including real time information – Gary Peacock, Design Team Leader, Transportation;
- Bath City Centre improvements – Simon Martin, Operations Manager, Major Projects;
- Variable Message Sign system – Simon Thomas, Project Engineer, Transportation;
- Communications – Joy Jefferys,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

### Project Support (Internal and External Consultants)

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

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

### Bath Transportation Package Project Structure



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

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

**Project Sponsor**

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

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

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

**Project Manager, Alan Francis**

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

**Team Managers**

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

There will be a team manager for:

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

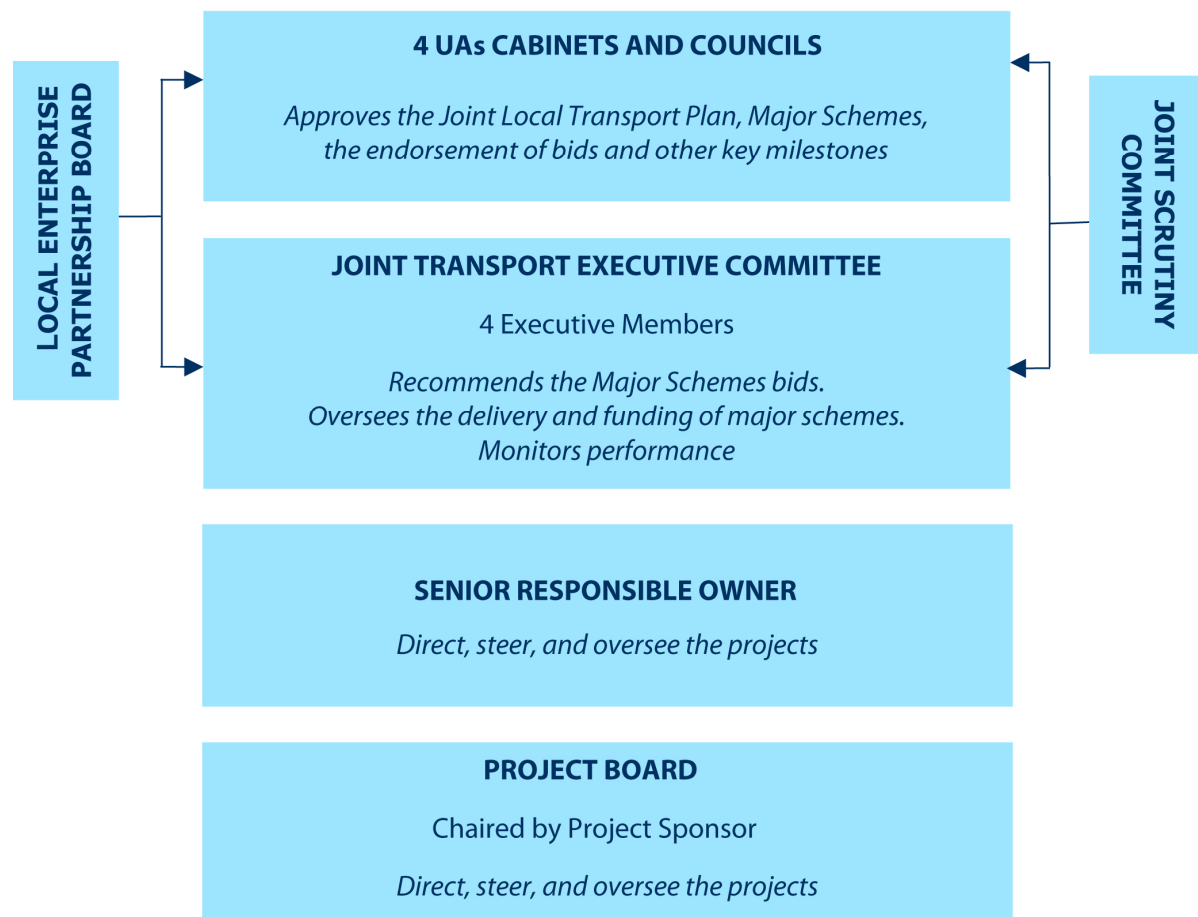
Depending upon the type of Contract used (see separate procurement paper) they will act as NEC Project Manager or Engineers Representative (under ICE and MF1). They will be responsible for supervision of the works and for signing off all payments, providing they fall within the levels of sign off designated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

**West Of England**

The creation of the Joint Transport Executive Committee (JTEC) in April 2009 brought together the four authority Executive Members with responsibility for

transport in a forum legally constituted via a Joint Working Agreement. The governance and project arrangements for the scheme are shown below. The Councils set the framework for policy and scheme development which is enacted by the Joint Executive Transport Committee with challenge and advisory roles provided by the Local Enterprise Partnership and Joint Scrutiny Committee.

### Major Scheme Governance Chart



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

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

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

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

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

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

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

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

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

#### Expiration of Planning Permissions

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

#### Legal Injunctions

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

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

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

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

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

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

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

*Please note that funding for scheme evaluation and monitoring will not be available from DfT.*

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

- Direct Indicators – patronage, reliability, passenger satisfaction

- Indirect Indicators – decongestion, casualty reduction, air quality

a) Full scheme impact evaluation:

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

b) pre and post scheme opening monitoring reports:

Update reports are proposed to be provided to the DfT, at a cost of £5,000 per report, for the 2012/13, 2015/16 and 2016/17 periods (£15,000 in total).

#### **SECTION 4: FUNDING FOR REVISED SCHEME PROPOSAL**

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

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

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

Our scheme costs are detailed in the following table:

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

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

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

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

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

#### **4.2 Please state what inflation assumptions you are using.**

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

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

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

#### **4.3 Please provide a breakdown of the proposed funding sources for the scheme**

##### **(a) Local Authority contribution**

*This needs to cover the difference between the total cost of the scheme as stated above and the total of the requested DfT and agreed third party contributions. It should include the LA costs incurred or expected to be incurred after Programme Entry excluding ineligible preparatory costs as defined by previous guidance. Where a local authority is promoting more than one scheme, please detail the level of contribution required if **all** schemes are successful as part of this funding process. Please do not include the cost of any Part 1 Claims.*

Local Authority contribution will be £17.80 million

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

##### **(b) Agreed third party contributions**

*Please name each contributor on a separate line and provide evidence of agreement (e.g. a letter from the funder outlining the degree of commitment, timing for release of funds and any other conditions etc). Note: you will be required to underwrite all third party contributions should these not materialise.*

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

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

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

##### **(c) DfT funding requested**

*You are reminded that, as set out in the document "Investment in Local Major Transport Schemes" the risk layer cost sharing mechanism is being discontinued and the figure you enter here will, if accepted, be the maximum funding that DfT will provide for the scheme. If you wish eligible preparatory costs (as defined by previous guidance) to be paid these will need to be consolidated within this funding request.*

DfT Funding requested £11.664 million.

#### **4.4 What is the estimated funding profile.**

*Assume that no DfT funding will be available before 2012/13. Please specify the third party contributor(s) and list each one (if more than one) on a separate line. Please assume that the DfT and LA contributions will be in the same proportion in each year from 2012/13 and provide an explanation if this is not the case. Although the total level of DfT funding will be fixed, profiles across years may be subject to further discussion and agreement. Please do not include the cost of any Part 1 Claims.*

The table below identifies the new funding profile.

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

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

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

**4.5 If any DfT funding were available in 2011/12 would you be in a position to reach Full Approval and begin claiming such funding and if so how would your funding profile change?**

*(If appropriate please set out a funding profile similar to that in section 4.4)*

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

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

The change to the profile would be as follows:

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

**4.6 Please indicate the level of flexibility with regard to the phasing of the local contribution of the bid (including the third party contribution), should the DfT have a need to vary the phasing of its own contribution for budgetary reasons.**

*Please detail the level of change in DfT support per funding year you could accommodate within the project and from which sources any change would be made up.*

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

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

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

**4.8 Please supply details of likely revenue generated, any ongoing revenue liability associated with the operation of the scheme (other than routine maintenance) and how you intend to fund it. If revenues fall short of those forecast (especially in the early years after implementation) how will these be funded?** *(This is of particular relevance to public transport schemes but could apply to package schemes.)*

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

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

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

This is not relevant to the Bath Transportation Package.

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

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

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

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

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

### **SECTION 5: STAKEHOLDER MANAGEMENT**

#### **5.1 Consultation**

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

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

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

#### **Strategic Engagement**

Working under the Travel+ brand the West of England authorities, together with the Local Enterprise Partnership, have continued to build on the high level of public and stakeholder awareness across the major schemes programme. Joint information leaflets, meetings and events have helped the public and stakeholders to understand the linkages between the schemes, the importance they have to supporting the future growth of the area, and the promotion of consistent messages.

Each SRO has developed a scheme-specific communications strategy to manage contact with local public and stakeholders to their scheme. These are shared via the PDB and West of England Joint Communications Officer.

#### **BTP Engagement**

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

#### **A) CONSULTATION WITH THE PUBLIC**

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

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

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

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

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

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

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

## **B) CONSULTATION WITH STATUTORY ENVIRONMENTAL BODIES**

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

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

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

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

### **C) CONSULTATION WITH OTHER STAKEHOLDERS:**

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

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

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

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

#### **2011: Recent Stakeholder Consultation**

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

#### **Future Stakeholder Consultation:**

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

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

### **5.2 Letters of support**

Please append any letters of support explaining strategic importance of scheme especially from the Local Enterprise Partnership and business groups.

*These should detail, where possible, the particular outcomes they believe the scheme will deliver. Where a LEP includes more than one scheme it will be important that they differentiate between schemes, and prioritise if possible.*

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

Nearly 70 letters in support of all the five West of England schemes have been received. These include the Local Enterprise Partnership, Business West, the CBI, Bristol Airport, Forum for the Future, North Bristol Sustainable Commuting Partnership, Bristol Zoo, SETsquared, HFT Trust Ltd, Quantum Science Park, Elizabeth Shaw Chocolates, Hotel du Vin, Bristol City FC, architects Stride Treglown and the SS Great Britain trust.

Letters of support have also been received from a number of transport operators, including First, Stagecoach and National Express. Letters are appended to the strategic case.

### 5.3 Opposition

Please describe any significant opposition to the proposed scheme, the reasons for this opposition and how you are dealing with their concerns? Please describe any mitigation measures you have included in your plans in response to these concerns.

The Best and Final Bid for the BTP removes, or reduces the scope of, elements of the scheme that have faced local opposition. Prior to Council approval of the Best and Final Bid decision in July 2011, opposition to the BTP was focussed into three main groups, each objecting to the impacts of scheme elements proposed for their locality:

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

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

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

## SECTION 6: ADDITIONAL INFORMATION

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

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

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

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

This analysis is supported by the work undertaken by the West of England partnership and set out in the **Strategic Business Case** which provides an overview on the strategic context and the way in which the authorities will develop, procure, deliver and fund the schemes, deriving additional benefit at the programme level. Key points include:

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

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

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

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

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

Notes:

**BAFB Form and Link to the 5 Case Model**

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

<b>Case</b>	<b>Elements of the BAFB Form</b>
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

**LOCAL AUTHORITY MAJOR SCHEMES  
BEST AND FINAL FUNDING BID  
SEPTEMBER 2011**

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

**SCHEME COST SUMMARY (£m)**

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

**CONTACT DETAILS FOR FURTHER ENQUIRIES**

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

**NOTE: Bids should be received by the Department by Noon on 9<sup>th</sup> September 2011.**

**SENIOR RESPONSIBLE OWNER DECLARATION**

As Senior Responsible Owner for Bus Rapid Transit Ashton Vale to Temple Meads I hereby submit this Best and Final Funding Bid to DfT on behalf of Bristol City Council (as Lead Authority) and confirm that I have the necessary authority to do so.

Name: Bob Fowler

Signed:

Position: Service Manager, Major Transport Projects, Bristol City Council

**SECTION 151 OFFICER DECLARATION**

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

Name:  
Peter Robinson

Signed:



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

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

**SECTION 1: THE SCHEME AS PREVIOUSLY CONFIGURED****i.e. BEFORE 10 JUNE 2010**

*This section should EITHER describe the scheme as approved at Programme Entry OR as submitted in a business case bid for Programme Entry OR on the latest design on which the last QMR submitted to the Department was based.*

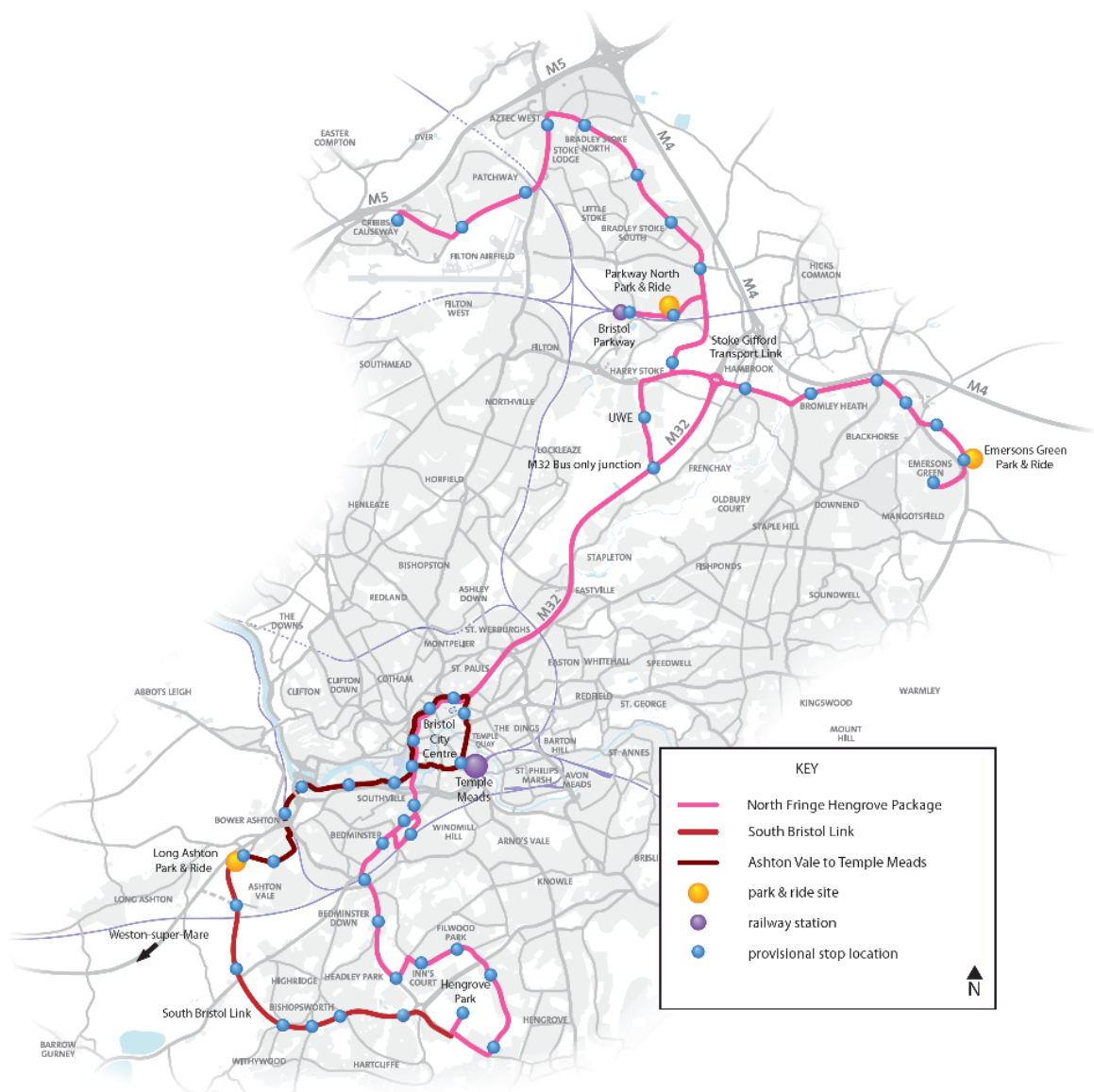
*Note: this information should be consistent with what was included in previous EoI with any differences explained.*

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

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

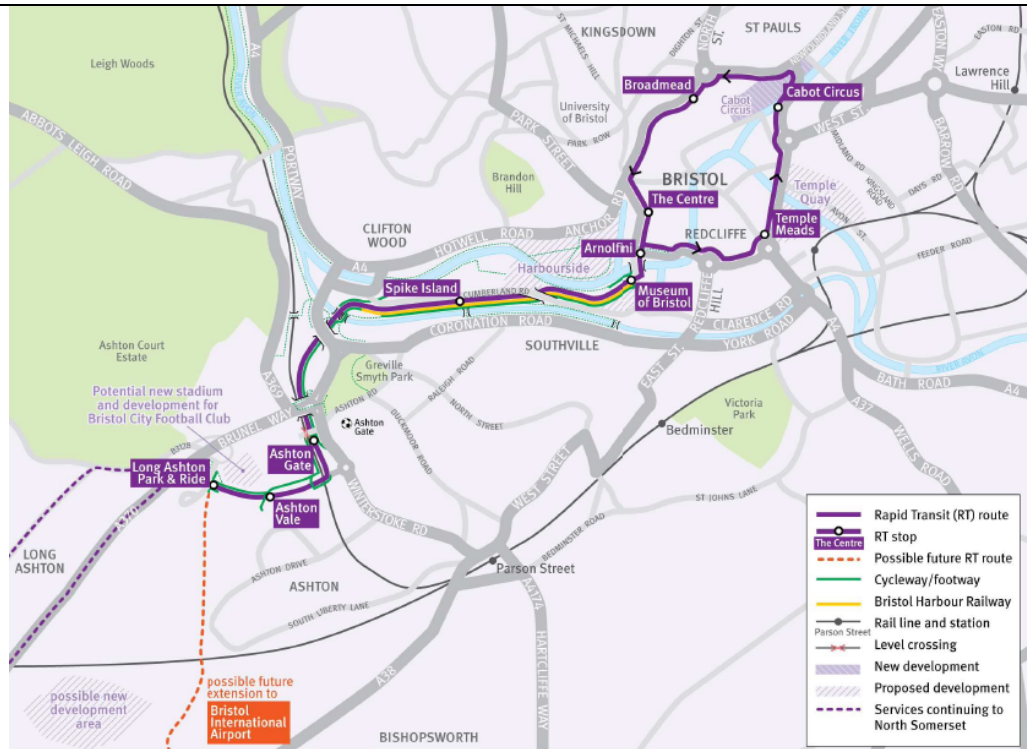
Rapid Transit will provide a step change improvement in the quality and reliability of the public transport network in the West of England, to tackle congestion, deliver economic growth and reduce carbon emissions. The vision for rapid transit is a network of sustainable transport corridors connecting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

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



## Route Description

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



### ***Long Ashton Park and Ride to Arnolfini (the Corridor)***

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

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

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

### ***Bristol City Centre Loop***

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

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

### **Service Description**

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

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

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

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

The primary objectives of the scheme are to:

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

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

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

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

necessary.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

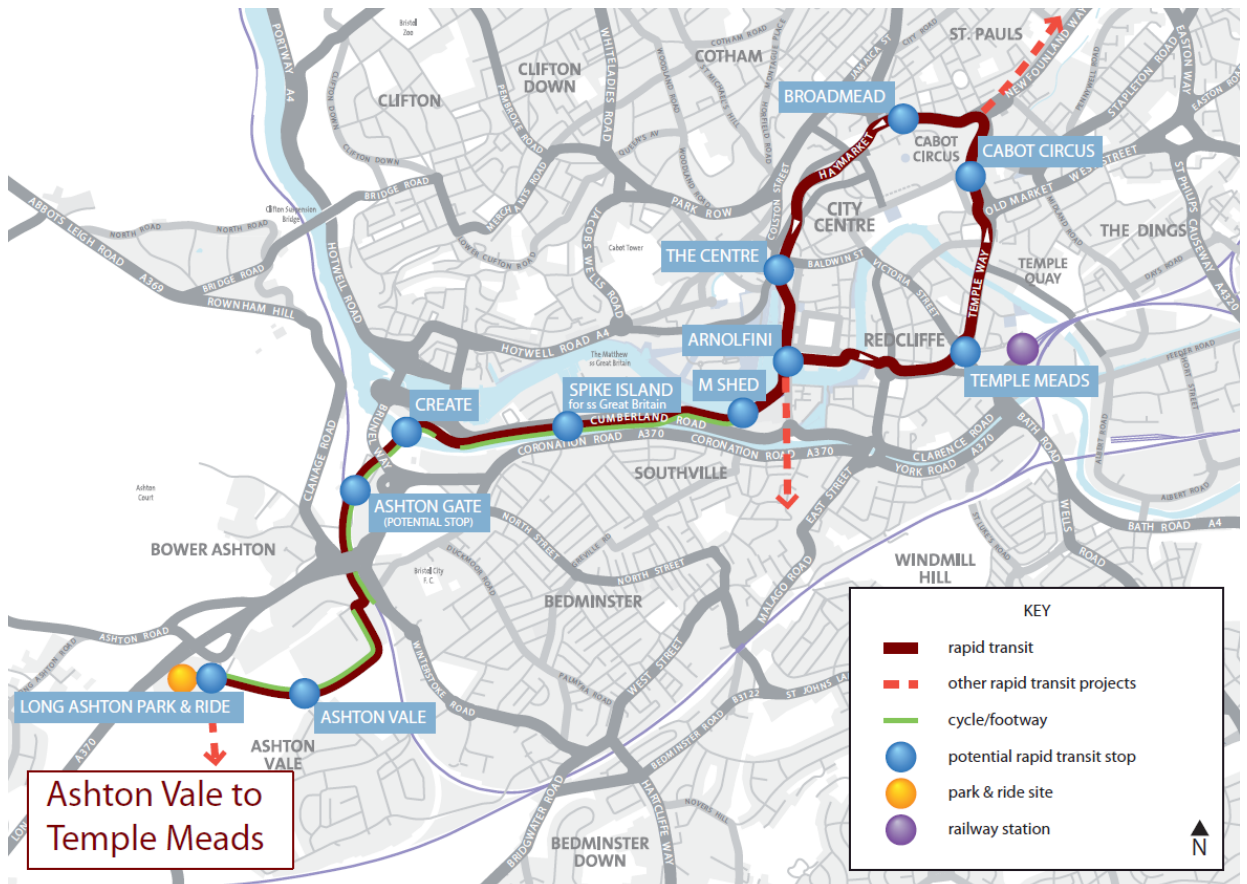
Subsequent to the MSBC submission, Bristol Airport has gained full planning consent to raise the passenger through-put to 10 million passengers per annum. As part of the planning consent a contribution of £1.250m to AVTM has been confirmed. The primary objectives of the Ashton Vale to Temple Meads scheme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

## SECTION 2: REVISED SCHEME PROPOSAL

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

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

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



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

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

## Scheme Cost.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

In summary the comparative BCRs are:

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

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

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

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

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

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

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

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

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

*This should cover both monetised and non-monetised costs and benefits and should briefly explain the reasons for significant changes since your most recent Business Case submitted to the Department.*

*The full assessment, as set out in the Value For Money guidance should be provided as an Appendix.*

*Valuation of any dependent development should be reported here, separately from the central value for money evidence and supporting evidence, and a full description of the approach taken should be included in the Appendix.*

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

:

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

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

#### *Monetised Costs and Benefits*

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

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

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

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

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

#### *Monetised Costs:*

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

#### *Monetised Benefits*

##### *The current scheme shows the following principal benefits*

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

#### *Non-monetised Costs and Benefits*

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

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

Avenue Bridge, Prince Street Bridge, Vauxhall Bridge) will require careful and sympathetic design. Listed Building Consents and Conservation Area Consents required for some measures. Overall slight adverse impact.

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

### **3.3 What impact, if any, would the proposed changes have on the statutory orders or permissions required or the timetable for obtaining these?**

*For example would fresh planning consent need to be sought?*

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

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

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

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

- Alliance Charter - all the parties sign up to an overarching agreement providing for a common approach for the design, construction and implementation of the Rapid Transit schemes
- Package Approach to construction procurement - put design and construction where best placed to manage costs and reduce risks through Design and Build and Task Order Packages.

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

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

## **Infrastructure**

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

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

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

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

## **Rapid Transit and Feeder Bus Operations**

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

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

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

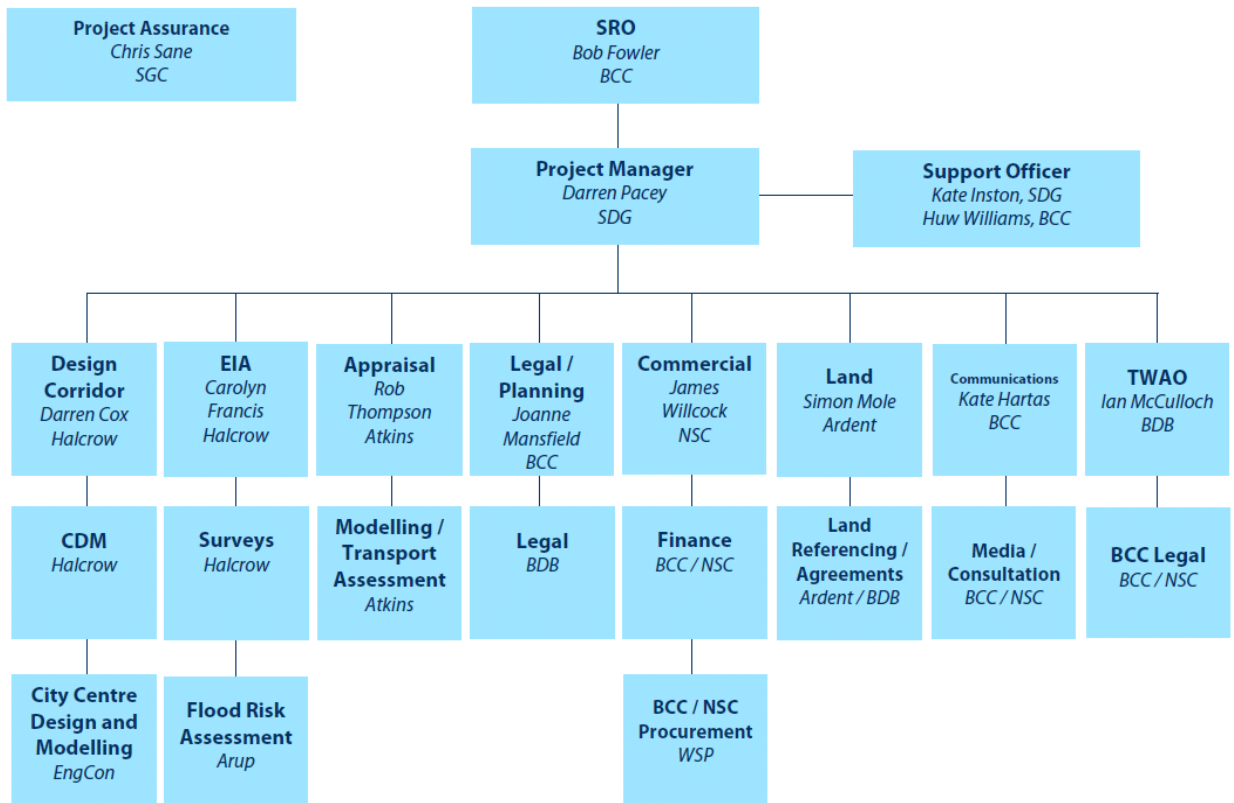
### **Ticketing**

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

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

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

#### Ashton Vale to Temple Meads BRT – Project Structure



### Senior Responsible Owner

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

### Project Manager

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

### Project Team

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

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

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

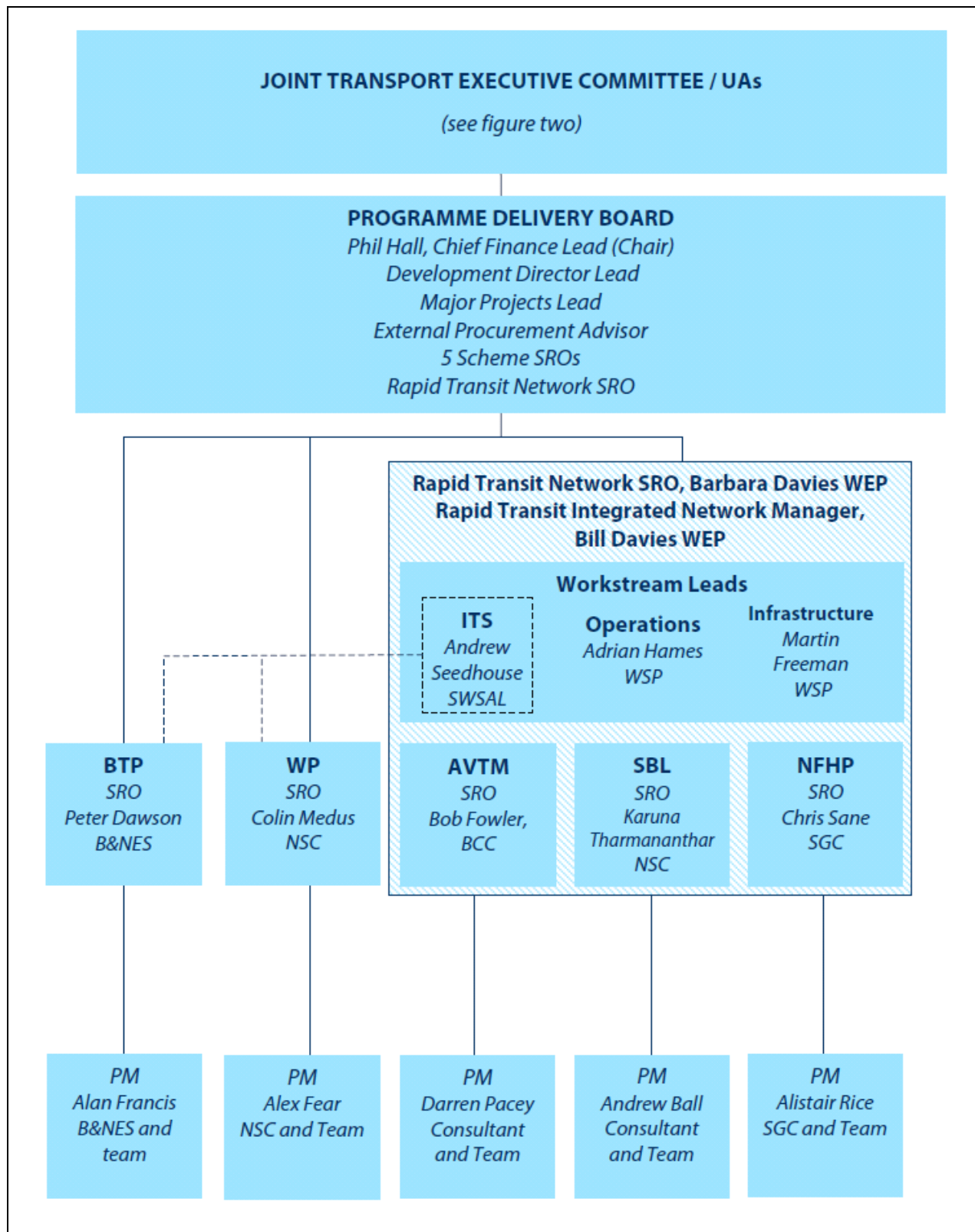
A number of established consultancies are providing specialist support within the Project Team. This includes:

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

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

### **Programme Delivery Board**

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



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

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



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

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

## Project Board

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

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

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

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

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

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

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

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

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

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

- Mitigation – Develop coherent procurement strategy across the West of England major schemes and resource accordingly for delivery.
- Likelihood after mitigation – ‘Medium/Low’
- Failure to secure powers and/or operating rights:
  - Likelihood before mitigation – ‘Medium’
  - Impact on Programme - up to 12 months
  - Mitigation – Ensure political support, ensure robust technical case, and reduce opposition to the scheme as far as possible.
  - Likelihood after mitigation – ‘Low’
- Change of political balance in the sub-region during project lifecycle
  - Likelihood before mitigation – ‘Medium’
  - Impact on Programme – up to 12 months
  - Mitigation – aim for cross party support and ensure regular Member briefings
  - Likelihood after mitigation – ‘Low’

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

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

**a) full scheme impact evaluation**

**b) pre and post scheme opening monitoring reports**

*Please note that funding for scheme evaluation and monitoring will 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 £0.047m (outturn prices) has been identified in 2015/16 to support both full scheme impact evaluation and pre and post scheme opening monitoring reports. A further £0.048m and £0.050m has been allocated in further years.

b) pre and post scheme opening monitoring reports

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

**SECTION 4: FUNDING FOR REVISED SCHEME PROPOSAL**

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

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

**Scheme Cost Item**

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

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

**4.2 Please state what inflation assumptions you are using.**

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

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

**Investment Cost Inflation**

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

**Private Operator Investment Cost Inflation**

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

<p>Up to and including 2014/15 – 2.79% pa Post 2014/15 – 6.00% pa</p> <p><b>Renewal, Maintenance and Operating Cost Inflation</b></p> <p>Capital renewals up to and including 2014/15 – 2.79% pa Capital renewals post 2014/15 – 6.00% pa</p> <p>Maintenance costs up to and including 2014/15 – 2.79% pa Maintenance costs post 2014/15 – 6.00% pa</p> <p>Operating costs – 4.5% pa</p>	
<p><b>4.3 Please provide a breakdown of the proposed funding sources for the scheme</b></p>	
<p><b>(a) Local Authority contribution</b> <i>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 <b>all</b> schemes are successful as part of this funding process. Please do not include the cost of any Part 1 Claims.</i></p> <p>Bristol City Council is promoting 3 schemes. Details of its contribution to each are as follows:</p> <p><b>Ashton Vale to Temple Meads (BCC Lead)</b> Bristol City Council's total financial contribution is £11.890m. This will be funded from Business Rate Supplement; Workplace Parking Levy, Local Transport Plan or Community Infrastructure Levy.</p> <p><b>North Fringe to Hengrove Package (SGC Lead)</b> Bristol City Council's total financial contribution is £19.485m. This will be funded from Business Rate Supplement; Workplace Parking Levy, Local Transport Plan or Community Infrastructure Levy.</p> <p><b>South Bristol Link (NSC Lead)</b> Bristol City Council's total financial contribution is £8.470m. This will be funded from Business Rate Supplement; Workplace Parking Levy, Local Transport Plan or Community Infrastructure Levy.</p> <p>If all three schemes are successful, Bristol City Council's total local contribution will be £39.845m (excluding Part 1) or £40.800m (including Part 1). Bristol City Council propose to contribute a minimum of £5.000m from its own resources and will raise the balance of the local contribution of £35.800m (including Part 1) from either a Business Rate Supplement or from a Workplace Parking Levy focussed on</p>	<p><b>£13.613m outturn</b> (excluding Part 1, £13.863 including Part 1)</p>

<p>central Bristol. Further explanation is provided in section 4.10.</p> <p>North Somerset Council is party to three Major Schemes; if all proceed its contribution (excluding Third Party) would be £10.2516m, split as follows.</p> <p><b>Ashton Vale to Temple Meads</b></p> <ul style="list-style-type: none"> <li>• Bristol City Council is the lead authority and would provide a local contribution of £11.890m.</li> <li>• North Somerset Council would provide a local authority contribution of £1.7226m.</li> </ul> <p><b>South Bristol Link</b></p> <ul style="list-style-type: none"> <li>• North Somerset Council is the lead authority and would provide a local authority contribution of £5.28m.</li> <li>• Bristol City Council would provide a local authority contribution of £8.47m.</li> </ul> <p><b>Weston Package</b></p> <p>North Somerset Council is the only contributing authority and would provide is £3.249m</p>	
<p><b>(b) Agreed third party contributions</b>  <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>Bristol International Airport</p> <p>In December 2010 a s106 Agreement was signed between all relevant parties (Bristol International Airport, North Somerset Council and Bristol City Council) committing BIA to support AVTM. A copy of this s106 Agreement is attached as <b>Appendix F</b>. This is in addition to any contribution to South Bristol Link.</p>	<p><b>£1.250m outturn</b></p>
<p><b>(c) DfT funding requested</b>  <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><b>£34.508m outturn</b></p>
<p><b>4.4 What is the estimated funding profile.</b>  <i>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.</i></p>	

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

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

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

**4.5 If any DfT funding were available in 2011/12 would you be in a position to reach Full Approval and begin claiming such funding and if so how would your funding profile change?**

*(If appropriate please set out a funding profile similar to that in section 4.4)*

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

**4.6 Please indicate the level of flexibility with regard to the phasing of the local contribution of the bid (including the third party contribution), should the DfT have a need to vary the phasing of its own contribution for budgetary reasons.**

*Please detail the level of change in DfT support per funding year you could accommodate within the project and from which sources any change would be made up.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Bristol City Council**

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

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

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

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

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

## **North Somerset Council**

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

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

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

## SECTION 5: STAKEHOLDER MANAGEMENT

### 5.1 Consultation

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

#### Strategic Engagement

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

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

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

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

Consultation with specific consultation groups has included:

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

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

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

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

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

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

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

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

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

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

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

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

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

## **5.2 Letters of support**

Please append any letters of support explaining strategic importance of scheme especially from the Local Enterprise Partnership and business groups.

*These should detail, where possible, the particular outcomes they believe the scheme will deliver. Where a LEP includes more than one scheme it will be important that they differentiate between schemes, and prioritise if possible.*

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

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

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

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

All the above letters are appended to the strategic case.

## **5.3 Opposition**

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

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

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

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

It should also be noted that:

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

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

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

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

## SECTION 6: ADDITIONAL INFORMATION

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

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

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

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

The appendices to this BAFB form are:

- A** – Full set of alignment plans;
- B** – Value Engineering Report;
- C** – Full analysis of alternative proposal (ULRT);
- D** – Value for Money Report;
- E** – Full construction cost breakdown;
- F** – Bristol International Airport s106 agreement; and
- G** – Consultation Report.
- H** – Risk Register

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

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

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

Notes:

**BAFB Form and Link to the 5 Case Model**

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

<b>Case</b>	<b>Elements of the BAFB Form</b>
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

LOCAL AUTHORITY MAJOR SCHEMES BEST AND FINAL FUNDING BID SEPTEMBER 2011	
<b>Scheme Name</b>	Weston Package
<b>Local Authority</b>	North Somerset Council

SCHEME COST SUMMARY (£m)		
	<b>Scheme As Previously Configured</b> (from section 1.4)	<b>Revised Scheme</b> (from section 4.4)
<b>LA contribution</b>	<b>2.715</b>	<b>3.249</b>
<b>Third Party Contribution</b>	<b>1.1</b>	<b>1.350</b>
<b>DfT Funding Contribution</b>	<b>11.75</b>	<b>10.395</b>
<b>Total</b>	<b>15.565</b>	<b>14.994</b>

CONTACT DETAILS FOR FURTHER ENQUIRIES	
<b>Lead Contact:</b> <b>Position:</b> <b>Tel:</b> <b>E-mail:</b>	Colin Medus Head of Highways and Transport 01934 426498 Colin.Medus@n-somerset.gov.uk
<b>Alternative Contact:</b> <b>Position:</b> <b>Tel:</b> <b>E-mail:</b>	Alex Fear Engineering & Design Manager 01934 426458 Alex.Fear@n-somerset.gov.uk

**NOTE: Bids should be received by the Department by Noon on 9<sup>th</sup> September 2011.**

**SENIOR RESPONSIBLE OWNER DECLARATION**

As Senior Responsible Owner for [scheme name] I hereby submit this Best and Final Funding Bid to DfT on behalf of [insert authority name] and confirm that I have the necessary authority to do so.

Name: Colin Medus

Signed:

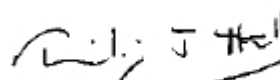
Position: Head of Highways and Transport

**SECTION 151 OFFICER DECLARATION**

As Section 151 Officer for [name of authority] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [insert authority name] has the intention and the means to deliver this scheme on the basis of its proposed funding contribution at section 4.3 (a) above, as well as meeting any ongoing revenue requirements on the understanding that no further increase in DfT funding will be considered beyond the maximum contribution requested at 4.3 (c) (including if third party contributions should no longer be available).

Name: Phil Hall

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](http://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.*

<b>Date of Programme Entry or PE Bid or last QMR Submission</b> <i>(where applicable)</i>	As approved at Programme Entry <b>March 2010</b>
<b>Estimated total scheme cost</b> <i>(inclusive of eligible preparatory costs)</i>  Whilst the letter awarding Programme Entry stated £15.992m, prior to that in Sept 2009 the total scheme cost was reduced to £15.206m.	<b>£15.206m</b>
<b>DfT contribution</b>  In the letter awarding Programme Entry the intended departmental contribution was £12.368m as per the March 2009 PE bid. However following the process of DfT questions in September 2009 the DfT contribution was revised to £11.469m.	<b>£11.469m</b>
<b>Local Authority Contribution</b> <i>(excluding the costs of any Part 1 Claims that you may have included at this time)</i>	<b>£2.637m</b>
<b>Third party contribution</b>	<b>£1.1m</b>

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

The Weston Package Phase1 MSBC was submitted to the Department in March 2009. This included both a Preferred Scheme and a Low Cost Option. The Preferred Scheme included 7 components, two of which involved specific highway infrastructure needed to unlock development areas at Weston Airfield and Locking Parklands. Due to the depressed development market during 2009, North Somerset Council agreed with the Department to decouple Weston Package Phase 1 (WP1). This resulted in Programme Entry being awarded in March 2010 for the decoupled Low Cost Option.

The Low Cost Option comprised a series of improvements to the transport infrastructure of Weston, which would benefit a wide range of users and, of crucial importance, support the **employment-led regeneration of the town**. The key components of the package are as follows:

**SE1 M5 Junction 21** – increasing capacity for traffic heading into Weston;

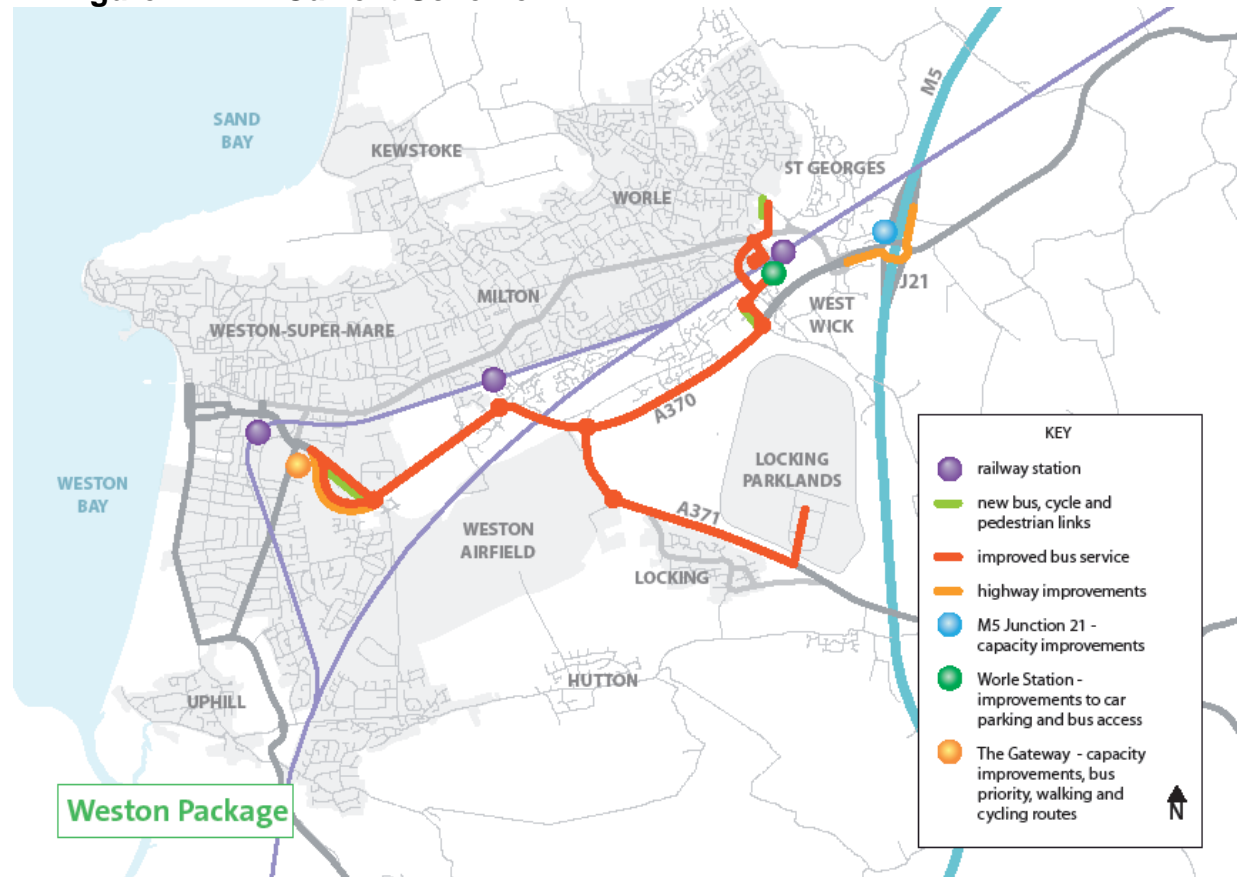
**SE2 Queens Way** – new bus only link road to access Worle railway station;

**SE3 Elmham Way** – bus priority measures linking regeneration areas to the town and rail network;

**SE4 Weston Gateway** – improving capacity through road widening and new walking and cycling routes together with bus priority measures;

**SE5 Worle Station** – new bus interchange including a new car park and pedestrian & cycle facilities.

**Figure 1: WP1 Current Scheme**



### **SE1 - M5 Junction 21 Capacity Enhancements**

Congestion at M5 Junction 21 (A370) is a significant barrier to movement, both to and from Weston and along the M5 itself. This congestion constrains both existing and new business in Weston. There is particular concern regarding the potential for tailbacks onto the M5.

WP1 would provide targeted capacity improvements, namely: widening the southbound off-slip, the A370 (east) approach and A370 (west) exit from 2 to 3 lanes; marking out 3 lanes on the gyratory; and new traffic signals on the M5 off-slips and the A370 (east) approaches.

The scheme benefits include; queue reduction on the M5 off-slips (especially in the PM peak period); queue reduction back onto the M5 itself benefiting strategic traffic movement on a regional level and supporting employment-led growth in Weston by addressing congestion issues.

### **SE2 – Queens Way Bus Link**

The 80m bus-only link at Queen's Way would assist buses in accessing Worle Station. This new link will enable buses to avoid the congested junction at Queens Way/B3440 that currently deters operators from bringing key bus services any closer to the station than the existing terminus 600m away on Queensway.

### **SE3 – Elmham Way Bus Priority**

Bus priority and traffic management on Elmham Way will assist bus access to the south of Worle Station linking it with regeneration areas. The road suffers from queues from the A370 which inhibit bus movement. The provision of improved traffic signals with crossing points will also benefit pedestrians and cyclists.

### **SE4 - Weston Gateway Improvements**

The Weston Gateway strides the A370 between the town centre and the regeneration area. The A370 is split into two one-way carriageways with two lanes in each direction providing the main traffic route to and from the town centre and access points to adjacent retail units and businesses.

Westbound dualing with associated signal crossings and junctions would accommodate through traffic and parallel cyclist routes. The eastbound highway would be remodelled as a local access route and a route for buses and cyclists. Improvements to the western end roundabout include a town-bound bus lane.

### **SE5 - Worle Station**

Worle Station is served by both local and inter-city rail services. Demand for the current car park exceeds supply. No bus interchange facilities at Worle Station restrict modal shift opportunities.

A new 320 space car park with a bus interchange; drop-off and cycle facilities together with improvements to the north-side car park are proposed.

## **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 aim of WP1 is to enable the **sustainable development** of Weston-super-Mare. The primary objectives of the scheme are to:

- Rebalance the local economy by supporting **employment led growth**, increasing self containment and reducing out commuting;
- **Reduce town centre congestion** by enabling more sustainable travel; and
- **Enhance network resilience** by improving the interface between the local road network and strategic road network.

Weston has seen significant residential growth in recent decades, but a reduction in its employment base has led to high levels of out-commuting. One of the barriers to job creation in Weston is the poor perception of the town in the eyes of business, which includes transport problems. Conversely, the attractiveness of Weston as a place to live remains, evidenced by a strong pre-recession market for homes.

The main highway routes serving Weston are the M5 and the A370 via J21. Weekday traffic conditions are characterised by peak period congestion at M5 J21, and at the main junctions along the A370 between J21 and the town centre. In the PM peak, returning inbound traffic queues on the M5 off-slips, frequently blocking back onto the M5 itself.

The traffic conditions at J21 and access to the town are the real transport issues facing road users and businesses in Weston caused in the main by the imbalance between jobs and houses in the town; which has generated high levels of out commuting.

North Somerset Council and the business sector, have been seeking to regenerate and rebalance the economy of Weston to reduce its reliance on tourism and redress the loss of employment opportunities. WP1 is an essential prerequisite in this aim whilst also delivering LDF Core Strategy objectives.

**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.*

**Weston Vision**

WP1 can be traced back through a programme of studies and analyses that were collectively referred to as the 'Weston Vision'. The first of these, '**A New Vision for Weston**', was published in 2002 which set out the aims of North Somerset Council and its partners to regenerate and rebalance the economy of Weston to reduce its reliance on tourism and redress the loss of employment opportunities. The Vision recognised that the town had real strengths, but also had problems, one of which was transport.

The economic development strategy that supported the vision was based around a focus on financial and business services, leisure and recreation, higher education, retail, high-tech and research and development sectors. Transport enhancements focused on improving the rail transport infrastructure linking Weston with Bristol and Weston's strategic road network, including the M5 J21.

**Weston Area Development Framework (ADF)**

The Vision was taken forward through the ADF of 2005, which set out a strategy for the "strategic re-positioning of the town as a high profile centre of growth in the region supported by a strong employment base and exemplary standards in design and sustainability". Consultation was a key and integral part of the ADF process. The ADF contained a 'movement framework' that identified key areas where improvements to transport would be required to meet the strategic goals.

## **Evaluation**

The transportation improvement projects from the ADF and other work streams were robustly evaluated against the following questions;

- Does it meet the objectives of WP1?
- Does it meet DfT criteria for major scheme funding?
- Is it feasible and/or deliverable within the timescales for the funding allocation?
- Is it affordable?

The results are shown in Table 2.2 of the strategic case as part of the Programme Entry bid submitted in April 2009. The short-listed schemes that were identified for inclusion in the package approach preferred scheme were as follows:

- Improvements to Junction 21;
- Cross Airfield Link [CAL];
- New link between the CAL and the Gateway, crossing the mainline railway (the Airfield Bridge Link or ABL).
- A370 Winterstoke and Drove Road roundabouts plus highway network between these junctions, known as the Gateway;
- Worle station to include bus interchange with extended bus services, new parking, better passenger facilities and extended platforms;
- A370/Elmham Way West Wick roundabout;
- Showcase bus route treatments to be incorporated into WP1 scheme components; and
- Bus based Park and Ride to the town centre and seafront.

## **Elements not progressed**

On a visit to Weston in late 2008, discussions were opened with the Department to determine whether the CAL could be included in the WP1 bid. In the light of this and the abortive RIF, further work was undertaken to develop a phased WP1 bid. The CAL and associated ABL would come forward as a later second phase of WP1, with the other WP1 scheme components coming forward in the funding window of 2011-2015. This approach was consistent with the supplementary guidance on 'de-coupling' issued by the Department in February 2009.

In developing the scheme consideration was given to including bus priority measures and High Occupancy Vehicle [HOV] lanes at J21. At that time the GBBN major transport scheme was to provide a set-back westbound bus lane on the A370 east approach to J21. An eastbound HOV lane on the A370 was rejected because it would require highway widening from 2 to 3 lanes, the cost of which was considered prohibitive. HOV lanes on the off-slips were rejected on safety grounds due to the concerns over lane changing movements on the roundabout and A370 exits.

The proposed bus based Park and Ride for the town centre and seafront was assessed in more detail to determine whether it would be viable. Potential demand was

extracted from the G-NS traffic model and input to a spreadsheet mode split model. This analysis concluded that Park and Ride would require a significant annual operating subsidy and on this basis was dropped from the WP1 bid.

More detail is available in section 2 of the Programme Entry bid, the Strategic Case, setting out how each element was formed and showing further aspects that were considered but not taken forward.

#### **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.*

The table below are costs produced in autumn 2010. These costs apply after the award of Programme Entry in March 2010 and reflect the delay impacts arising from changes to the MSB process. The calculations were prior to the value engineering work and commencement of detailed design. Estimates therefore still based on the outline designs prepared for Programme Entry. Costs for Part 1 claims were not included. These figures incorporate inflation assumptions revised from 6% to 2.79% to reflect the changing national economy.

£m	Pre 2011/ 12	2011/ 12	2012/ 13	2013/ 14	2014/ 15	2015/ 16	Total	%
<b>LA contribution</b>		<b>0.875</b>	<b>1.840</b>				<b>2.715</b>	<b>17.4</b>
<b>Third Party contribution</b>			<b>0.550</b>	<b>0.550</b>			<b>1.1</b>	<b>7.1</b>
<b>DfT funding requested</b>			<b>2.023</b>	<b>5.331</b>	<b>2.892</b>	<b>1.504</b>	<b>11.75</b>	<b>75.5</b>
<b>TOTAL</b>		<b>0.875</b>	<b>4.413</b>	<b>5.881</b>	<b>2.892</b>	<b>1.504</b>	<b>15.565</b>	

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

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

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

Since the Programme Entry bid in March 2009 there have been some changes to the proposed housing numbers in emerging policy for the regeneration areas in Weston. These numbers have been informed by viability assessments and have been translated into master planning frameworks that include reference to the WP1 interventions. WP1 remains an essential prerequisite to rebalancing the town's economy and delivering the development aspirations for the town.

**Residential**

North Somerset Council as part of its LDF Core Strategy Publication Version, is now proposing:

- 6,000 dwellings within the regeneration area to the south east of Weston;
- 3,300 dwellings within the existing built up area.

Nearly 10,000 dwellings. This compares to earlier estimates of around 12,000 dwellings as set out in the April 2009 Programme Entry Bid.

Approved development;

- 900 dwellings within the regeneration area at Winterstoke Village;
- 100 dwellings within the regeneration area at Parklands Village.

This clearly demonstrates growing confidence in the housing market with works at Parklands Village already underway.

**Employment**

North Somerset Council Core Strategy (publication version January 2011) sets out a employment aspirations, namely;

- 10,000 new jobs in Weston. B use classes at the proposed Urban Villages.
- Winterstoke Village - linked with 900 dwellings at Winterstoke Village, outline consent granted for a business park and industrial quarter. Development comprises 17ha B1 use (office) and 12.5ha B2 and B8 use (industrial).

**Bus services**

Provision for extended bus services into the regeneration areas during the initial part of the development and for new services when the CAL is complete.

## 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.**

Whilst maintaining the primary objectives of **employment led growth, reducing town centre congestion and enhancing network resilience**. No changes of scope are proposed beyond the move to Low Cost Option described in section 2.5.

The move from the Preferred Scheme to the Low Cost Option was significant, reducing the total scheme cost down from £58.924m to £15.992m before subsequent work to reduce costs as described in section 2.3 below.

**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.**

Beyond move to low cost option there is limited scope for further changes without affecting the performance of the scheme in terms of achieving its key objectives of;

- **Employment led growth**
- **Reducing town centre congestion**
- **Enhancing network resilience**

Further de-scoping of the package is likely to undermine how each component relates to the others and the overall benefits achieved would be diluted.

**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.*

Through decoupling the scheme now proposed is already the low cost version. At the EOI in January 2011, however, we indicated that we would try to achieve a saving of £0.4m compared with the outturn forecasts for the modified construction programme. We have been working to deliver that reduction through detailed design and value engineering. We are now able to not only meet the reduction of £0.4m but to go further than we anticipated and have provided a reduction of **£0.571m**.

This achievement is the result of robust option and value engineering workshops and appraisals to ensure that whilst the primary objectives are maintained this is done so at the best value. The detailed design work has progressed well enabling more robust cost estimates that are supported by an independent audit. This has enabled a number of risks to be moved from the risk register and the values of others to be reduced.

The table below indicates for each element the key items of work undertaken towards this overall cost reduction;

Scheme Element	Summary
<b>SE 1 – M5 J21</b>	<ul style="list-style-type: none"> <li>This is the element where we have seen the most cost pressure as design work progressed. We have managed this pressure by developing an option to move widening previously proposed on the outside perimeter of the roundabout to the inside. The Highways Agency confirmed that dedication of land is acceptable to permit internal alignment lane widening. This will allow the widening to be supported by earthworks as opposed to more costly retaining structures.</li> </ul>
<b>SE2 - Queensway</b>	<ul style="list-style-type: none"> <li>During the detailed design for this element some additional costs were identified that were not included at the outline design stage. Through reduced changes on the main carriageway we have been able to keep this element cost neutral.</li> </ul>
<b>SE3 – Elmham Way</b>	<ul style="list-style-type: none"> <li>Horizontal design amendments have enabled third party land requirements to be removed from the scheme and minimised utility diversions.</li> <li>Through specific traffic modelling, removal of signals on the West Wick roundabout and reducing the length of the bus lane between Summer Lane and Bransby Way the element viability and output requirements were maintained but costs have been reduced.</li> </ul>
<b>SE4 – Weston Gateway</b>	<p>This element has provided the most cost reductions.</p> <ul style="list-style-type: none"> <li>Horizontal design amendments have enabled third party land requirements to be removed from the scheme and enabled the position of Drove roundabout to be maintained at its current location whilst still achieving the required level of junction capacity.</li> <li>Minimising excavation and proposing to re-use materials for other elements has resulted in cost savings</li> <li>During the detailed design additional costs were identified in connection with catering for vulnerable users such as child pedestrians and cyclists. These included specific measures to assist children from the nearby school crossing Marchfields Way.</li> </ul>
<b>SE5 – Worle Station</b>	<ul style="list-style-type: none"> <li>Opportunities for cost savings were very difficult given the Environment Agency requirements for flood management and the nature of the works proposed. However re-use of excavated spoil from other elements has enabled cost savings to be realised.</li> </ul>

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

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

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

No significant further changes to the scheme from that submitted in January 2011 are proposed. However Section 2.3 outlines some of the minor changes such as designing out land and alignment changes to reduce costs.

**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 Weston Package Phase1 MSBC was submitted to the department in March 2009. This included both a Preferred Scheme and a Low Cost Option. The Preferred Scheme included five key components, two of which involved specific highway infrastructure needed to unlock a major development area (urban extension) at Weston Airfield and Locking Parklands. These two components are the Cross Airfield Link and the Airfield Bridge Link. Due to the depressed development market during 2009, North Somerset Council agreed with the Department to de-couple Weston Package Phase 1 (WP1). Programme Entry was awarded in March 2010 on the decoupled Low Cost Option.

***BCR for 'Preferred Scheme' as previously configured***

The cost of the Preferred Scheme was estimated at £58.924m. The Preferred Scheme produced a Present Value of Benefits [PVB] for economic efficiency elements of £102.51m, giving a total PVB of £108.69m when combined with the accident and carbon benefits. Taken with PVC of £26.20m this produced a Net Present Value [NPV] of £82.49m and a BCR of 4.15 as at March 2009.

***Park and ride***

The proposed bus based Park and Ride for the town centre and seafront was assessed in more detail to determine whether it would be viable given a continuation of the council's current car park management regime. A report was produced (Weston-super-Mare Park and Ride Feasibility, Halcrow, March 2009).

Six potential sites for a Park and Ride were considered, of which one was selected for further investigation, starting with estimates of demand based on a Park and Ride service frequency of 15 minutes. Potential demand was extracted from the G-NS traffic model and input to a spreadsheet mode split model. This analysis concluded that Park and Ride would require a significant annual operating subsidy and was therefore dropped from the WP1 bid as not representing value for money.

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

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

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

The value engineering modifications focus on reducing costs through design changes rather than scope changes. There is consequently no impact on achievement of primary objectives. The scheme now proposed (previously the Low Cost Option) still meets the primary objectives of **employment led growth, reducing town centre congestion and enhancing network resilience.**

**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 Value for Money assessment of the scheme has been updated for all monetised impacts for Economy, Social and Public Accounts impacts, based on the current DfT appraisal guidance. A stage zero assessment of Distributional impacts has been undertaken in accordance with current guidance, with further stages currently being progressed. Non-monetised impacts largely remain as per the previous submission, except where assessment of other impacts are required for the new AST form, structured in line with the Economy Case of the Five Case Model. Environmental impacts have not been updated as the potential change is not considered significant and the Value for Money Guidance for Development Pool Schemes recommends using existing evidence where possible.

Based on the VFM assessment for monetised impacts the updated BCR for the scheme is 6.16. The main non-monetised impacts of the scheme are a 'beneficial' impact on Air Quality and a 'moderate beneficial' impact on Journey Quality. The VfM Category for the scheme is 'Very High'.

Compared with the previously submitted business case, the BCR has improved as a result of several key factors:

- The journey time benefits from the scheme during the off-peak have been monetised.
- The improved public transport facilities generate rail benefits that were not previously included in the cost benefit calculation. These have now been monetised and included.
- The scheme delivers reliability benefits on the strategic road network and these have now been assessed in more detail
- The detailed design work has progressed significantly leading not only to

- Wider impact benefits have also now been monetised

The summary of the Cost-Benefit Analysis shows the following performance:

Indicator	BAFFB Scheme	MSBC Central Case
Consumer User Benefits	£19.476m	£16.211m
Business Users & Providers	£23.985m	£20.334m
Carbon	£0.824m	-£0.714m
Accident Benefits	£3.037m	£3.88m
Noise	£0.856m	
Wider Impacts Benefits	£2.410	
Wider Public Finances (indirect taxation)	-£1.823m	£3.020m
Additional Rail Benefits	£3.830m	
Reliability	£5.235m	£2.277m
Present Value of Benefits (PVB)	£57.830m	£45.007m
Present Value of Costs (PVC)	£9.385m	£14.228m
Net Present Value (NPV)	£48.445m	£29.217m
Benefit to Cost Ratio (BCR)	6.16	3.16

The Weston Package is designed to enable the **sustainable development** of Weston. The importance of transport improvements to the regeneration of Weston has been identified in the Vision for Weston and subsequent Weston Area Development Framework. In particular, the Package will reduce the actual and perceived constraint on existing and potential businesses in the town by improving M5 J21, and by improving the Gateway. It will also improve public transport access through the improvements at Worle Station and the enhanced interchange with bus services.

The sensitivity tests undertaken demonstrate that the scheme maintains a 'Very High' Value for Money rating under the varying growth assumptions. For full details of the VfM assessment, refer to Appendix A – Value for Money Report.

### **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?*

**SE1** - As part of the value engineering exercise it was demonstrated that better cost efficiencies could be achieved by widening on the inner circulatory of J21 as opposed to the outer circulatory. This requires land dedication from the HA to the local authority. The HA have agreed this approach and this will be achieved within the project delivery timetable.

**SE2** - Land negotiation is progressing well with planning and land acquisition both anticipated well in advance of the bid for full approval in April 2012. However giving the importance of securing the land needed for this element, formal CPO procedures have been started. This will ensure that regardless of negotiations the

land will be available for works to start on site in line with the programme.

**SE5** - Planning permission was approved on 25 August 2011.

All TRO's in support of scheme elements will be advertised in January 2012 in order for them to be sealed well in advance of the bid for full approval in April 2012.

**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?**

There has been clarification on **SE1** procurement since the original submission but no significant change from the original procurement route set out in the March 2009 Programme Entry bid is proposed.

Detailed comparison and assessment has been undertaken to ensure the chosen procurement routes offer best value and price security going forward.

The proposal is to procure two packages; one comprising **SE1** and the other comprising the remaining package elements **SE2-SE5**.

**SE1** – Due to its location and interface with HA assets this project will be procured as a separate package from the other projects utilising the Asset Support Contract (ASC). This will ensure the strategic importance to both the Council and the HA is fully integrated into the decision making process of the contractor and will also ensure the contractor has a high level of HA network knowledge. It will also enable the HA specific procurement requirements to be reflected in this single element.

A summary table detailing the considerations in reaching this conclusion is set out below;

	<b>Separate contract for Element 1</b>	<b>Combined contract for Element 1 with other elements</b>
Cost effective procurement approach?	Yes	Yes for Element 1 but may not be for other elements
Potential to procure under the ASC?	Unknown	Unlikely as ASC contract focussed on HA asset work
Flexible approach?	Yes	No
Facility to share costs between projects?	No	Possible
Reduce preliminary and set-up costs?	No	Possible
Reduce contract costs and administration?	No	Yes

**SE2-SE5** - The remaining package elements will be let in accordance with the Restricted Procedure of the Regulations (ECC3 Option A) using North Somerset Council's own standards and procedures.

A summary table detailing the considerations in reaching this conclusion is set out below;

	<b>Four contracts</b>	<b>Two or three contracts</b>	<b>Single contract</b>
Permits phased award of individual contracts?	Yes	Some	No
Mandatory OJEU?	Not likely	Possible	Yes
Local SME eligibility?	Yes	Possible	Unlikely
Flexible approach?	Yes	Some	Some
Facility to share costs between projects?	No	Some	Yes
Minimise preliminary and set-up costs?	No	Some	Yes
Minimise client contract costs and admin?	No	Some	Yes

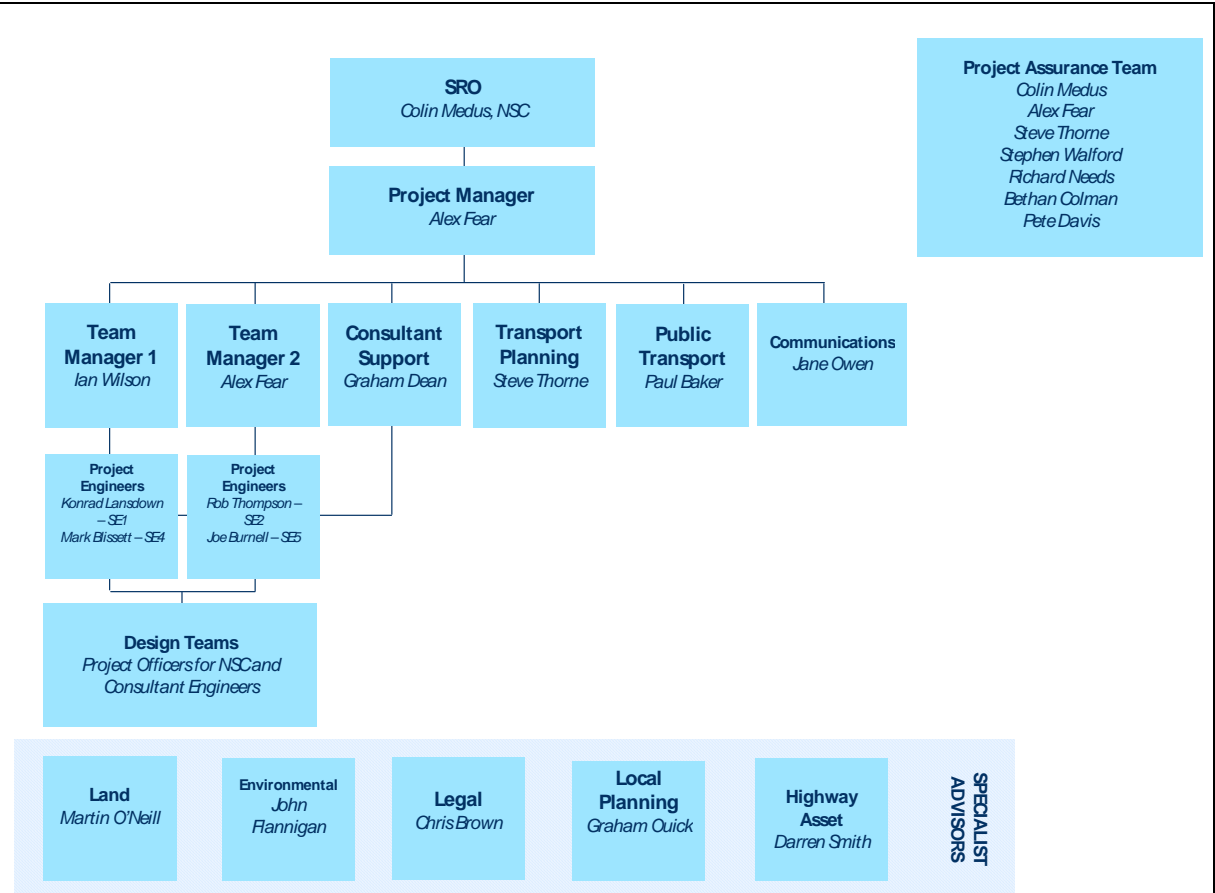
The procurement selection process has started with pre-qualification questionnaire selection in accordance with North Somerset Council's processes underway for **SE2-SE5**. Discussions are well advanced with the HA on ASC procurement for **SE1**.

The timetable ensures that contract prices are available prior to the bid for full approval in April 2012 and to ensure commencement of works in October 2012.

The procurement strategy is in Appendix B and the procurement timeline in Appendix C.

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

The project is fully resourced and already mobilised, with the necessary expertise to deliver a scheme of this nature. The project team uses a blend of internal local authority staff and external support with the appropriate skills and capabilities. The diagram below sets out key members of the project team for WP1.



The dedicated project team has a wide range of experience and knowledge and a proven track record in delivering complex, high profile civil engineering projects of the type and value proposed within Weston package consistently on time and budget.

## Internal

**Senior Responsible Owner**, Colin Medus has worked in the local authority since 1998 and in the West of England sub-region since 1995. As Head of Highways and Transport Colin has a diverse range of experience from policy to implementation and maintenance. This has involved work on various projects including public transport schemes, cycle infrastructure and highway schemes that interface with HA network (M5 junction 19 improvements). Colin sits on the project board for both the GBBN and AVTM major schemes and is a member of the Programme Delivery Board. He has been involved in this project at every stage of its development.

**Project Manager**, Alex Fear has 22 years experience in Civil Engineering. Project managed the Civic Pride £12m public realm improvements successfully to time and budget. Manages the LSTF implementation work and manages a team of 9 engineers delivering £3m JLTP schemes annually with projects covering the full range of highway improvement and maintenance work.

**Team Manager**, Ian Wilson has over 30 years experience in Civil Engineering. Project managed GBBN major scheme work (£5m in NSC); project managed highway improvements at J19 of the M5 which involved similar work to that proposed in WP1 for J21 (SE1); also manages team of 8 engineers delivering £3m JLTP schemes annually.

**Project Engineers** - The team also consists of fully experienced, competent engineers who have a proven track record of successful project delivery and indeed have been intimately involved in the success of the projects outlined above. The engineers involved are: Konrad Lansdown (SE1); Mark Blissett (SE4); Rob Thomson (SE2&3); Joe Burnell (SE5).

## **External**

Throughout the development of the major scheme bid we have had consistent support through our term consultancy contract with **Halcrow Ltd**. Whilst the Council project engineers are leading on each element, specialist support is brought in where appropriate, for example, in the design of traffic signals and structures.

Advice relating to contractor procurement and contract management has been sought from **EC Harris**, built asset consultants.

Within the West of England sub-region there is a strong culture of sharing knowledge and expertise. This is particularly useful where officers previously involved with the scheme have moved within the sub-region and are still available for input and advice where necessary. We also recognise that Somerset County Council, our neighbour to the south, has considerable major scheme experience. We have therefore involved them in the peer review process.

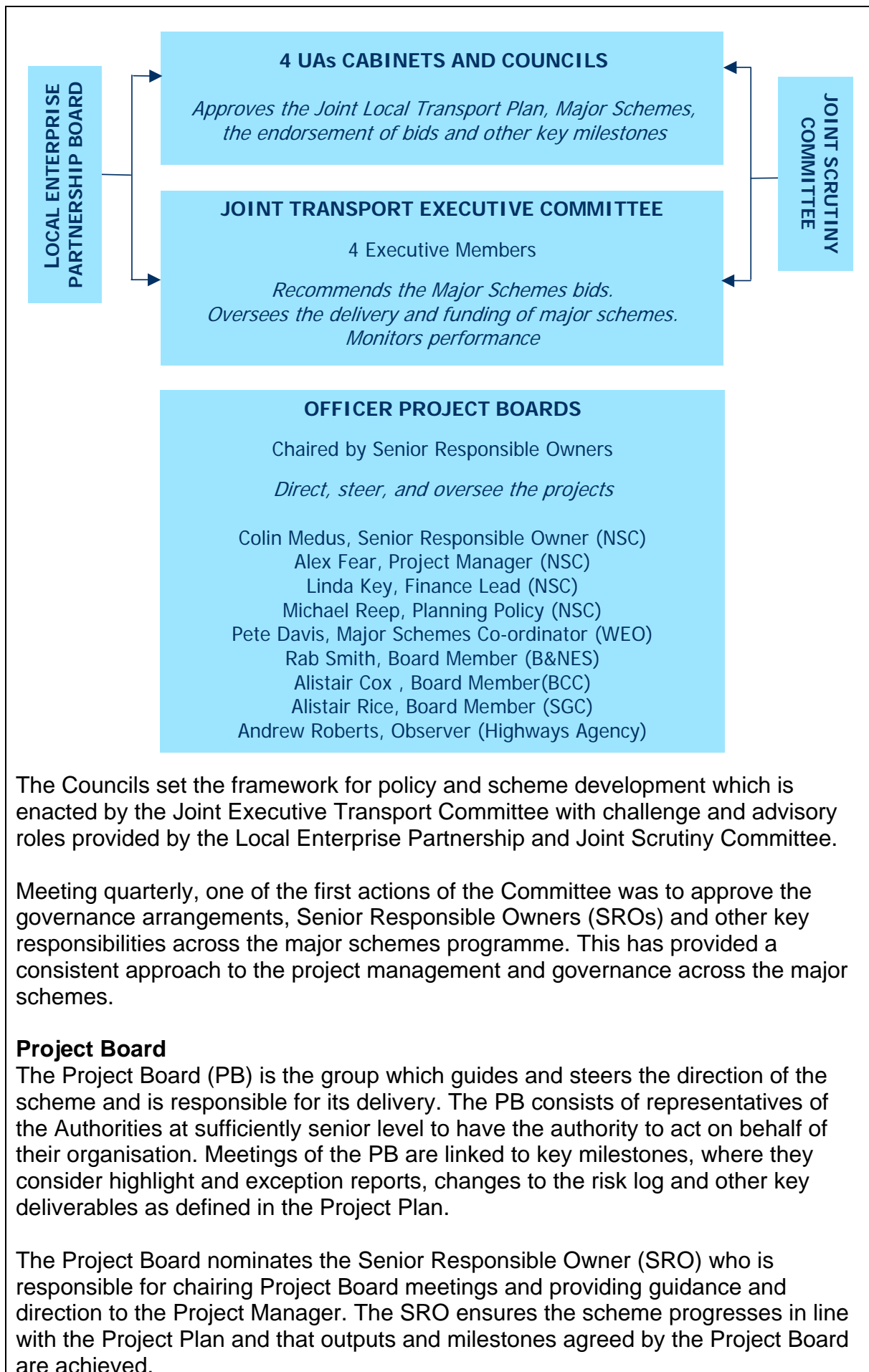
In the event that further specialist expertise is required and cannot be made available from within the Council or the sub-region, this would be procured through the SWEIP framework. This is an established process, recognised and adopted by all the West of England Authorities.

## **Programme Delivery Board**

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

**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 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.

### **Project Assurance**

The Project assurance participants will help ensure robust and effective review and challenge of the projects processes and procedures to provide assurance that a project is on track to deliver or, conversely, identify actions required.

The participants offer a wide range of key experience and expertise mainly from outside the WEPO area to provide a high level of independence and scrutiny.

### **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.*

<b>Milestone</b>	<b>Expected Completion Date</b>
Approval of BAFB from DfT	Dec 2011
Statutory Orders published	January 2012
Detailed design of all elements	December 2011
Public Inquiry Starts	N/A
Confirmation of Orders & CPO	April 2012
Complete Procurement <i>(include separate elements if appropriate)</i>	April 2012
Submit Full Approval application to DfT	May 2012
Work Starts on Site SE1, SE2/SE3	October 2012
Work Starts on Site SE4	July 2013
Works Starts on Site SE5	August 2013
<i>Any significant intermediate milestones (please specify)</i>	
Work Completed SE1	October 2013
Work Completed SE2 and SE3	June 2013
Works Completed SE4	August 2014
Work Completed SE5	May 2014
Opening / commencement of operations <i>(including phases of opening as appropriate)</i>	June 2014

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

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

1. **Less daytime construction work able to take place for SE1.**
  - Likelihood before mitigation 'medium' (RAG score 3) with delay 3 - 6 months.
  - Mitigation: Early and regular planning with HA and other stakeholders to gain clear understanding of work requirements and constraints has minimised this risk. Maximise daytime working off-line or outside peak periods.
  - Likelihood after mitigation: 'medium' (RAG score 2) with delay 1 – 3 months.
2. **CPO required for SE2 due to failure to secure land by negotiation.**
  - Likelihood before mitigation 'medium' (RAG score 2) with delay 3 – 6 months
  - Mitigation: Negotiations are well advanced and progressing. Anticipate land being secured by negotiation but CPO procedures have commenced to ensure land available for start on site.
  - Likelihood after mitigation 'low' (RAG score 1) no delay.
3. **Unidentified utilities encountered during construction of all elements.**
  - Likelihood before mitigation 'medium' (RAG score 2) with delay 3 – 6 months
  - Mitigation: Full and detailed searches undertaken and on site liaison with statutory undertakers has already minimised this risk.
  - Likelihood after mitigations: 'low' (RAG score 1) no delay.

The risk register can be viewed in Appendix D.

**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 including:

Direct Indicators	Indirect Indicators
Q-lengths Q-duration Traffic flows Journey times & reliability Accessibility	Bus patronage Casualty reduction Cycling Rail patronage

**a) Full scheme impact evaluation:**

The role of this scheme is fundamental in supporting the employment led growth strategy for the town. The expectation is that by facilitating new bus services, improving access to rail services and providing better facilities for pedestrians and cyclists, this scheme will help start to reduce out-commuting and increase self-containment. We see an appropriate evaluation of this scheme as important to

ensure the objectives have been met and to inform future work in support of the growth strategy for the town. We will be developing detailed proposals after agreeing the principles with DfT when Programme Entry has been reactivated. At this stage a provisional budget allocation of £50,000 has been identified should a full scheme impact evaluation be required by DfT. This figure is based on an outline estimate to be incurred in 2015/16 and has not been included in the scheme outturn cost.

**b) Pre and post scheme monitoring reports**

A draft evaluation plan setting out proposed indicators for pre and post scheme monitoring reports has been prepared. The cost estimates are:

- Pre-scheme report 2011/12 - **£9,500**
- Post-scheme report 2013/14 - **£9,800**

**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)*

<p><b>4.1 What is your estimate of the total outturn cost of the revised scheme?</b> 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.</p>	
<p><b>Total outturn cost of revised scheme £14.994m</b></p>	
<b>Engineering Works</b>	£6.904m
<b>Land Costs</b>	£1.935m
<b>Staff &amp; site supervision Costs</b>	£1.200m
<b>Preliminaries</b>	£1.697m
<b>Sub-total</b>	£11.736m
<b>Preparatory Costs</b>	£1.709m
<b>Project Management</b>	£0.049m
<b>Outturn QRA (at 50% confidence level)</b>	£0.969m
<b>Inflation (Engineering works)</b>	£0.512m
<b>Evaluation</b>	£0.019m
<b>Sub-total</b>	£3.258m
<b>Total</b>	<b>£14.994m</b>

### Breakdown by scheme element

Scheme Element	Engineering Works	Staff & supervision	Preliminaries	Engineering Inflation	Total
SE1	2.737	0.4100	1.015	0.218	4.380
SE2	0.477	0.0850	0.075	0.033	0.670
SE3	0.516	0.0510	0.071	0.033	0.671
SE4	2.038	0.3610	0.334	0.143	2.876
SE5	1.136	0.2930	0.202	0.085	1.716
<b>Subtotal</b>	6.904	1.2000	1.697	0.512	10.313
				Land	1.935
				Evaluation	0.019
				Project Management	0.049
				Preparatory Costs	1.709
				QRA Outturn	0.969
				<b>Total</b>	<b>14.994</b>

Detailed cost estimates are in Appendix E

#### 4.2 Please state what inflation assumptions you are using.

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

Base costs are Q2 2011

**Preparation costs:** No inflation applied

**Land costs:** No inflation applied

**Construction costs:** Applied at **2.79%** per annum  
(includes preliminaries/supervision)

**Operating costs:** not applicable

#### 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.*

<p>North Somerset Council is party to three Major Schemes; if all proceed its contribution (excluding Third Party) would be <b>£10.2516m</b>, split as follows.</p> <p><b>Weston Package</b></p> <ul style="list-style-type: none"> <li>North Somerset Council is the only contributing authority and would provide <b>£3.249m</b></li> </ul> <p><b>Ashton Vale to Temple Meads</b></p> <ul style="list-style-type: none"> <li>Bristol City Council is the lead authority and would provide a local contribution of <b>£11.8904m</b>.</li> <li>North Somerset Council would provide a local authority contribution of <b>£1.7226m</b></li> </ul> <p><b>South Bristol Link</b></p> <ul style="list-style-type: none"> <li>North Somerset Council is the lead authority and would provide a local authority contribution of <b>£5.28m</b>.</li> <li>Bristol City Council would provide a local authority contribution of <b>£8.47m</b>.</li> </ul>	<p><b>£3.249m</b> outturn (excluding Evaluation Costs)</p>																		
<p><b>(b) Agreed third party contributions</b>  <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> <table border="1" data-bbox="240 1196 1098 1653"> <thead> <tr> <th data-bbox="240 1196 826 1323">Project/ S106 Funding</th><th data-bbox="826 1196 1098 1323">Balances as at 21/07/11 £</th></tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="240 1323 1098 1368"><b>Weston Package Funding</b></td></tr> <tr> <td data-bbox="240 1368 1098 1413">9LWJ</td><td data-bbox="826 1368 1098 1413"></td></tr> <tr> <td data-bbox="240 1413 1098 1458">9LWAJ    Locking Castle / West Wick</td><td data-bbox="826 1413 1098 1458">1,296,163.25</td></tr> <tr> <td data-bbox="240 1458 1098 1503">9LCD</td><td data-bbox="826 1458 1098 1503"></td></tr> <tr> <td data-bbox="240 1503 1098 1547">9LMJ</td><td data-bbox="826 1503 1098 1547"></td></tr> <tr> <td data-bbox="240 1547 1098 1592">9APJ    WSM, Apple Tree Farm</td><td data-bbox="826 1547 1098 1592">30,048.31</td></tr> <tr> <td data-bbox="240 1592 1098 1637">9LPH    St Georges, Locks Paddock</td><td data-bbox="826 1592 1098 1637">23,788.44</td></tr> <tr> <td data-bbox="240 1637 1098 1653"></td><td data-bbox="826 1637 1098 1653"><u>1,350,000.00</u></td></tr> </tbody> </table> <p>The third party contributions are based on Section106 receipts. These receipts are all sourced from signed Section 106 agreements. We have not included copies of these agreements within this bid as they are lengthy legal documents - however, they are available should you require them.</p>	Project/ S106 Funding	Balances as at 21/07/11 £	<b>Weston Package Funding</b>		9LWJ		9LWAJ    Locking Castle / West Wick	1,296,163.25	9LCD		9LMJ		9APJ    WSM, Apple Tree Farm	30,048.31	9LPH    St Georges, Locks Paddock	23,788.44		<u>1,350,000.00</u>	<p><b>£1.35m</b> outturn</p>
Project/ S106 Funding	Balances as at 21/07/11 £																		
<b>Weston Package Funding</b>																			
9LWJ																			
9LWAJ    Locking Castle / West Wick	1,296,163.25																		
9LCD																			
9LMJ																			
9APJ    WSM, Apple Tree Farm	30,048.31																		
9LPH    St Georges, Locks Paddock	23,788.44																		
	<u>1,350,000.00</u>																		

<p><b>(c) DfT funding requested</b></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><b>£10.395</b> 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	Total	%
<b>LA contribution</b>	0.3	0.463050	1.773775	0.655212	0.057242	3.249	21.7%
<b>3<sup>rd</sup> Party contribution</b>		0.870000	0.085450	0.394550		1.350	9%
1. Locking Castle		0.870000	0.085450	0.340663			
2. Apple Tree Farm				0.030048			
3. St Georges				0.023788			
<b>DfT funding requested</b>			2.979368	5.914726	1.501018	10.395	69.3%
<b>TOTAL</b>	0.3	1.333050	4.838593	6.964487	1.558260	14.994	

There is some flexibility in the programme with regards to construction phasing. Should the scheme be successful in achieving 'reactivated' Programme Entry, we would wish to engage with the DfT to consider how best this flexibility can support the funding pressures experienced by the DfT over the life of the CSR.

**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)*

No

**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.**

We have responded to the review of June interim submissions and your letter in August setting out the pressures that remain on the allocated funding. We have worked hard to reduce our call on DfT funds in 2013/14. We would also be happy to engage in further discussions about what further flexibility could be provided particularly if all 3 schemes that NSC has an interest in are approved.

In addition to the flexibility of profiling within the scheme, through programme management the West of England are well placed to deliver the schemes and draw upon local funding sources to best fit with the DfT's budgetary position.

The increased levels of local contribution set out in this BAFFB comprise of both s106 funding and council capital resources. While there is some flexibility in the deployment of the s106 funding there is less flexibility in the deployment of council capital. This is partly because some of the council capital is being funded annually from council capital resources.

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

Since the Programme Entry submission the council has been successful in increasing the third party funding contribution to this scheme from £1.1m to £1.35m.

The **£1,350,000** s106 funding has been secured and banked for by the council as the trigger points have all been reached. The council is gifting land to the value of **£1,540,000**, see **section 4.3**. This funding together with the councils allocation of **£1,709,000**, totals **£4.599m**, which represents a total local contribution of **31%** to the scheme outturn.

**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.)**

No revenue generated

No ongoing revenue liability expected other than routine maintenance

**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.)*

The Weston Package has been in development for a number of years and up to Programme Entry £0.9m was spent on preparatory costs. These costs are not accounted for in the funding table above.

**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 Business Case describes the programme level financial strategy.

Question 4.3 sets out North Somerset Council's contribution to Weston Package is £3.249m, in addition a further £1.35m is to be provided through banked s106 secured by the council. £1.540m of the £3.249m local contribution is council gifted land, the remaining £1.709m is to be funded from council capital budgets and the Council's Medium Term Financial Plan.

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

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

## SECTION 5: STAKEHOLDER MANAGEMENT

### 5.1 Consultation

*Please provide a brief overview of the consultation you have undertaken to date 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 communications strategy to manage contact with local public and stakeholders to their scheme. These are shared via the PDB and West of England Joint Communications Officer ensuring that the interrelationship between the schemes is not forgotten, duplication is avoided and no gaps are left.

### Local Engagement

The consultation messages adhered to the core principles of the project; namely **employment led growth; reducing town centre congestion and network resilience.**

Extensive consultation began in 2009 which helped to shape the details of the scheme. In 2011 a revised Communications Strategy was then put in place and North Somerset Council appointed dedicated resources to communicate the details of the Weston Package to key stakeholders (Refer to Appendix F). Intensive consultation was undertaken during June, July and August 2011 with a planned mix of communication methods that included; road signs, web sites; social media, presentations, meetings and letter drops.

A total of 42 letters and emails have been received from the business community, 372 people completed the online survey, 1,058 viewed the Weston Package webpage and over 36,000 people have had the opportunity to see information about the Weston Package via social media.

### a) Public Engagement

A new web page was created on the North Somerset Council website to give information on the Weston Package. The website address was advertised through

roadside signs and in letters and emails that were sent out between 30 May and 31 July 2011. Over this period 1,058 people viewed the web page.

The local newspaper, the Weston and Somerset Mercury, ran articles on the Weston Package. The endorsement of John Penrose MP for Weston-super-Mare and Minister for Tourism & Heritage, also resulted in a flurry of media coverage in the Weston Mercury and on BBC News, Somerset.

The electronic survey ran from 27 June to 1 August 2011. 372 people answered the question concerning support for the Weston Package. The results show that 93% of respondents support the proposals.

The top four positive comments fall into the following categories:

1. Better for business/tourism/jobs (47 comments)
2. Improve traffic flow/reduce congestion (25 comments)
3. Better public transport (8)
4. Cleaner/better environment (8)

Only 7 people thought the scheme wouldn't deliver the improvements they felt were needed.

### **Social media**

The council was able to make use of Twitter and Facebook to give out information and invite comments about the Weston Package. This proved a good way of communicating the message to residents, especially the younger age profile.

### **b) Statutory Stakeholders**

Comments were received from the Environment Agency, Natural England and English Heritage in spring/summer 2009.

Further engagement with SEBs has been undertaken as part of the design and planning of the appropriate scheme elements.

#### **1. Environment Agency & IDB**

The EA and Internal Drainage Board were consulted during production of the flood risk assessment and again during the planning process for SE5.

#### **2. Natural England**

An Ecological Assessment has been undertaken for SE1 and an Ecology Report has been received. Liaison regarding badger surveys and mitigation are continuing.

The Council Ecologist has also been consulted and acted as liaison with NE.

#### **3. English Heritage**

Landscaping requirements will be taken into consideration in scheme designs and site investigation works have been undertaken where appropriate.

The County Archaeologist was consulted early in the project programme and an archaeological site investigation carried out as a result of his comments.

## **c) Other Stakeholders**

### **Local and national businesses**

A detailed list of key businesses that would be affected by the Weston Package was developed. The list included developers, large local trade groups and smaller local businesses. Face-to-face visits were arranged during June/July/August 2011, so that plans could be discussed in detail and any questions/concerns addressed.

The support of First Bus and Network Rail around the changes in Elmham Way and at Worle Station was welcomed.

### **Retailers**

Many of the businesses are multi-nationals with local management making it particularly difficult to speak to the right people. To make sure that all the businesses were contacted, a 'ground assault' was mobilised with letters being hand delivered to every business within the area.

As the retailers were visited they were able to ask questions on-the-spot and any reservations or problems could be discussed and explained. This approach resulted in no objections to the plans.

### **Politicians, local councils and councillors**

Officers attended the full council meeting of Weston-super-Mare Town Council on 4 July 2011 to give a presentation on the Weston Package. Numerous questions and a great deal of discussion were followed by a letter of strong support for the scheme.

Relevant parish councillors were emailed with information and North Somerset Council Parish Clerks were briefed.

Constant information was given to the Leader of the Council and the Executive Member for Highways and Transport.

## **5.2 Letters of support**

Please append any letters of support explaining strategic importance of scheme especially from the Local Enterprise Partnership and business groups.

*These should detail, where possible, the particular outcomes they believe the scheme will deliver. Where a LEP includes more than one scheme it will be important that they differentiate between schemes, and prioritise if possible.*

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

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

The consultation from June to August this year has generated a large amount of support amongst local businesses, with many of them writing in letters and emails. A list of the **42** letters so far received and copies of this support can be found in Appendix G. In particular, it was pleasing to receive support from all major trade

groups and developers.

GVA Grimley Limited has written on behalf of its clients the Homes and Communities Agency (HCA) and St Modwen Properties Plc. St. Modwen has written in its own right too. This partnership is leading an **employment led**, mixed use site at Locking Parklands that is expected to provide opportunities for up to 2,000 new jobs and 1,500 homes.

St Modwen also owns employment sites at Hutton Moor and Westland Distribution Park on Winterstoke Road.

The Arcadia Housing Group is a major employer in Weston-super-Mare and is planning to close its five regional offices to build a new 40,000 sq ft headquarters in Weston-super-Mare on land near Junction 21 of the M5.

### **Trade organisations**

Support from local trade organisations has been strong and many of the small and medium sized businesses registered their views through these organisations.

In particular, the Weston-super-Mare and District Chamber of Trade and Commerce wrote on behalf of its 91 members in support of the schemes. North Somerset Industrial Association has written in support after discussing the Weston Package plans with its membership of 25 key businesses.

“For the Industrial Association the main reason is the improved access for deliveries and despatches. Upon this the health and many present and future companies depends as, of course, does the future job opportunities of the people of Weston. We wish you success in this essential bid.” **Charles Walker, Chairman, North Somerset Industrial Association.**

### **Tourism**

Tourism businesses have been quick to support the Weston Package plans which many see as complimenting the other investment and infrastructure developments in the town.

The Weston-super-Mare Hotels and Restaurants Association that represents over 120 tourism businesses in the town has sent in its full support for the Weston Package.

“...the Weston Package aims to address current congestion issues, unlock major development potential, complement other investment in Weston (and the South West) as well as help to deliver significant sustainable development and Weston, and I wish to register our full support for it.” **Keith Fearn, President, Weston-super-Mare Hotels and Restaurants Association.**

One of the largest tourism businesses in the town, the Grand Pier, has written in support of the scheme.

### **Educational organisations**

Weston College has become an increasingly important organisation within Weston-super-Mare with its new additional university campus and increased student numbers. The college is fully supportive of the Weston Package.

“The proposals outlined within the Weston Package bid will help to ensure the future of Weston-super-Mare as a thriving community which offers a safer, greener environment with education, training and employment opportunities accessible to all. Improvements to the bus routes, links between rail and bus travel and easing the congestion around Junction 21 of the M5 will play an integral part in assuring much needed development and regeneration.” **Judi Harper, Vice Principal, Weston College**

### **Further Consultation**

Consultation continues with the stakeholder list and letters are still arriving from businesses. Meetings and briefings continue to be held. The council intends to continue with the collection of this information even after the bid is submitted and the Communications Activity working document will continue to be kept up-to-date. Plans are in place to pick up any loose ends from the comments made through the survey, letters, emails, and social media.

If the bid is successful, communication would continue into 2012 and beyond to keep businesses, organisations and residents informed of progress. This continual communication should assist with any problems encountered during the construction phase.

### **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?*

#### **The challenges**

There has been little actual opposition to the scheme either through the survey or within letters and emails received.

There were six main challenges for this consultation to address that we identified in advance. By identifying these issues early we were able to address concerns in our strategy for consultation.

#### **1. The potential for mixing up the Weston Package with other transport initiatives**

Ensure an understanding of what the scheme included. It was important to ensure the message was very clear to mitigate this risk.

#### **2. The potential for objections from the large retailers around the Marchfields Way area**

Where relevant staff were available at the stores they were briefed in person. This resulted in a great deal of verbal support and a few concerns which were addressed as they arose. Argos, Sainsburys and McDonalds were among the letters received all of which were supportive of the package.

### **3. The inertia of stakeholders**

The support for the Weston Package was almost universal with those contacted. However, getting people to send their thoughts in writing was much harder.

### **4. The time of year**

Holidays of key staff during July and August presented some challenges. T

### **5. Each of the 5 elements within the Weston Package had a different set of stakeholders**

By dividing the consultation into schemes, we were able to make sure that all the right stakeholders were included for the relevant information.

### **6. Strong level of animosity by local press to council-led schemes**

We were able to overcome this by letting others tell the story to the media rather than the council. Weston-super-mare Town Council and John Penrose MP issued information that appeared in a positive way in local press.

As mentioned previously, the majority of comments from the general public were positive (**93% of 372 comments**). Those people who made the very few negative comments were satisfied with immediate response by email or telephone, so that concerns were addressed and plans explained in more detail.

## 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.

#### List of appendices

- WoE WP Appx A VfM summary report
- WoE WP Appx B Procurement Strategy
- WoE WP Appx C Procurement Programme
- WoE WP Appx D Risk Register (QRA)
- WoE WP Appx E Detailed cost estimates
- WoE WP Appx F Stakeholder Consultation Report
- WoE WP Appx G Letters of support
- WoE WP Appx H Communication Strategy
- WoE WP Appx I Evaluation Plan
- WoE WP Appx J Risk Management Strategy
- WoE WP Appx K Project Programme

- WoE WP Appx L Project Assurance
- WoE WP Appx M Scheme Drawings

### **List of Modelling Reports (attached)**

MR1. WoE WP Modelling 1. Forecasting Report - Revised report  
 MR2. WoE WP Modelling 2. Cost Benefit Analysis Summary  
 MR3. WoE WP Modelling 3. Annualisation Report 010911  
 MR4. WoE WP Modelling 4. Do Minimum Schemes and Sensitivity Tests  
 MR5. WoE WP Modelling 5. Accident Appraisal Technical Note  
 MR6. WoE WP Modelling 6. SDI Summary  
 MR7. WoE WP Modelling 7a. NATA Worksheets and 7b. F Forms  
 MR8. WoE WP Modelling 8. TUBA input/output files (no hard copy)

**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.)*

<b>Document Title</b>	<b>Date Submitted</b>	<b>Location on Promoter Website</b>
WoE WP SD1 G-NS v2.2 Public Transport Report _Final 090320	April 2009	<a href="http://www.travelplus.org.uk">www.travelplus.org.uk</a>
WoE WP SD2 G-NS v2 2 Demand Model Development Report _Final 070409	April 2009	<a href="http://www.travelplus.org.uk">www.travelplus.org.uk</a>
WoE WP SD3 G-NS v2.2 Highway LMVR (Final 090326)	April 2009	<a href="http://www.travelplus.org.uk">www.travelplus.org.uk</a>
WoE WP SD4 Environment Report	April 2009	<a href="http://www.travelplus.org.uk">www.travelplus.org.uk</a>
WoE WP SD5 TN - Atkins Response to DfT Comments v4	September 2009	<a href="http://www.travelplus.org.uk">www.travelplus.org.uk</a>
WoE WP SD6 Weston Reliability Method Report	30 June 2011	<a href="http://www.travelplus.org.uk">www.travelplus.org.uk</a>
WoE WP SD7 Weston Rail Benefits Report	30 June 2011	<a href="http://www.travelplus.org.uk">www.travelplus.org.uk</a>

Notes:

**BAFB Form and Link to the 5 Case Model**

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

<b>Case</b>	<b>Elements of the BAFB Form</b>
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

**LOCAL AUTHORITY MAJOR SCHEMES  
BEST AND FINAL FUNDING BID  
SEPTEMBER 2011**

<b>Scheme Name</b>	<b>North Fringe to Hengrove Package</b>
<b>Local Authority</b>	<b>South Gloucestershire Council</b>

**SCHEME COST SUMMARY (£m)**

	<b>Scheme As Previously Configured</b> (from section 1.4)	<b>Revised Scheme</b> (from section 4.4)
<b>LA contribution</b>	<b>£3.292m</b>	<b>£31.903m</b>
<b>Third Party Contribution</b>	<b>£20.000m</b>	<b>£14.037m</b>
<b>DfT Funding Contribution</b>	<b>£164.898m</b>	<b>£51.101m</b>
<b>Total</b>	<b>£188.190m</b>	<b>£97.041m</b>

**CONTACT DETAILS FOR FURTHER ENQUIRIES**

<b>Lead Contact:</b> <b>Position:</b> <b>Tel:</b> <b>E-mail:</b>	Chris Sane Senior Responsible Owner 01454 86 3402 <a href="mailto:chris.sane@southglos.gov.uk">chris.sane@southglos.gov.uk</a>
<b>Alternative Contact:</b> <b>Position:</b> <b>Tel:</b> <b>E-mail:</b>	Alistair Rice (after 26 <sup>th</sup> September)* Project Manager 01454 86 4617 <a href="mailto:alistair.rice@southglos.gov.uk">alistair.rice@southglos.gov.uk</a>
	* Before 26 <sup>th</sup> Sept, Bethan Colman, 01454 86 3785, <a href="mailto:bethan.colman@southglos.gov.uk">bethan.colman@southglos.gov.uk</a>

**NOTE: Bids should be received by the Department by Noon on 9<sup>th</sup> September 2011.**

**SENIOR RESPONSIBLE OWNER DECLARATION**

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

Name:

**Chris Sane**

Position:

Strategic Head of Transport  
South Gloucestershire Council

Signed:

**SECTION 151 OFFICER DECLARATION**

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

Name:

**Dave Perry**

Position:

Directorate of Corporate Resources  
South Gloucestershire 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.

The BAFB and supporting documents for the North Fringe Hengrove Package (and for all the West of England major schemes) can be found at:

<http://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.*

<b>Date of Programme Entry or PE Bid or last QMR Submission</b> (where applicable)	<b>March 2010</b>
<b>Estimated total scheme cost</b> (inclusive of eligible preparatory costs)	<b>£188.190m</b>
<b>DfT contribution</b> (excluding the costs of Part 1 Claims that were included)	<b>£164.898m</b>
<b>Local Authority Contribution</b>	<b>£3.292m</b>
<b>Third party contribution</b>	<b>£20.000m</b>

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

The North Fringe to Hengrove Package [NFH Package] is one of 3 rapid transit schemes in Bristol, the other two being the Ashton Vale to Temple Meads Rapid Transit scheme and the South Bristol Link. 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 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

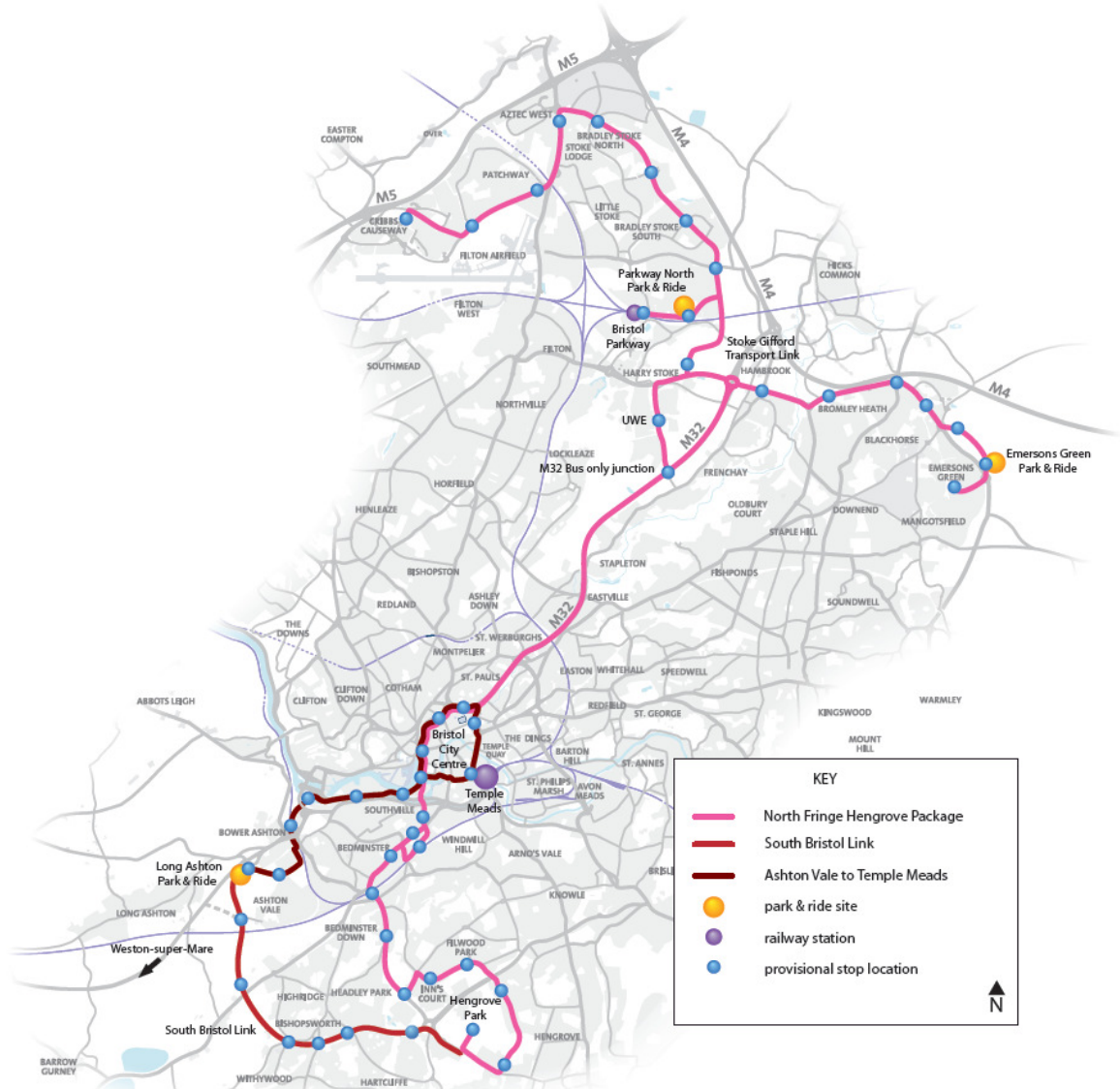
NFH Package links areas of housing and economic growth in the North and East Fringe of the Bristol urban area, with a major regeneration area in south Bristol via Bristol City Centre. The rapid transit network will provide a fast, frequent and reliable public transport service. Services will run on a combination of segregated busways and bus lanes, separate from car traffic, and will be given priority over other road users at traffic signals.

The key components are:

- **A North Fringe Rapid Transit** route which connects the main residential and employment areas in the North Fringe with Bristol City Centre, South Bristol and the East Fringe. This rapid transit route will serve the Cribbs Causeway Regional Shopping Centre; Aztec West Business Park; Bradley Stoke; new and planned residential developments (Harry Stoke; Charlton Hayes (Filton Northfield)); the

University of the West of England; Bristol Parkway Railway Station and the Parkway North and M32 park and ride sites. The route will use the **Stoke Gifford Transport Link [SGTL]**, a combined highway/rapid transit link, funded through the NFH Package that will provide the direct link between Bradley Stoke and Harry Stoke;

**Current Scheme:**



- An **East Fringe Rapid Transit** route which connects the main employment areas in the East Fringe with Bristol City Centre, South Bristol and the North Fringe. This rapid transit route will serve the Emerson's Green District Centre; the Emerson's Green East development; the Science Park (SPark); the University of the West of England; and the Emerson's Green East and M32 park and ride sites;
- A **South Bristol Rapid Transit** route which connects the main residential and employment areas in South Bristol with Bristol City Centre with onward connections into the North and East Fringe areas. This rapid transit route will serve Bedminster, Parson Street Railway Station, Imperial Park, Knowle West Regeneration Area and new and planned mixed use developments at Hengrove Park;

- A new **Park and Ride Site on the M32** to enable and encourage interchange to public transport for regional traffic approaching from the strategic road network and thus reduce congestion in the M32 corridor and Bristol City Centre; and
- A **Bristol City Centre route** serving Cabot Circus, Broadmead and The Centre. The City Centre is a pivotal point of the proposed rapid transit network and will include substantial public transport and urban realm integration / improvements to provide high levels of priority for public transport services. The NFH Package includes a new bus interchange in The Centre combined with significant streetscape/urban realm improvements that will provide increased shared space for pedestrians and cyclists.

The rapid transit network will provide a high quality passenger experience with:

- accessible, comfortable, and low-emission bespoke rapid transit vehicles that combine the quality and feel of a high quality tram-style system;
- high quality stop design including user-friendly electronic information displays, CCTV and lighting, safe and secure access to stops and ticket machines;

The Authorities are committed to exploring the range of alternative fuel sources with potential operators. These would offer considerable environmental improvements with lower noise levels, fewer greenhouse gas emissions and less harmful local pollutants. Access to the rapid transit infrastructure would be open to other operators of bus services provided that they meet strict quality thresholds which will govern vehicle and service standards.

The NFH Package also delivers a series of wider improvements, with parallel walking and cycling routes provided wherever possible and augmented with new links to existing cycling and pedestrian routes, such as those delivered by Cycling City and Connect2 initiatives.

## 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 core NFH Package Programme Objectives can be summarised as follows:

- To support a **buoyant economy**, improve quality of life for sub-regional residents and improve local and national travel;
- To **tackle congestion** and encourage the shift to new forms of public transport and realise the associated economic, environmental, climate change, safety and health benefits; and
- To enhance the opportunities for **regeneration** and sustainable growth through the linking of areas of economic and housing expansion, promoting equality of opportunity and security through improved connectivity to education, employment, leisure, health and retail facilities.

There is also a secondary layer of project specific objectives that are shown in Table 2.1 of the Major Scheme Business Case (MSBC) of March 2010.

### **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 origins of the scheme come from the Greater Bristol Strategic Transport Study [GBSTS], Atkins 2006, commissioned by the West of England authorities, Government Office for the South West, the South West RDA and the Highways Agency. GBSTS recommended a network of cross-Bristol bus-based rapid transit routes, which were incorporated into the major schemes programme of the Joint Local Transport Plan. The authorities immediately started looking at delivery options, with two studies of corridor options and studies to determine the best technology for the corridors. These recommended that a route between Hengrove and the North Fringe be prioritised for delivery, along with a route from Ashton Vale; the technology review endorsed a bus-based system.

The next stage of the scheme development culminated with the NFH Package Option Assessment Report and a further Technology Review, both submitted with the March 2010 MSBC. The former described the shifting process to derive a 'Central case', a 'Next Best Alternative' and a 'Lower Cost Alternative'; it was submitted in draft form to the DfT in autumn 2010 to enable early discussion and agreement (as part of the fast-track 'pilot project' status of the project). The Technology Review re-confirmed bus-based technology as the most appropriate for the project.

The Central Case is described in Section 1.1; the Next Best Alternative differed in that the rapid transit lanes were removed from the SGTL, the North Fringe route was diverted off the SGTL to existing parallel highways and out of Aztec West to the A38 whilst the South Bristol route was adjacent to Whitchurch Lane with a guided busway and subsequent bus lanes on Hartcliffe Way. The Lower Cost Alternative excluded the M32 P&R site, the Cribbs Causeway extension, Bradley Stoke Way route segregation and the New Cut bridge and ran exclusively on-street throughout South Bristol.

These three alternatives were appraised and submitted in the March 2010 MSBC. This demonstrated that the 'Central Case' Package provided the best value for money scheme option which also meets all the objectives identified for the package. The BCRs of the 3 alternatives were:

- Central Case 2.85
- Next Best Alternative 2.39
- Lower Cost Alternative 2.18

Section 2.5 explains how elements of each alternative were re-packaged to produce the revised scheme described in Section 2.

#### 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.*

The following table shows the bid (£-outturn) as per March 2010 submission, with forecast Part 1 Claims removed; no further work was undertaken on this scheme after March 2010, rather work was undertaken on the revised scheme that was submitted to the DfT in the Expression of Interest [EoI] of December 2010 and is described further in Section 2.

£m outturn Excl. Pt1	Pre 2011/2	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	%
LA contribution	0.000	0.632	1.411	0.844	0.130	0.033	0.242	0.00	0.00	3.292	2%
Third Party contribution	0.000	3.839	8.574	5.127	0.791	0.202	1.467	0.00	0.00	20.000	11%
DfT funding requested			3.710	19.000	58.781	61.211	22.196	0.00	0.00	164.898	87%
<b>TOTAL</b>	0.000	4.471	13.695	24.971	59.702	61.446	23.905	0.00	0.00	188.190	

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

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

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

The MSBC submission of March 2010 and Expression of Interest of December 2010 were based on the Submission Version South Gloucestershire Core Strategy and the Bristol City Core Strategy; both set the framework for development through to 2026.

The Submission Version South Gloucestershire Core Strategy was submitted to the Secretary of State in March 2011 and will be subject to Examination in Public in 2012. The Bristol City Council Core Strategy (publication version November 2009) was approved by Council in November 2009.

The two Core Strategies identify a number of major sites that the NFH Package would serve, these are shown on the following plan and described below:

#### North Fringe:

- Charlton Hayes (Filton Northfield), mixed-use (14ha employment, 2,200 dwellings), construction ongoing to 2020;
- Harry Stoke, 1,200 dwellings with consent, construction 2012 to 2020;
- East of Coldharbour Lane, 500 dwellings, concept statement published, application expected 2011/12 for completion 2018;
- Cheswick/Wallscourt Farm, mixed-use (~6ha employment and 800 dwellings), construction ongoing;
- University of the West of England [UWE], ongoing master-planning for 11ha expansion to its campus, including a new stadium for Bristol Rovers FC, application expected 2011;
- East of Harry Stoke New Neighbourhood; a mixed-use development including 2,000 dwellings, first occupation anticipated from 2015/16;
- Cribbs/Patchway New Neighbourhood, a mixed-use development including 1,750 dwellings, first occupation anticipated from 2014/15;
- Since MSBC submission, the main change has been at Filton Airfield, a large site in the North Fringe that was not identified for development in the Submission Core Strategy; its future will be considered in the forthcoming EiP. Given its current level of uncertainty, it is not included in the forecast scenarios; however, the site could easily be served by an extension of the North Fringe rapid transit route.

#### East Fringe:

- Emerald Park at Emerson's Green, 30ha employment, nearly complete;
- Emerson's Green East, mixed-use (30ha employment, 3,000 dwellings), with outline consent, construction ongoing to 2024;
- Science Park [SPark] at Emerson's Green, 25ha employment, construction commenced summer 2010.

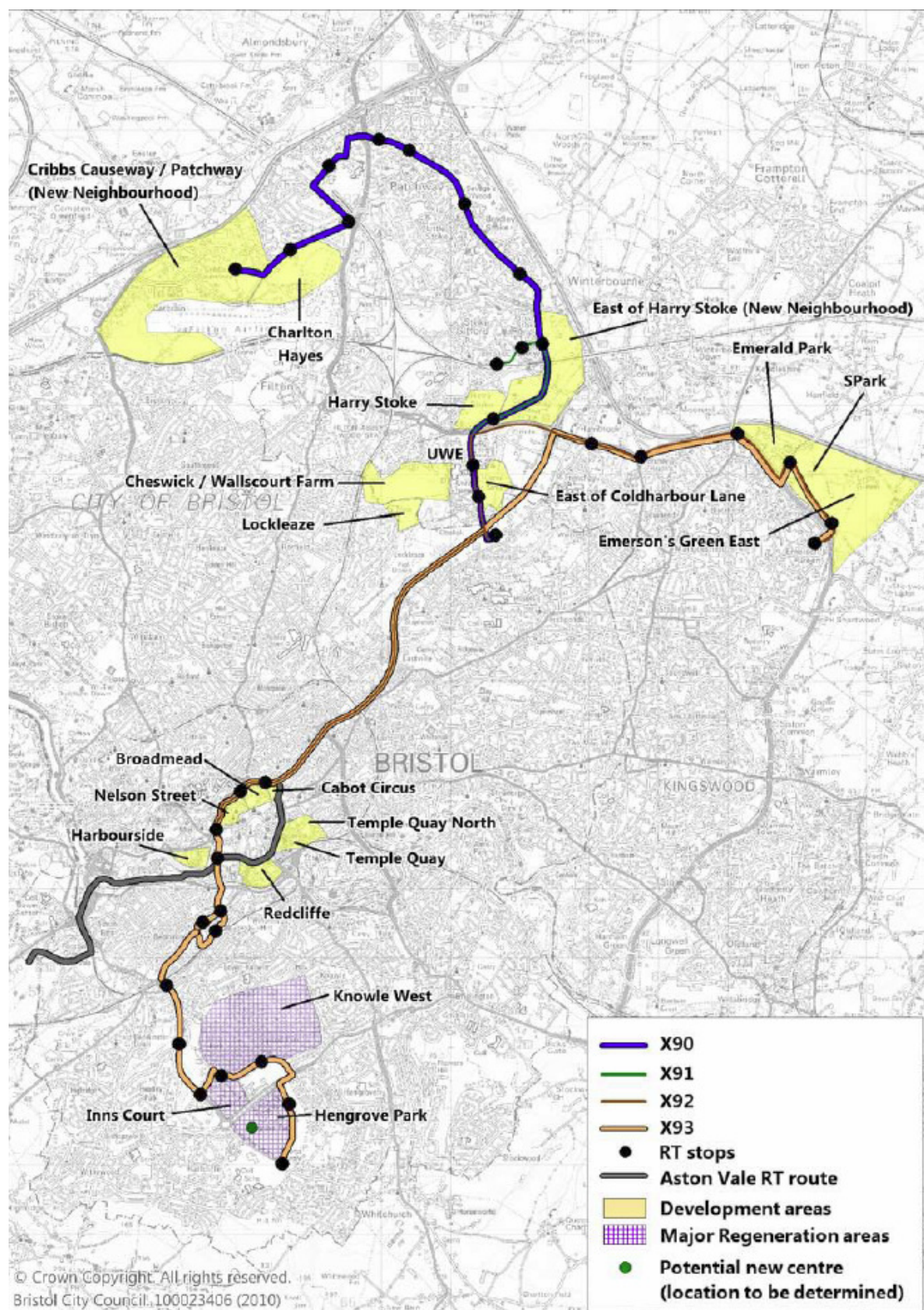
#### South Bristol:

- 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 – potential 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;
- Nover's Hill / Vale Lane – Five to 10 hectares of new industrial and warehousing land potentially by 2015.

#### Bristol City Centre:

- Aiding in the further redevelopment and regional focus of the City Centre which will bring up to 150,000m<sup>2</sup> of new office space and 9,000 new homes. This includes Nelson Street mixed use development for completion by 2016 and recently confirmed Temple Quarter Local Enterprise Zone (17,000 new jobs by 2026).

## Development Sites Served by the NFH Package



## 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.*

Yes. In autumn 2010 an opportunity was taken to produce an alternative, focussed revised scheme incorporating a substantial reduction in capital cost, which is described below. A range of changes were considered, such as including/excluding park and ride sites, the routes for rapid transit and the location/extent of bus lanes; as well as value engineering the scheme components that survived this process.

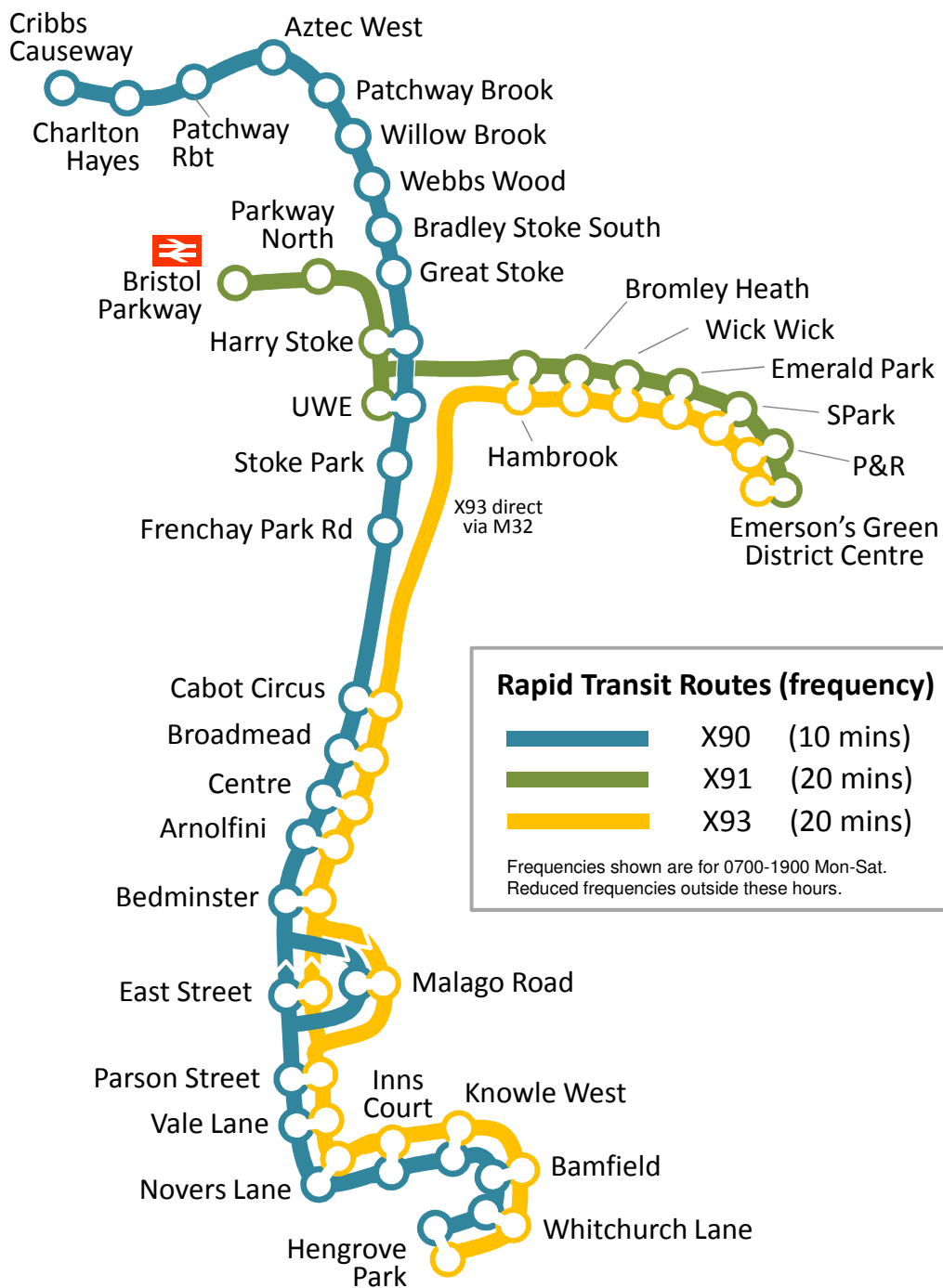
A substantially revised scheme was submitted in the Expression of Interest of December 2010; thereafter, further changes have been made to produce the scheme described below.

The basis of the revised preferred option is the central case as submitted with the major scheme business case, but revised to substantially reduce cost and improve performance using elements from the Low Cost and Next Best Alternatives (described in the March 2010 MSBC).

An overview plan of the NFH Package and its relationship with the other major schemes is shown in section 1.1 and a full set of drawings is contained in **Appendix A**, consistent with the level of detail submitted for the central case in March 2010. The main changes compared to the central case as submitted in March 2010 are as follows:

- Re-routing the North Fringe rapid transit route to The Mall via existing highway (A38/Highwood Road from the Next Best, Bradley Stoke Way from the Low Cost Alternative).
- The extent of segregated running for rapid transit services in the North and East Fringe has been reduced and targeted at areas most affected by congestion, ensuring that this is sufficient to maintain a rapid and reliable public transport service and retain the necessary uplift in the quality of the rapid transit offer. This has included:
  - use of the Next Best Alternative route between Aztec West and Cribbs Causeway (via the A38, making use of GBBN infrastructure);
  - replacement of guided busway with conventional bus priority and the retention of existing roundabouts along Bradley Stoke Way (from the Low Cost); and
  - the removal of westbound bus lanes on the rapid transit route to Emerson's Green (rapid transit using existing priority vehicle lanes).
- The SGTL would be reduced to a single carriageway with additional bus priority in one direction either north or southbound. An additional bus-only link through the Harry Stoke development would be omitted and the alignment of the SGTL amended in this area to more directly link both car and public transport movements with the new development.

- From the Low Cost Alternative, the M32 park and ride site would be deferred to be funded separately and does not form part of the BAFB scheme. A bus-only junction onto the M32 for rapid transit services from the North and East Fringe has been retained to enable priority movement for rapid transit vehicles to and from the motorway, whilst permitting park and ride at a future date.
- The scope of park and ride facilities at Emerson's Green and Parkway would be simplified.
- The layout of the city centre scheme component and the scope of materials, landscaping and associated pedestrian upgrades have been re-visited, to reduce cost whilst still providing uplift in the quality of the public domain and retain the benefits to public transport passengers.
- The extent of segregated running for rapid transit services in South Bristol between the city centre and Hengrove has been reduced in scope to reflect current, peak congestion levels. The vehicles are now proposed to run on-street from the terminus in Hengrove Park, then along Whitchurch Lane, Bamfield, Creswicke Road and Nover's Lane, before joining with Hartcliffe Way.
- The proposed bus, cycle and pedestrian bridge over the New Cut have been revised to deliver a more affordable structure whilst still meeting appropriate design criteria. Public realm enhancements in the Bedminster district centre would also be deferred to be funded from separate sources.
- The scope of rapid transit stop infrastructure has been reduced, but still represents an improvement over existing provision in respect of shelters, information, security and accessibility.
- The capital costs of the revised central case have been re-based to a 2010 base line, taking account of trends in construction rates since the submission of the business case.
- Opportunities to further refine risk budgets have been taken whilst still ensuring a sufficient and appropriate allowance for risk.
- Reductions in rapid transit operating costs facilitated by revised routes and frequencies (shown below).



**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 change achieved for the EoI was very significant and resulted in a capital cost reduction of nearly 50%, whilst retaining ~75% of the benefits; the success of this was acknowledged by the '**Local Partnerships Gateway Review 1: Business Justification Gateway Review**' of 29<sup>th</sup> July 2011.

The potential for further substantial reductions in scope and cost (from those in the EoI) is very limited, without fundamentally affecting the scheme's performance against objectives and therefore the revised scheme for the BAFB is largely as submitted in the EoI. That having been said, the project team did consider further reductions, such as:

- Omitting the New Cut Bridge - rejected because of the adverse impact on rapid transit journey times to/from Hengrove Park;
- Removing the Hartcliffe Way bus lanes – rejected because of the adverse impact on rapid transit journey times between Hengrove Park and the City Centre;
- Removing the Great Stoke Way northbound bus lane – rejected because of the adverse impact on rapid transit journey times to/from the North Fringe (when considered with the higher traffic flows as a consequence of diversion to the SGTL).

**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 proposed scheme would reduce the overall, predicted cost of the scheme from £194 million (outturn) to £102 million. **Appendix B** contains the details of the revised scheme costs and how they were achieved, but in summary, the savings by route section are:

<b>£m outturn Scheme Section</b>	<b>MSBC Central Case (March 2010)</b>	<b>BAFB (September 2011)</b>	<b>% Saving</b>
1. Cribbs Causeway - Aztec West	4.892	0.557	89%
2. Bradley Stoke - Parkway	25.957	11.136	57%
3. Stoke Gifford Transport Link - Coldharbour Lane	37.764	25.654	32%
4. East Fringe	12.005	8.383	30%
5. M32 and Bus Lane	36.556	15.816	57%
6. City Centre	14.666	6.657	55%
7. South Bristol	20.990	12.973	38%

The aforementioned Local Partnership's Gateway Review states:

"The Business Case has been re-worked to improve value for money (increase Benefits/Cost Ratio) and reduce overall costs. A comprehensive value engineering exercise has been undertaken with support from external advisors to identify measures to optimise costs. This has concentrated on revising the scope of the scheme in a targeted manner to ensure that the majority of scheme benefits are retained. This has included replacing sections of guided busway with conventional bus lanes while ensuring functionality is retained. In addition further sections of segregated running have been completely removed from the scheme in those locations where they were not significantly contributing to improved journey times. A major cost saving has also been made through the removal of the M32 Park and Ride site, however the opportunity to develop this site in the future will be protected with a dedicated bus-only junction installed.

The value engineering process has been managed very well and has resulted in a reduction of the overall scheme costs of almost 50%..... Despite this level of cost saving the Councils have managed to ensure that scheme benefits have not been significantly eroded and have actually improved the Benefit/Cost Ratio...."

In addition, the **Strategic Case** overview sets out a range of joint initiatives to reduce scheme cost across all five major schemes in the programme including re-profiling of DfT spend to reduce inflationary pressures and balance planned spend across programme; an integrated procurement strategy for the West of England schemes, which includes the establishment of a Programme Delivery Board to co-ordinate procurement activities; co-ordination of work programmes across the major scheme programme to minimise disruption during construction, optimise service diversion works and maximise the sustainable disposal or re-use of excavated materials; and a targeted re-evaluation of the strategic risk to eliminate any overlap with scheme-specific allowance.

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

There have not been any substantive changes to the scheme since January 2011, but extensive design optioneering and business/stakeholder engagement has refined the preferred layout in the city centre, the design for the new bridge over the Avon New Cut and confirmed the route for rapid transit in South Bristol.

#### **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.*

As stated previously in Section 2.1, the opportunity has been taken to incorporate some elements of the Low Cost and Next Best alternatives into the revised, proposed scheme. Therefore, no further appraisal of the Low Cost and Next Best alternatives has been undertaken in their own right since the March 2010 submission and the rationale for their rejection remains as stated in the MSBC.

## 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*

By retaining many of the quality and reliability improvements of the rapid transit network, the proposed scheme still meets the primary objectives stated in Section 1.2. Examples relating to the three primary objectives, and based on the updated scheme appraisal, are as follows:

To support a **buoyant economy**, improve quality of life for sub-regional residents and improve local and national travel

- The revised scheme will provide benefits to all road users, with journey time savings for public transport users (arising from the new rapid transit services and associated priority infrastructure) and car drivers/passengers (with the SGTL). Infrastructure for pedestrians and cyclists will also be improved.

To **tackle congestion** and encourage the shift to new forms of public transport and realise the associated economic, environmental, climate change, safety and health benefits

- By providing congestion relief at a number of key locations across the sub-region, the revised scheme is forecast to improve journey time reliability, with benefits valued at £37m (2002 prices) over the appraisal period. The congestion relief benefits will also lead to a reduction in carbon emissions.
- The revised scheme will improve public transport options for 18,400 households in the Bristol urban area. These households will be within 400 metres of a new rapid transit stop.
- The proposed NFHP rapid transit services are forecast to carry 5.4 million passengers per year by 2031. This compares to forecasts of 5.9 million per year for the MSBC central case.

To enhance the opportunities for **regeneration** and sustainable growth through the linking of areas of economic and housing expansion, promoting equality of opportunity and security through improved connectivity to education, employment, leisure, health and retail facilities.

- The revised scheme will connect major areas of economic and housing expansion in the North and East Fringe with existing major residential areas in south Bristol.
- Wider impacts from NFHP alone are valued at £13m (2002 prices) over the appraisal period are forecast in relation to agglomeration, labour market and economic output benefits.

Further details on the scheme appraisal are contained in **Appendix C**.

### 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:

Indicator (2002 prices)	BAFB (September 2011)	MSBC Central Case (March 2010)
Highway Benefits	£97.345m	£304.972m
Public Transport Benefits	£155.882m	£285.674m
Private Sector Provider Benefits	£24.857m	£37.168m
Other Business Impacts	£8.780m	£1,752m
Carbon Benefits	£4.069m	£1.603m
Accident Benefits	£5.574m	£0.728m
Wider Impacts	£13.031m	N/A*
Reliability	£37.020m	N/A*
Indirect Taxation Revenues	£16.439m	N/A**
<b>Present Value of Benefits (PVB)</b>	<b>£301.411m</b>	<b>£626.937m</b>
<b>Present Value of Costs (PVC)</b>	<b>£83.808m</b>	<b>£220.353m</b>
Net Present Value (NPV)	£217.603m	£406.584m
Benefit to Cost Ratio (BCR)	3.60	2.85

\* Wider Impacts and Reliability not reported in MSBC BCR.

\*\* Reduced Indirect Tax Revenue (from lower fuel consumption) is now treated as a scheme benefit reduction (BAFB), rather than an increase in scheme costs (MSBC).

The forecast BCR for the revised NFHP is 3.60 indicating that the scheme offers high value for money. Compared with the MSBC, the improved BCR is a result of several key factors:

- Significantly reduced investment, maintenance, operating and capital renewal costs which have arisen following a detailed scheme review and optimisation process;
- The journey time improvements generated by the package produce Wider Impacts valued at an estimated £13.031m PVB (2002 prices) over the appraisal period (agglomeration benefits of £4.329m, labour market impacts of £1.327m and benefits of increased output in imperfect markets, £7.375m). Wider Impacts were not included in the MSBC BCR (of March 2010);
- Carbon savings have increased from £1.603m to £4.069m as a result of the new higher values of carbon; and
- Reliability benefits, which were not included in the MSBC BCR (March 2010), are estimated at £37.020 million (PVB, 2002 prices).

Key non-monetised benefits include:

- Major beneficial impacts on Journey Quality. Modern vehicle designs with good heating, ventilation, seating, luggage space and ride quality will improve traveller care and the provision of better travel information, while real time public transport information, and improvements in personal security, will reduce stress for travellers. Operation and ease of use of the public transport system will be improved by creating new direct journey opportunities with new rapid transit routes as well as providing greater interchange opportunities with the remainder of the public transport network and other modes;
- Option Values: The NFHP will increase the transport options available to approximately 18,400 existing households in the sub-region; and
- Physical Fitness: The NFHP will improve facilities for pedestrians and cyclists alongside the rapid transit routes and within the City Centre, encouraging increased levels of walking and cycling.

The full assessment is contained in **Appendix C**.

In addition, since submission of the major scheme bid the West of England authorities have commissioned consultants to estimate the Gross Value Added (GVA) of the major scheme programme in the sub-region in terms of contribution to economic performance directly enabled by the revised central case, and the results of these studies are outlined in the **Strategic Case** overview report.

The NFH Package would make a significant contribution to maintaining and increasing employment in the sub-region by improving transport links between the North and East Fringe, Bristol City Centre and Hengrove Park. The North Fringe and Bristol city centre already comprise the most significant employment areas within the South West; the scheme would provide links to priority employment generation areas in the North/East Fringe and South Bristol, which aim to provide over 23,000 new jobs by 2026. Further jobs creation across the area would be supported through the wider benefits of the rapid transit network, contributing to the forecast 72,000 new jobs by 2026 set out in the councils' core strategies.

### **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?*

To reduce the risk to timetable and delivery, both promoting authorities have already secured Member approval to commence statutory procedures; negotiations with some land owners have started and Requisitions for Information issued to owners in the North and East Fringe. The proposed scheme would require statutory powers, planning permissions and the acquisition of land; the latter through negotiation, but with use of Compulsory Purchase Powers if needed.

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

The authorities have developed a **Joint Procurement Strategy**, which has been

submitted as part of the **Strategic Case**. Key aspects of the Joint Strategy include:

- 'Alliance Charter' - all the parties sign up to an overarching agreement providing for a common approach for the design, construction and implementation of the Rapid Transit schemes.
- Package Approach to construction procurement - put design and construction where best placed to manage costs and reduce risks through Design and Build and Task Order Packages.
- Area wide smartcard ticketing building on established procurement processes.
- Merge major scheme procurement with renewal of existing joint frameworks.
- Area wide Quality Partnership Scheme (QPS) approach to Rapid Transit services incorporating appropriate, targeted contract arrangements.

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

The Joint Procurement Strategy has guided the development of the outline procurement strategy for the NFH Package; its application to this scheme is described below.

### **Infrastructure**

- Design - use of the Council's in-house design teams and Regional Improvement and Efficiency Programme (RIEP) framework;
- consultants already procured under existing frameworks;
- Main works (including the City Centre, SGTL) - use of existing and forthcoming term/framework contractors;
- Motorway junction - use of the Highways Agency Asset Support Contract;
- Network Rail Stoke Gifford Transport Link over-bridge – procurement route pending outcome of on-going dialogue with Network Rail;
- Avon New Cut Bridge - procured through design & build contractors as part of a programme wide structures design and build package of works;
- Hardware & systems such as traffic signals, shelters, RTPI, CCTV – procured through existing and replacement framework contracts including use of the Direct Labour in-house pool of resource;
- Infrastructure maintenance and vehicle recovery - procured through existing (replacement) Framework contracts.

### **Rapid Transit and Feeder Bus Operations**

A Quality Partnership Scheme covering the rapid transit network (and feeder services) would provide the overarching standards for all operations across all the

local authorities. The NFH Package services would primarily be provided through a Statutory Quality Partnership Scheme [SQPS] with one or more operators.

Building on our proven track record through the Greater Bristol Bus Network [GBBN], branding, vehicle and service standards, fares and frequencies will be set out in the SQPS, with an emphasis on commercial operation of the network as demonstrated through forecast patronage levels. Where applicable, this approach will be augmented by targeted revenue support from either council or third party sources where services need initial pump-priming to maintain service levels.

The provision of rapid transit services for the NFH Package will be fully complement those for the Ashton Vale - Temple Meads and South Bristol Link routes, including promotion of high profile interchanges and initial, selected use of cross-subsidisation of routes where appropriate.

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.

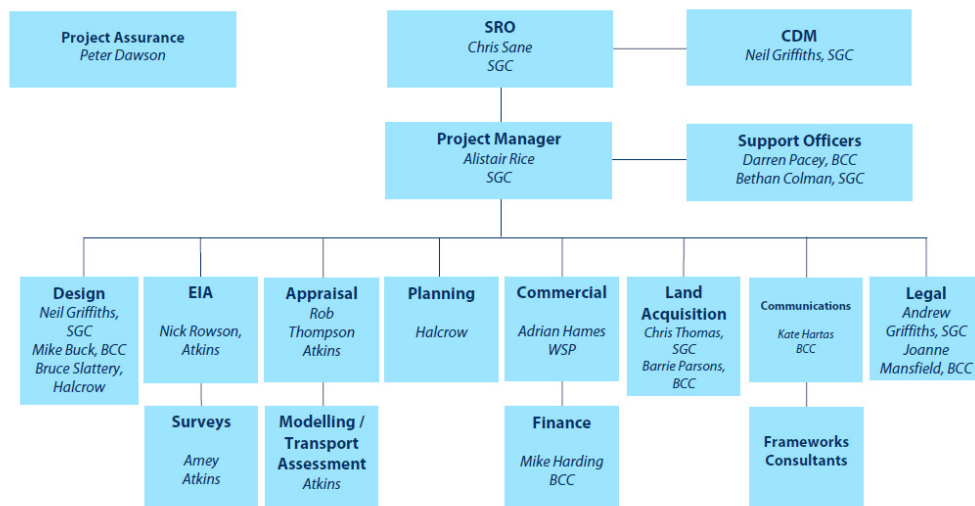
### **Ticketing**

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 maximizing off bus transactions and reducing bus stop dwell times.

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

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

North Fringe to Hengrove Package – Project Structure



### Senior Responsible Owner

The Senior Responsible Owner [SRO] is Chris Sane of South Gloucestershire Council; he represents both SGC and BCC in this context. Chris has wide-ranging experience in transport major schemes and is currently the SRO for the GBBN, as well as being the Strategic Head of Transport for South Gloucestershire.

### Project Manager

For the NFH Package, the Project Manager is Alistair Rice from SGC. Alistair is currently the Project Manager for the North and East Fringe NFH Package scheme components. Prior to joining South Gloucestershire in 2010, Alistair had responsibilities for several major scheme bids in North Somerset (the A38-A370 Link Road, Weston Package and South Bristol Link). Through Alistair's involvement on the NFH Package, he is well placed to draw on his experience of scheme development and appraisal as well as consultation, to provide the necessary project and programme management for this scheme.

Alistair will be supported by Darren Pacey (BCC) and Bethan Colman (SGC). Darren is currently the Project Manager for the M32, City Centre, New Cut Bridge and South Bristol scheme components; Bethan is managing the statutory planning processes and environmental assessment work for the North and East Fringe as well as providing project management support on the NFH Package. Darren and Bethan have been closely involved with workstream project management and technical aspects of the project since its inception in 2008.

### Project Team

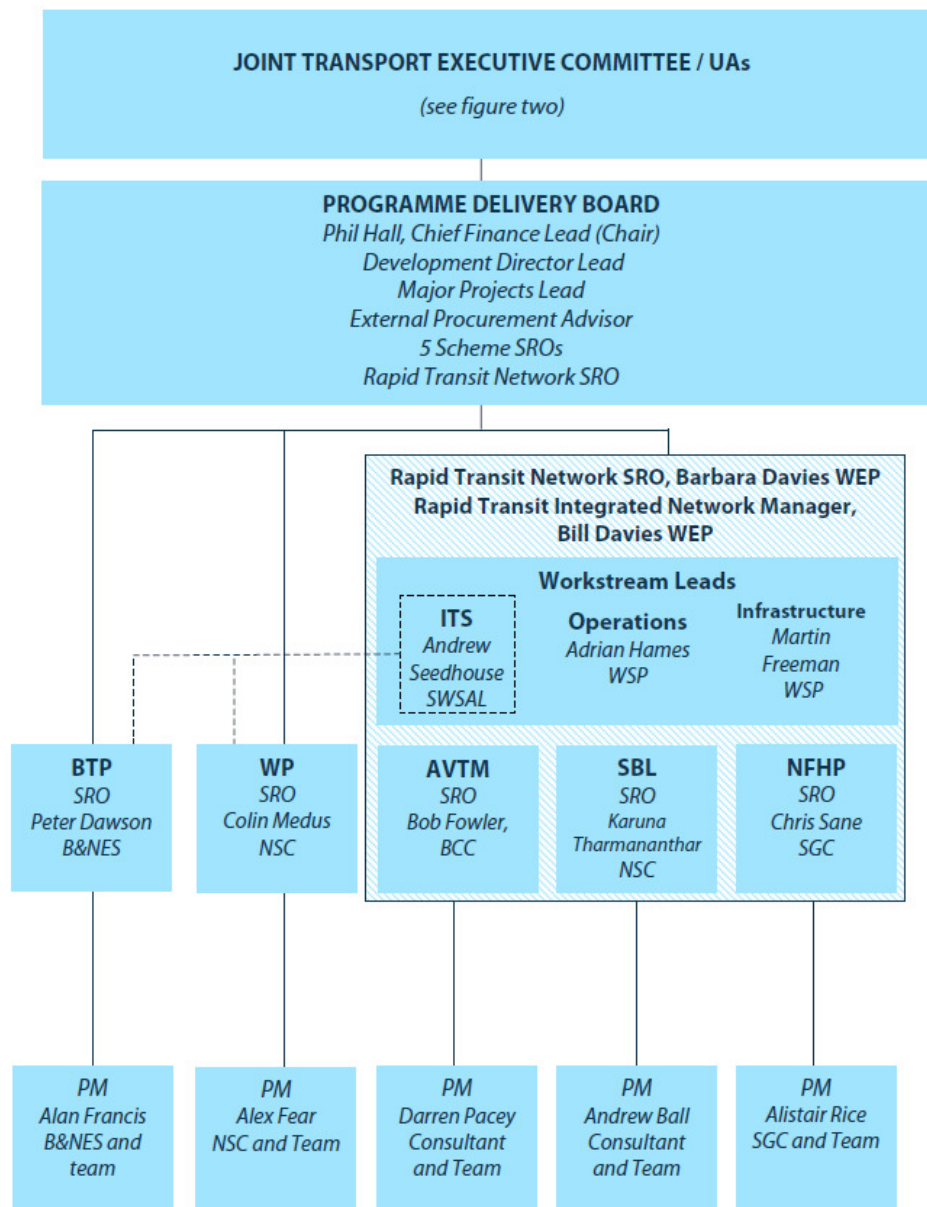
The Project Team includes nominated representatives from the Authorities and West of England Office as well as external advisors. The Project Team is the point of contact for information and liaison with colleagues within each particular organisation and a source of experience and connection to other organisations.

Project Team members are responsible for communications about the project within their own organisations.

The project team includes officers and consultants with experience of major schemes, such as the Avon Ring Road and GBBN, as well as JLTP and S106-funded capital and maintenance schemes. The same team has been working on the NFH Package since its inception and, hence, has developed an in-depth knowledge of the scheme.

The services of several consultancies have been retained to provide ongoing specialist support to the Project, namely:

- Atkins (strategic modelling, appraisal and environmental assessment);
- Halcrow (design, cost, risk, surveys, and detailed traffic modelling);
- Parsons Brinkerhoff (rail structure);
- Steer Davies Gleave (project management);
- WSP (procurement).



### Programme Delivery Board

The councils, via the Programme Delivery Board [PDB], have put in place the structure (above) 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 SRO 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.

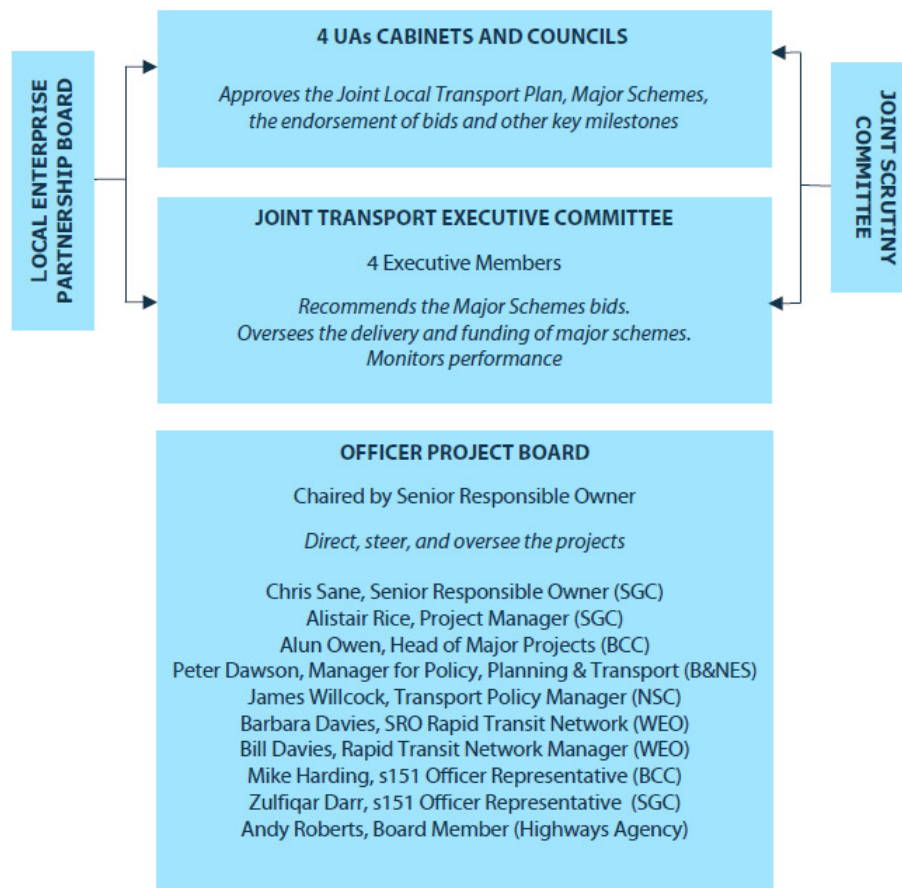
**3.6 Please supply a note setting out the governance arrangements for the scheme.** *This should also link roles and responsibilities with accountability and arrangements for Reviews as appropriate.*

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 JTEC with challenge and advisory roles provided by the Local Enterprise Partnership [LEP] and Joint Scrutiny Committee.

Meeting quarterly, one of the first actions of the Committee was to approve the governance arrangements, 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.

**North Fringe to Hengrove Package Governance Chart**



### **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 PB 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 PB are achieved.

The Project Manager is responsible for delivering the project in line with the agreed controls and procedures set out in the Project Plan. The Project Manager reports to the SRO and PB. The primary focus of the Project Manager 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. The Project Manager is supported by the Project Team and its workstream leaders, who are responsible for delivering their scope of work to programme and budget.

### **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.*

<b>Milestone</b>	<b>Expected Completion Date</b>
Approval of BAFB from DfT	Dec 2011
Statutory Orders published	June 2012
Public Inquiry Starts	December 2012
Confirmation of Orders	July 2013
Complete Procurement <i>(include separate elements if appropriate)</i>	August 2013
Submit Full Approval application to DfT	September 2013
Work Starts on Site	December 2013
Work Completed	December 2016
<i>Significant intermediate milestones:</i>	
South Gos. Core Strategy EiP	March 2012
Draft Orders submitted to NULAD	January 2012
South Gos. Core Strategy Adopted	June 2012
Advertise Orders	June 2012
Opening / commencement of operations <i>(including phases of opening as appropriate)</i>	December 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 3 main risks to the NFH Package programme are as follows:

- Delay in securing of requisite statutory powers;
  - Likelihood before mitigation - 'High' (maximum possible RAG score of 9);
  - Impact on programme – delay of up to 12-months;
  - Mitigation measures – close working with members to maintain cross-party political support, robust technical case in preparation for CPO Inquiry and for South Gloucestershire Core Strategy EiP, ongoing public and stakeholder engagement to maximise support;
  - Likelihood after mitigation - 'Medium' (RAG score of 6).
- Delay and/or failure to achieve permissions from Highways Agency for the new bus-only junction on the M32;
  - Likelihood before mitigation - 'High' (RAG score of 9);
  - Impact on programme – delay of up to 12-months;
  - Mitigation measures – maintain ongoing discussions with the network operators, undertake technical work to allay operator's concerns, Memorandum of Understanding with Highways Agency and technical work ongoing to respond to safety and operational issues
  - Likelihood after mitigation - 'Medium' (RAG score of 6)
- Delay and/or failure to achieve permissions from Network Rail (for SGTL bridge);
  - Likelihood before mitigation - 'High' (RAG score of 9);
  - Impact on programme – delay of up to 12-months;
  - Mitigation measures – Engagement letter received from Network Rail August 2011; Basic Asset Protection Agreement signed with Network Rail; ongoing negotiations with Network Rail in respect of design & build options and possessions;
  - Likelihood after mitigation - 'Medium' (RAG score of 6)

The scheme risk register is 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**

The councils place a strong emphasis on scheme evaluation, both during and following delivery of the scheme. A robust package of performance indicators would 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 budget of £150,000 has been identified to assess the impact of the NFH Package, comprising:

- a) Full scheme impact evaluation undertaken following scheme opening in late-2016 (~£135k);
- b) 1 pre- and 2 post-scheme opening monitoring reports, for 2013, 2017 and 2018 respectively (~£5k per report).

All evaluation and reporting will also be undertaken alongside, and with clear reference to, that for the Ashton Vale and South Bristol Link elements of the rapid transit network.

*Please note that funding for scheme evaluation and monitoring will not be available from DfT.*

## SECTION 4: FUNDING FOR REVISED SCHEME PROPOSAL

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

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

### **Scheme Cost Item (£-2010 unless stated)**

Engineering Works	£50.909m
Land Costs	£11.637m
Site Supervision Costs *	£2.000m
Preliminaries	£5.109m
Part 1 Claims *	£3.766m
Sub-total	£73.421m
Preparatory Costs *	£5.110m
Project Management	£0.910m
Scheme Evaluation *	£0.150m
Inflation	£10.852m
Outturn Risk Budget *	£11.163m
Sub-total	£28.185m
<b>Total</b>	<b>£101.606m</b>

\* Cost items funded from local contribution; all other costs shared between DfT grant and local contribution.

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

### **4.2 Please state what inflation assumptions you are using.**

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

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

#### Investment Cost Inflation

Preparation, supervision and land costs – 2.79% pa

Engineering/construction up to and including 2014/15 – 2.79% pa

Engineering/construction post 2014/15 – 6.00% pa

#### Private Operator Investment Cost Inflation

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

Up to and including 2014/15 – 2.79% pa

<p>Post 2014/15 – 6.00% pa</p> <p><u>Renewal, Maintenance and Operating Cost Inflation</u></p> <p>Capital renewals up to and including 2014/15 – 2.79% pa</p> <p>Capital renewals post 2014/15 – 6.00% pa</p> <p>Maintenance costs up to and including 2014/15 – 2.79% pa</p> <p>Maintenance costs post 2014/15 – 6.00% pa</p> <p>Operating costs 2016 onwards – 4.5% pa</p>	
<p><b>4.3 Please provide a breakdown of the proposed funding sources for the scheme</b></p>	
<p><b>(a) Local Authority contribution</b></p> <p><i>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 <b>all</b> schemes are successful as part of this funding process. Please do not include the cost of any Part 1 Claims.</i></p> <p>Bristol City Council is promoting 3 schemes. Details of its contribution to each are as follows:</p> <p><b>Ashton Vale to Temple Meads (BCC Lead)</b> Bristol City Council's total financial contribution is £11.890m (exc. Part 1). This will be funded from Business Rate Supplement; Workplace Parking Levy, Local Transport Plan or Community Infrastructure Levy.</p> <p><b>North Fringe to Hengrove Package (SGC Lead)</b> Bristol City Council's total financial contribution is £19.485m (exc. Part 1). This will be funded from Business Rate Supplement; Workplace Parking Levy, Local Transport Plan or Community Infrastructure Levy.</p> <p><b>South Bristol Link (NSC Lead)</b> Bristol City Council's total financial contribution is £8.470m (exc. Part 1). This will be funded from Business Rate Supplement; Workplace Parking Levy, Local Transport Plan or Community Infrastructure Levy.</p> <p>If all three schemes are successful, Bristol City Council's total local contribution will be £39.845m (exc. Part 1), £40.800m (inc. Part 1). Bristol City Council propose to contribute a minimum of £5.000m from its own resources and will raise the balance of the local contribution of £35.800m (including Part 1) from either a Business Rate Supplement or from a Workplace Parking Levy focussed on central Bristol. Further explanation is provided in section 4.10.</p>	<p><b>£31.903m outturn</b> (excluding Part 1, £34.737m including Part 1)</p>

<p><b>(b) Agreed third party contributions</b>  <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 3<sup>rd</sup> party contributions are categorised below; more information and evidence of commitment is provided in <b>Appendix D</b>. This information is provided to DfT in confidence and not for publication, as it contains some information that is, or will be subject to, negotiations with third parties or is currently commercially confidential; hence, Appendix D will not be published on the Travel+ website.</p>	
	£-outturn
S106 obligation received by local authority	£2.043m
S106 complete, development commenced	£4.249m
Heads of S106 agreed in principle	£3.732m
Concept master-planning and negotiations ongoing	£0.731m
Concept master-planning started	£4.742m
Windfall sites	£0.271m
Sub-total (including Part 1)	£15.768m
<b>Total (excluding Part 1)</b>	<b>£14.037m</b>
<p><b>(c) DfT funding requested</b>  <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><b>£51.101m outturn</b></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.

The funding profile shown below is based on that submitted for the EoI, which sought to maximise DfT contributions in the current CSR period ending April 2015. This profile enables the local authorities to maximise both their contribution and that from third parties and, hence, has been retained for the BAFB. Please see Appendix D for details of the third party contributions.

The forecast over-commitment of the DfT's budget in 2013/14 is noted, so the extent to which the local authorities can be flexible is described in Section 4.6.

Pre-Programme Entry costs incurred by the authorities to December 2011 are excluded. Anticipated Part 1 Claims (£4.566m outturn) are excluded, but form part of the Quantified Cost Estimate (Section 4.1).

£m outturn	Pre 2011/12	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18		Total	%
LA contribution		0.650	1.944	1.854	4.400	20.100	2.893	0.062		31.903	33%
Third Party contribution		0.000	1.444	1.554	6.084	3.803	1.090	0.062		14.037	14%
DfT funding requested		0.000	0.000	14.488	30.601	3.022	2.990	0.000		51.101	53%
TOTAL		0.650	3.388	17.896	41.085	26.925	6.973	0.124		97.041	100%

#### 4.5 If any DfT funding were available in 2011/12 would you be in a position to reach Full Approval and begin claiming such funding and if so how would your funding profile change?

(If appropriate please set out a funding profile similar to that in section 4.4)

No.

#### 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. The authorities would be happy to discuss funding issues with the DfT should the need arise.

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

Secured and anticipated contributions from developments in the North/East Fringe and South Bristol have been pooled to contribute towards the scheme. The 3<sup>rd</sup> party contributions identified in Section 4 already amount to 16% of the funding and have been achieved in an economic environment that remains challenging for developers. Hence, the level of contributions sought from S106 obligations have to be at a level that does not prejudice the viability developments and the delivery of jobs and homes.

A description of the funding options considered by Bristol City Council, including third party funding, is contained in Section 4.10.

**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 indicate that the fare-box revenues from the established rapid transit network will exceed operating costs. Once patronage has had time to stabilise following scheme opening, fare-box revenues for the NFH Package rapid transit routes are forecast to be approximately £8.4 million per year (2016 prices), with an operating surplus of approximately £1.6 million per year (2016 prices). This level of return is expected to be attractive to private sector operators.

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 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 revised scheme demonstrates a stronger commercial case from the private sector bus operators' point of view (when compared to the MSBC Central Case). Rapid transit revenues have been maintained at a reasonably high level, as the service remains attractive given its extensive geographical coverage and the level of bus priority infrastructure provided. At the same time, the revised scheme includes an optimised service pattern which reduces over-provision of capacity and therefore reduces private sector operating costs.

The authorities have or will have secured S106 contributions from for pump-priming public transport services from development sites that would be served by the NFH

Package; in the event that network operating costs are not covered by income in early years, these would be used to support services.

**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, starting of statutory processes and 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 NFH Package.

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

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

Section 5 of the **Strategic Case** describes the programme level financial strategy; South Gloucestershire and Bristol City Councils have different mechanisms for the funding of the NFH Package, which are described in the following paragraphs.

South Gloucestershire Council

The details of the South Gloucestershire Council local authority are described in **Appendix D**; given that these are subject to ongoing negotiations, these are provided to DfT in confidence and not for publication at present. In the event that either these sources of funding are not forthcoming or are delayed, the use of income from New Homes Bonus and/or prudential borrowing would be considered.

Bristol City Council

Section 4.3 sets out Bristol City Council's contribution to NFH Package. 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, including Part 1). Further detail on these two options 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 communications strategy to manage contact with local public and stakeholders to their scheme. These are shared via the PDB and West of England Joint Communications Officer ensuring that the interrelationship between the schemes is not forgotten, duplication is avoided and no gaps are left.

There has been widespread, cross-party support for the NFH Package scheme.

#### (a) Public Consultation

Full public consultation on the NFH Package was undertaken in winter 2009/10. There was widespread support for the NFH Package and one specific outcome, whereby the route of the North Fringe rapid transit was extended from Aztec West to terminate at The Mall.

There remained a number of minor outstanding design issues in the city centre and South Bristol and M32 areas following the 2009/10 consultation and, hence, meetings have been held with representative groups, particularly the Neighbourhood Planning Network, Bristol Chamber of Commerce, other city centre business groups and allotment gardeners/smallholders/local residents in the M32 area to resolve these.

Information leaflets on all the West of England major transport schemes were published in June 2011; that for the NFH Package was incorporated into an over-arching rapid transit leaflet. 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 winter 2009/10 consultation.

Further community engagement will be undertaken as part of the pre-application

processes for scheme components that require planning consent in 2012. A detailed involvement strategy has been prepared across the NFH Package. For the SGTL, this would be co-ordinated with the community engagement for the East of Harry Stoke New Neighbourhood SPD.

#### **(b) Statutory Environmental Bodies**

The first meeting (held in conjunction with the South Bristol Link project) was held with the statutory environmental bodies (SEBs) on 12<sup>th</sup> August, with further meetings to be undertaken on a regular basis during scheme development. The meeting briefed the SEB's on all relevant elements of the NFH Package with the key issues identified. The SEB's were very supportive of our work to obtain their buy-in by engaging with them at this early stage.

#### **(c) Other Stakeholders**

The councils have been meeting with key delivery partners, including Network Rail and the Highways Agency; these will continue. A letter confirming Network Rail's position is appended in **Appendix F**.

The councils have maintained contact with businesses served by the scheme and, in conjunction with the LEP, have sought their estimates of the benefits in respect of growth and jobs. The continued support of the business community for the scheme is important and, hence, the authorities (with the LEP) will continue to seek their views as the scheme develops.

The owners of land required for the scheme and those owning land adjacent to it have been contacted and updated on progress with the scheme. Most land owners have already granted access to their land so that habitat and species surveys can be undertaken.

There are a range of other stakeholders that we continue to engage with on a periodic basis in accordance with the wider needs of the project. This will remain ongoing through scheme delivery, at key milestones, and in particular, during the run up to the Public Inquiry in late 2012. This will include elected representatives, utility companies, emergency services, developers and special interest groups.

A public and stakeholder involvement plan has been produced for the various project phases to guide it through to the start of construction.

### **5.2 Letters of support**

Please append any letters of support explaining strategic importance of scheme especially from the Local Enterprise Partnership and business groups.

*These should detail, where possible, the particular outcomes they believe the scheme will deliver. Where a LEP includes more than one scheme it will be important that they differentiate between schemes, and prioritise if possible.*

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

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

Britain Trust and the new National Composites Centre.

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

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

All the above letters are appended to the **Strategic Case**.

As well as the Network Rail letter, letters of support for the NFH Package in particular are contained in **Appendix F** and are as follows:

- North Bristol SusCom (North Fringe employers)
- SPark (Science park, Emerson's Green)
- Goodman (Aztec West & Filton business parks)
- University of the West of England
- PRUPIM (The Mall)
- Bristol Rovers Football Club
- Bristol Zoo (at Cribbs Causeway)
- Crest (Harry Stoke developer)
- HF Trust (Emerson's Green)

### 5.3 Opposition

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

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

The proposed bus only junction on the M32 has been raised as a limited issue locally in respect of the impact to the Stapleton small-holdings/allotments and the perceived traffic impacts on local roads. As well as our significant previous consultation, we undertook four drop-in sessions for interested local residents, small holders and allotment gardeners in July and August 2011 to understand the concerns of these parties and to ensure that we presented all the facts of the revised scheme which, as previously mentioned, does not now include a new Park & Ride site on the M32.

The effect on the allotments will be minimal with all allotments being relocated within the existing site. New facilities and all moving of the allotments will be provided for the allotments from the scheme budget. This will include new gardening haul roads, security fencing, environmental screening, water/electricity supplies, meeting huts, additional storage and the like. The number of smallholders likely to be moved has been considerably reduced within the revised scheme. However, the scheme budget does include provision for land acquisition for

alternative sites for smallholders. Additional environmental screening and landscaping will be used to minimise the visual impact of the bus only junction.

Only buses meeting our quality standards will be able to use the M32 bus only junction. We will not be adding to the traffic levels in the area, but hope to decrease it given that buses will help to promote a shift in mode from cars to buses. However, we are proposing to improve the Frenchay Park Road/Stoke Lane junction with new signals (including additional lane capacity and pedestrian crossings) and signal the access to the bus only junction. This will help to ease the existing congestion problems at the Frenchay Park Road/Stoke Lane junction as we will be able to control it better, especially during the peak hours when congestion occurs.

## 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 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 return on every £1 of transport investment.
- The Area has well-established governance arrangements built around a Joint Transport Executive Committee and a track record for delivery. This Committee is being integrated into new LEP structures involving business.
- The authorities are developing a programme level approach to procurement and risk management to drive down cost and increase delivery certainty.
- The programme is also sufficiently flexible to complement national priorities and the availability of funding.
- The authorities are committed to bringing forward these schemes and have an innovative, coordinated funding package to provide significant local contributions to ensure they are delivered.

The appendices referred to in this BAFB form are:

- A. Revised scheme drawings;
- B. Revised scheme detailed costings;
- C. Revised scheme Value for Money;
- D. Local and third party contributions (not for publication);
- E. Risk Register;
- F. Letters of support.

### 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 in 2011	Location on Promoter Website
a) SBL / NFHP Transport Data Collection Report	8 September	
b) NFHP Highway Local Model Validation Report	8 September	
c) NFHP Public Transport Assignment Model Development Report	8 September	

d)	NFHP Demand Model Development Report	8 September	All files located at: <a href="http://travelplus.org.uk/">http://travelplus.org.uk/</a> (unless not for publication)
e)	DfT Engagement – Modal Constant Assumptions	8 September	
f)	DfT Engagement – Annualisation Factors Review	8 September	
g)	DfT Engagement – Matrix Methodology	8 September	
h)	DfT Engagement – Proposals for Treatment of Wider Impacts	8 September	
i)	DfT Engagement – Do Minimum MSB Schemes and Sensitivity Tests	8 September	
j)	NFHP Forecasting Report	8 September	
k)	Local Partnerships Gateway Review 1: Business Justification Gateway Review (not for publication)	8 August	
l)	DfT Interim Proforma June 2011	23 June	

Notes:

**BAFB Form and Link to the 5 Case Model**

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

<b>Case</b>	<b>Elements of the BAFB Form</b>
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

# LOCAL AUTHORITY MAJOR SCHEMES BEST AND FINAL FUNDING BID SEPTEMBER 2011

<b>Scheme Name</b>	South Bristol Link
<b>Local Authority</b>	North Somerset Council

## SCHEME COST SUMMARY (£m)

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

\* 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

<b>Lead Contact:</b> <b>Position:</b> <b>Tel:</b> <b>E-mail:</b>	Karuna Tharmananthar Senior Responsible Officer 01275 888 596 <a href="mailto:karuna.tharmananthar@n-somerset.gov.uk">karuna.tharmananthar@n-somerset.gov.uk</a>
<b>Alternative Contact:</b> <b>Position:</b> <b>Tel:</b> <b>E-mail:</b>	Andrew Ball Project Manager 01934 426809 <a href="mailto:andrew.ball@n-somerset.gov.uk">andrew.ball@n-somerset.gov.uk</a>

**NOTE: Bids should be received by the Department by Noon on 9<sup>th</sup> September 2011.**

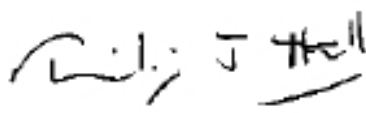
**SENIOR RESPONSIBLE OWNER DECLARATION**

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: <b>Karuna Tharmananthar</b>	Signed: 
Position: <b>Deputy Director, Development and Environment North Somerset Council</b>	

**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: <b>Phil Hall, Director of Finances and Resources, North Somerset Council</b>	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](http://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.*

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

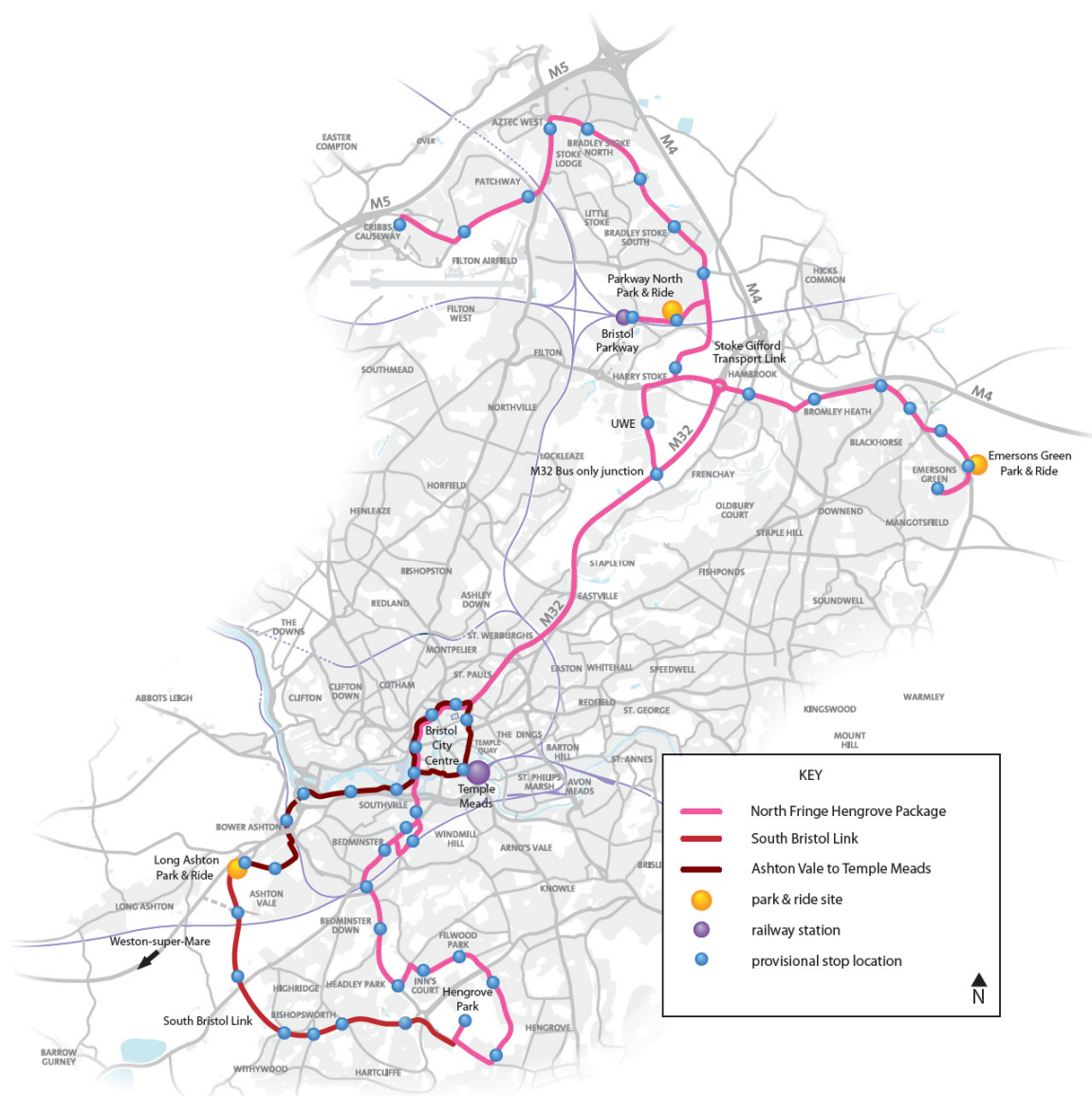
**1.1 Brief description of the scheme as previously configured** *This should clearly state the scope of the scheme and describe all of its key components.*

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.

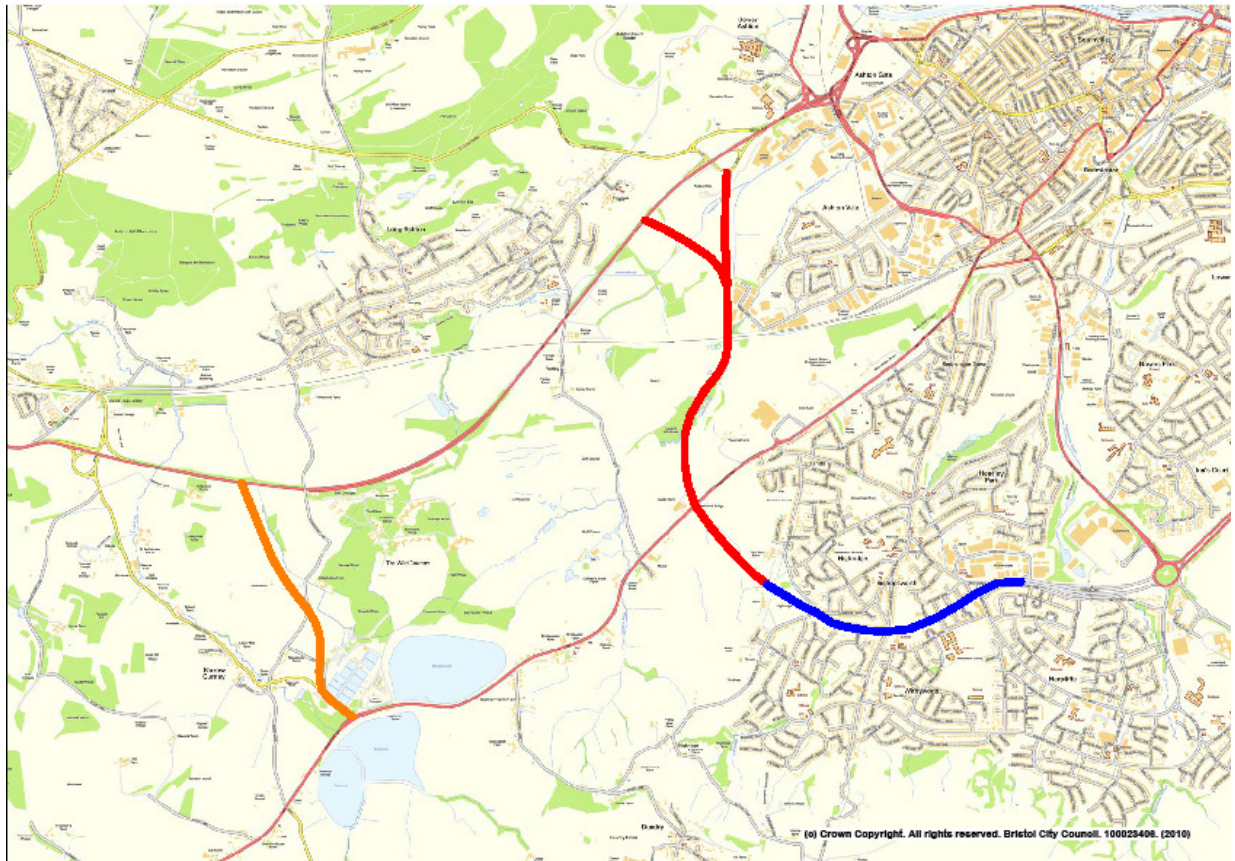
A38 – A370 Link Road Study, JMP 2002 - The study examined a long list of eleven routes plus a public transport option. Of the main alternative alignments considered, the report recommended the 'Orange Route', which runs between the A370 and the A38 close to Barrow Gurney, 'The Barrow Gurney Bypass', 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.

1<sup>st</sup> 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.

1<sup>st</sup> Options Appraisal Workshop Report; Mott MacDonald; February 2008. This report

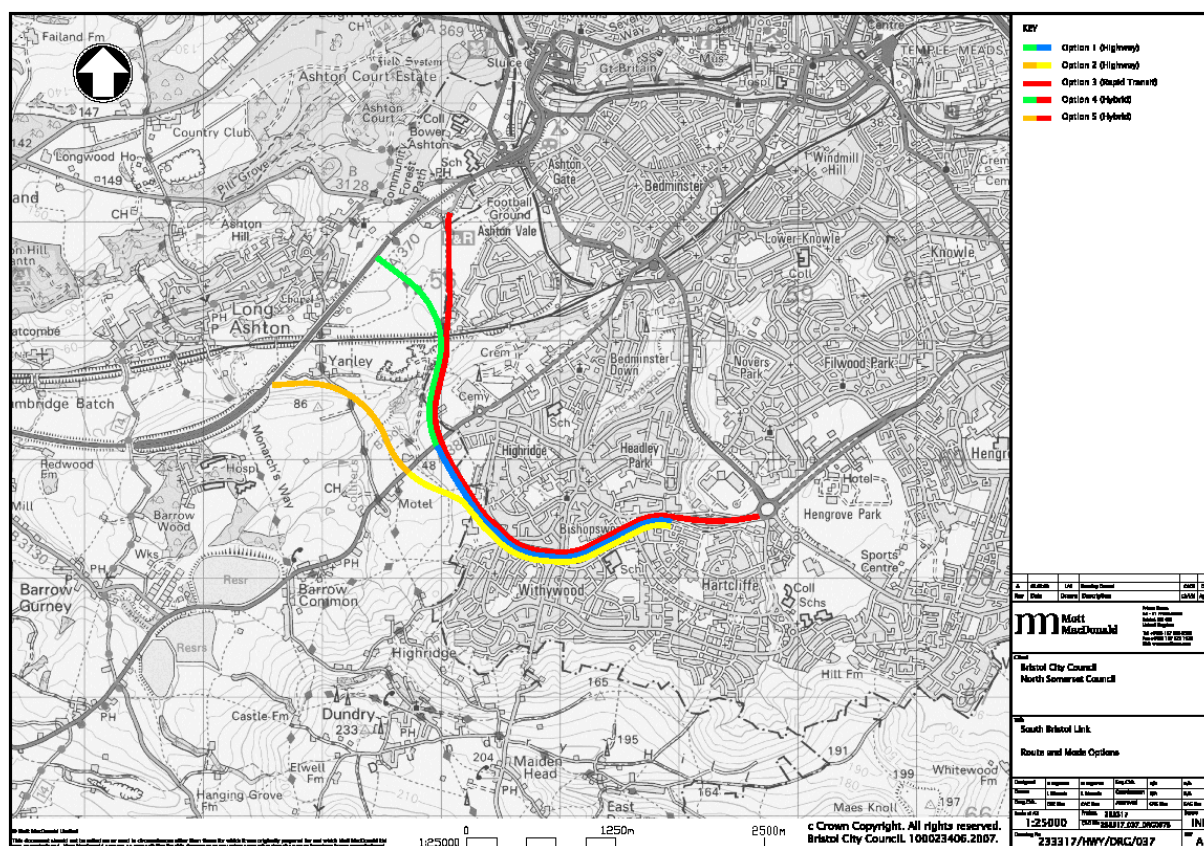
sets out the process and outcomes of the workshop in January 2008.

2<sup>nd</sup> 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.

2<sup>nd</sup> Options Appraisal Workshop Report; Mott MacDonald; May 2008. This report set out the process and outcomes of the workshop in March 2008.

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

**Figure 1.4: Shortlisted options offered to public consultation 2008/09**



Options Appraisal Report; Mott MacDonald; February 2009. This report evaluated each of the 5 options in the Short List.

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.

Reports to Executive Members for Transport (NSC & BCC); October 2009; These reports reduced the two options to one and identified the Preferred Scheme.

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 4<sup>th</sup> 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 26<sup>th</sup> March 2010.

Subsequently the South Bristol Link has been reconfirmed in the 3<sup>rd</sup> 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	%
<b>LA contribution</b>	0.7	1.7	1.7	1.3	-0.43	0.9	0.5			6.37	11%
<b>Third Party contribution</b>											
<b>DfT funding requested</b>					7	23.6	19.5			50.22	89%
<b>TOTAL</b>	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

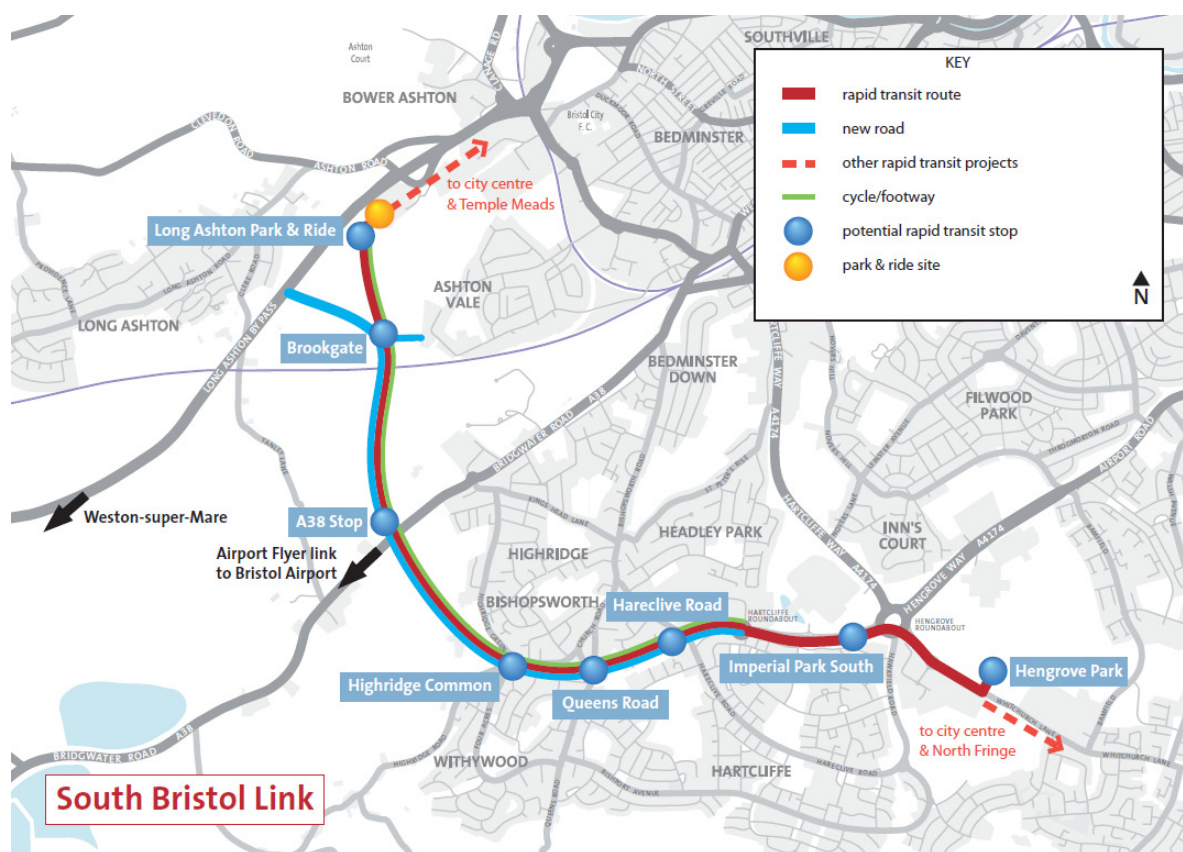
*This section should describe the changes you are proposing to make for the purposes of your Best and Final Funding Bid.*

**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"> <li>• A integrated procurement strategy for the West of England schemes, which includes the establishment of a Programme Delivery Board to co-ordinate procurement activities;</li> <li>• 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</li> <li>• A targeted re-evaluation of the strategic risk to eliminate any overlap with scheme-specific allowance.</li> </ul>
---

**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”.

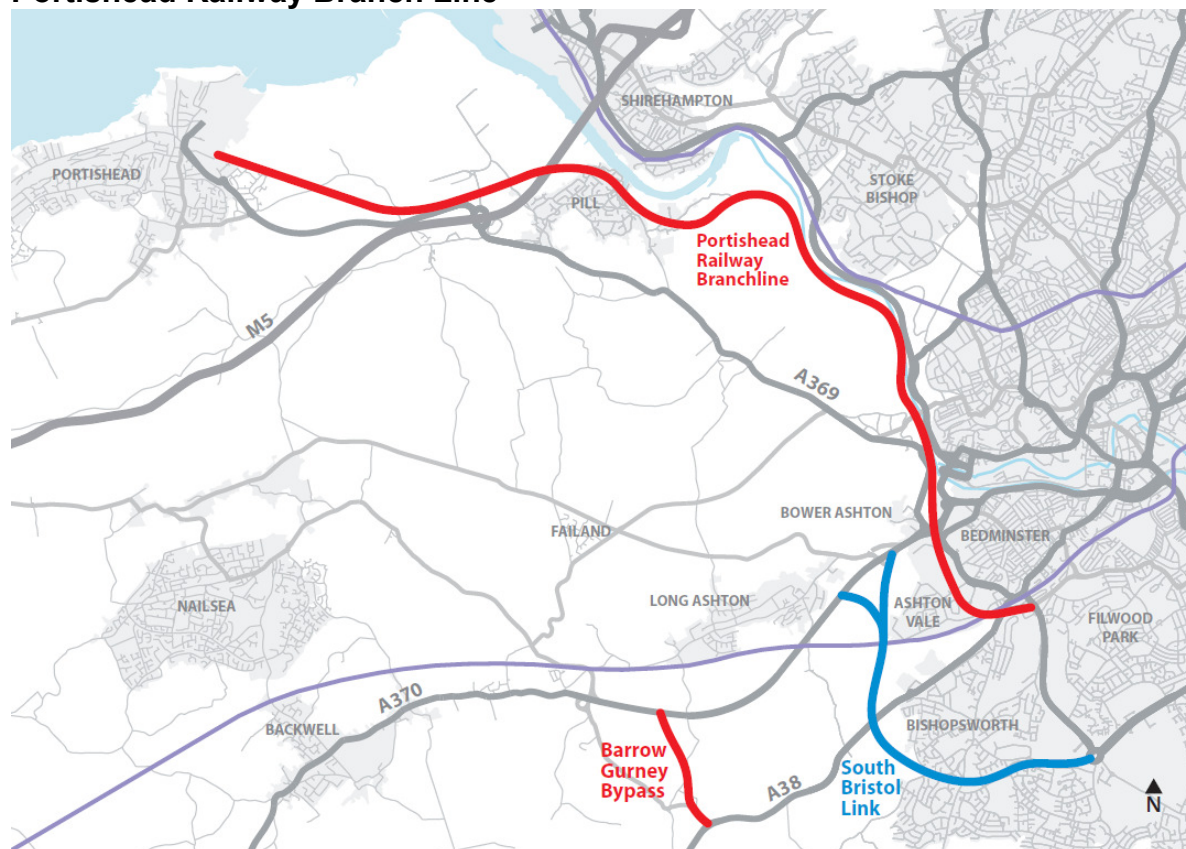
For these reasons it is clear that the South Bristol Link is a more viable proposal. Therefore the Barrow Gurney bypass is not being promoted as an alternative to the South Bristol Link by the Local Authorities.

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
<b>Net Present Value of Benefits (PVB)</b>	<b>328.10</b>	<b>368.955</b>
Local Government Funding	16.80	19.205
Central Government Funding	39.60	19.034
<b>Net Present Value of Costs (PVC)</b>	<b>56.50</b>	<b>38.239</b>
Net Present Value (NPV= PVB-PVC)	275.70	330.72
<b>Benefit to Cost Ratio (BCR=PVB/PVC)</b>	<b>5.81</b>	<b>9.65</b>

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.

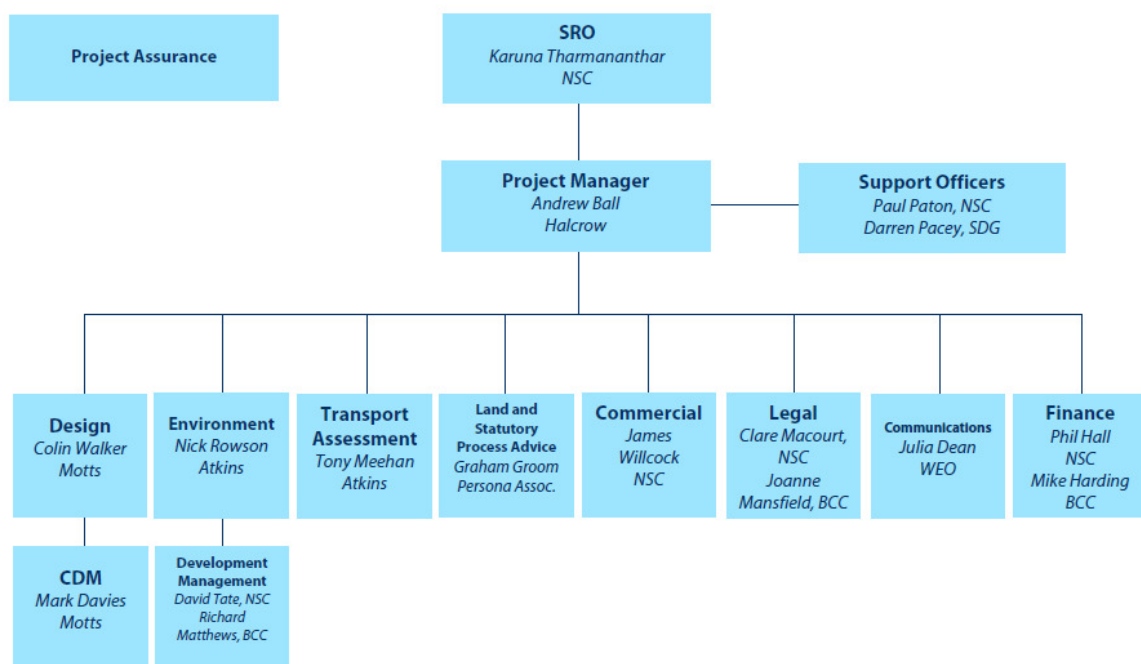
In addition to preparing the Best and Final Bid, as of April 2011, the Project Team resources were increased to progress the scheme programme, which now has construction commencing in summer 2014. The expanded Project Team has a wealth of individuals who have, not only the specialist expertise in planning 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.

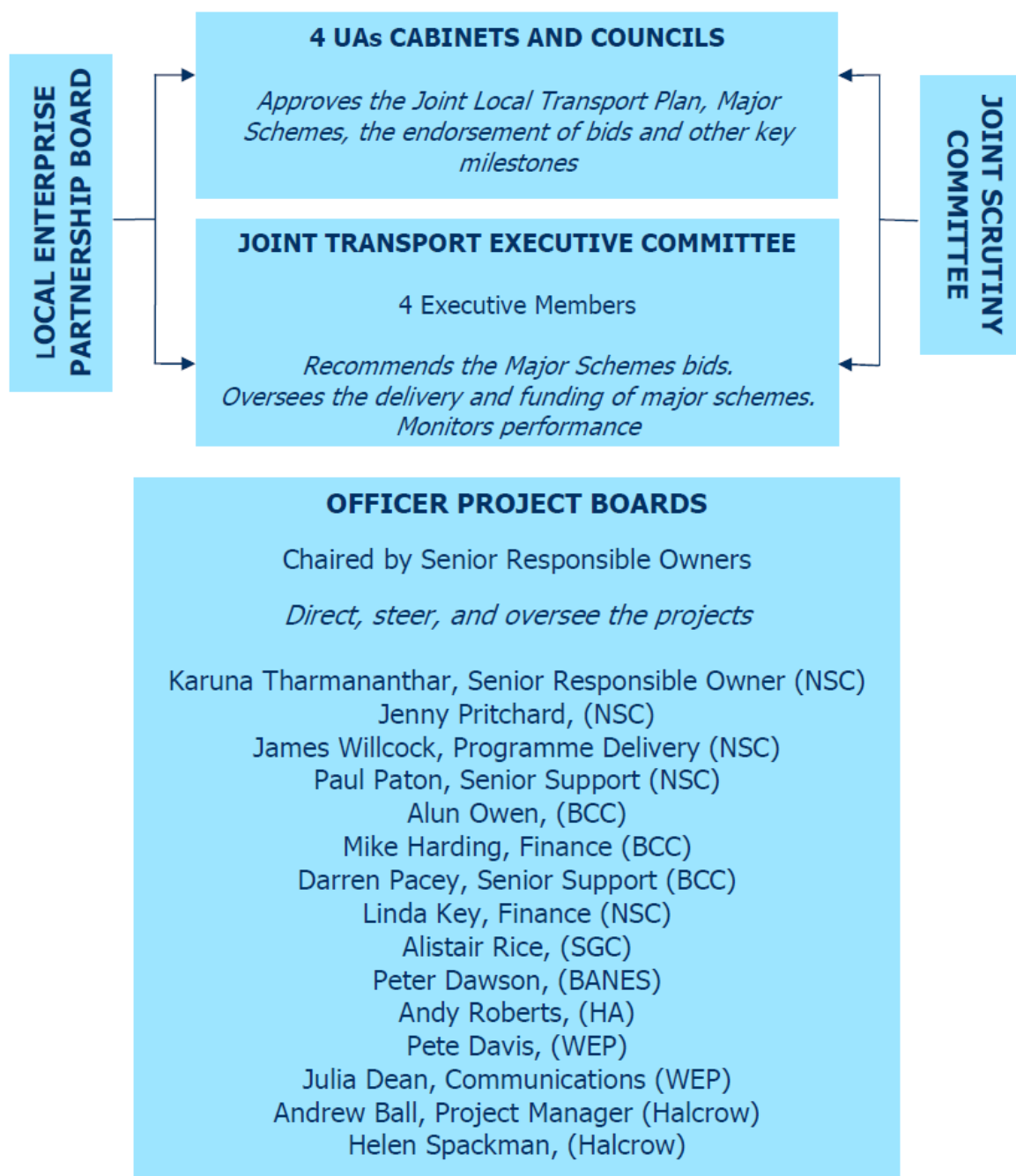
Meeting quarterly, one of the first actions of the Committee was to approve the governance arrangements, Senior Responsible Owners (SROs) and other key responsibilities across the major schemes programme. This has provided a consistent approach to the project management and governance across the major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

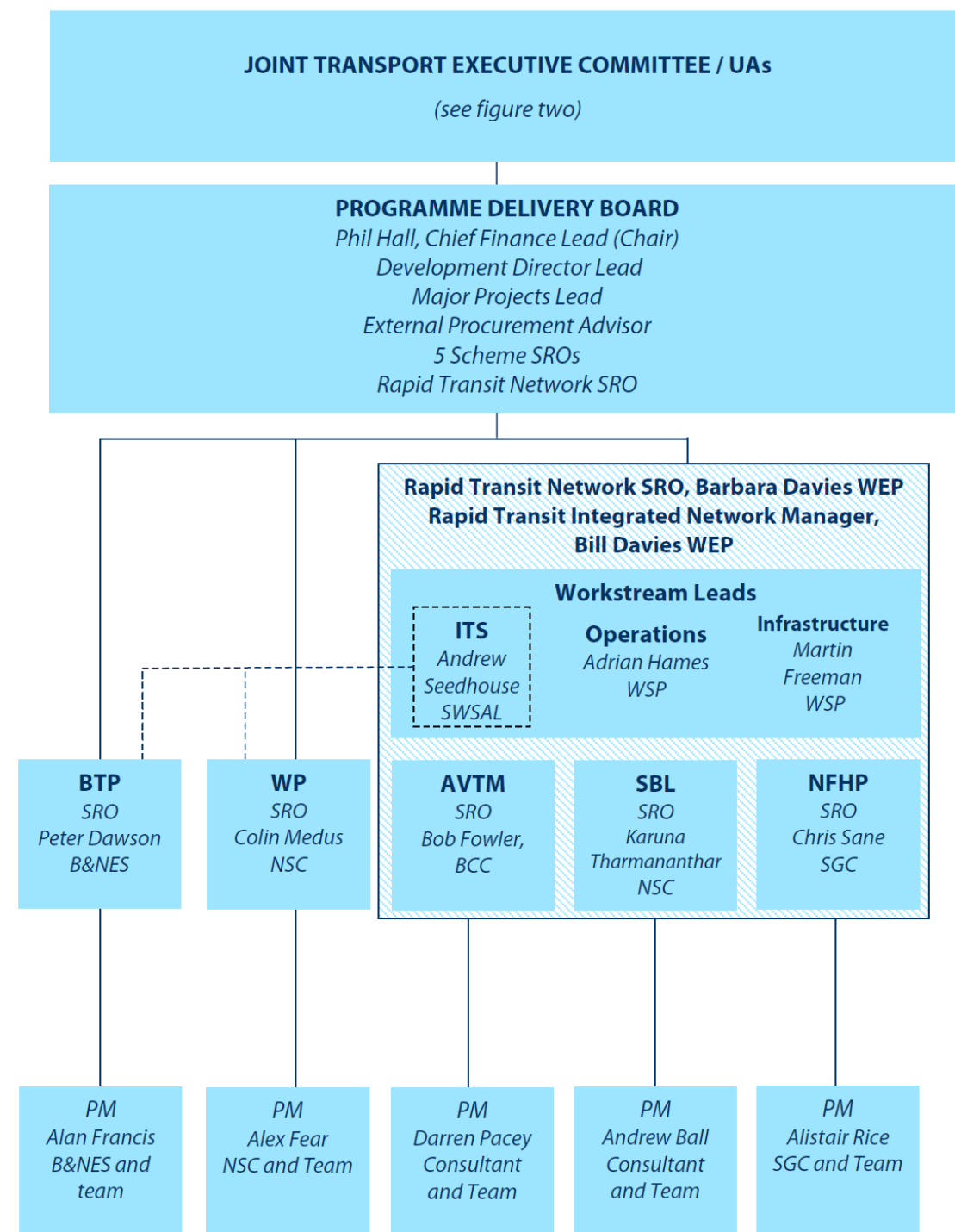
The Project Manager (PM) is responsible for delivering the project in line with the agreed controls and procedures set out in the Project Plan. The PM reports, and is accountable, to the SRO and Project Board. The primary focus of the PM will be to define the Project Plan and to ensure that the project 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)*

<b>4.1 What is your estimate of the total outturn cost of the revised scheme?</b> <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>	
<b>Scheme Cost Item (at 2009 base costs)</b>	
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>
<b>Total</b>	<b>£43.953M</b>

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><b>South Bristol Link</b></p> <ul style="list-style-type: none"> <li>Bristol City Council would provide a total local authority contribution of £8.470m.</li> </ul> <p><b>Ashton Vale to Temple Meads</b></p> <ul style="list-style-type: none"> <li>Bristol City Council would provide a total local authority contribution of £11.890m</li> </ul> <p><b>North Fringe to Hengrove Package</b></p> <ul style="list-style-type: none"> <li>Bristol City would provide a local authority contribution of £19.485m.</li> </ul>	
<p><b>(b) Agreed third party contributions</b></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 <b>Appendix G</b>. 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><b>£3.191m</b></p>
<p><b>(c) DfT funding requested</b></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><b>£27.637m outturn</b></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	%
<b>LA contribution</b>		0.416	3.270	2.798	1.433	3.029	1.309			12.255	28%
<b>Third Party contribution</b>					1.453	0.869	0.869			3.191	7%
<b>DfT funding requested</b>					9.214	12.152	6.270			27.637	64%
<b>TOTAL</b>	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 12<sup>th</sup> 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 23<sup>rd</sup> 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 14<sup>th</sup> 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	<a href="http://www.travelplus.org.uk">www.travelplus.org.uk</a>
Mode Constant Engagement Note	August 2011	<a href="http://www.travelplus.org.uk">www.travelplus.org.uk</a>
SBL Matrix Methodology Engagement Note	June 2011	<a href="http://www.travelplus.org.uk">www.travelplus.org.uk</a>
SBL Matrix Forecasting Engagement Note	July 2011	<a href="http://www.travelplus.org.uk">www.travelplus.org.uk</a>
SBL Engagement Note covering Geographical Scope Trip Rates, Accident Spreadsheet and Inter-Peak Benefits	June 2011	<a href="http://www.travelplus.org.uk">www.travelplus.org.uk</a>
Social and Distributional Impact Assessment – Step 0	June 2011	<a href="http://www.travelplus.org.uk">www.travelplus.org.uk</a>

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.

<b>Case</b>	<b>Elements of the BAFB Form</b>
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