

National Productivity Investment Fund for the Local Road Network Application Form



Department
for Transport

The level of information provided should be proportionate to the size and complexity of the project proposed. As a guide, for a small project we would suggest around 10 -15 pages including annexes would be appropriate.

One application form should be completed per project and will constitute a bid.

Applicant Information

Local authority name(s)*: Bristol City Council

**If the bid is for a joint project, please enter the names of all participating local authorities and specify the lead authority.*

Bid Manager Name and position: Jacob Pryor, Senior Transport Planner

Name and position of officer with day to day responsibility for delivering the proposed project:

Oliver Coltman, Programme Manager (Transport)

Contact telephone number: 07464 983 523 **Email address:** Oliver.coltman@bristol.gov.uk

Postal address:

Strategic City Transport (CH)
PO Box 3176
Bristol, BS3 9FS

Combined Authorities

If the bid is from an authority within a Combined Authority, please specify the contact, ensure that the Combined Authority has provided a note ranking multiple applications, and append a copy to this bid.

Name and position of Combined Authority Bid Co-ordinator: Basil Jackson

Contact telephone number: 07880333145

Email address: basil.jackson@westofengland.org

Postal address:

Engine Shed
Temple Meads
Bristol, BS1 6QH

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published: travelwest.info/projects/npif

SECTION A - Project description and funding profile

A1. Project name: [Temple Quarter Enterprise Zone: East Access](#)

A2 : Please enter a brief description of the proposed project (no more than 50 words)

Bristol's Temple Quarter Enterprise Zone (TQEZ) is expected to accommodate 17,000 jobs, a 12,000 seat arena and 2,500 housing units. The project aims to; facilitate public transport penetration into the area; provide high quality pedestrian/cycle links; and improve junction layouts thereby reducing congestion and unlocking employment and housing sites.

A3 : Please provide a short description of area covered by the bid (no more than 50 words)

Bristol's TQEZ is situated in the heart of Bristol next to Temple Meads Station, with connections to London Paddington, Bristol Airport and the Royal Portbury Docks. The bid covers Feeder Rd (access from the east), Avon Street (connections from the north) and Temple Gate (access from the south and west).

OS Grid References and Postcodes:

| Area | Postcode | OS Grid Ref |
|------------------------------------|--------------------|----------------------------------|
| Avon Street/Temple Way Junction | BS1 6NH | ST 59526 72867 |
| Avon Street/Feeder Rd Junction | BS2 0PX | ST 60111 72364 |
| Feeder Road pedestrian/cycle route | BS5 9PJ BS2 0PX | ST 61590 72694 ST 60111 72364 |
| Netham Lock Junction | BS5 9PJ | ST 61590 72694 |
| St Annes Rd/Newbridge Rd Junction | BS4 4AX | ST 61766 72608 |
| Bath Bridges/Temple Gate works | BS1 6QA | ST 59629 72249 |

Please append a map showing the location (and route) of the project, existing transport infrastructure and other points of particular relevance to the bid, e.g. housing and other development sites, employment areas, air quality management areas, constraints etc.

[Please find a map of the area in Appendix 1](#)

A4. How much funding are you bidding for? (please tick the relevant box):

Small project bids (requiring DfT funding of between £2m and £5m)

Large project bids (requiring DfT funding of between £5m and £10m)

A5. Has any Equality Analysis been undertaken in line with the Equality Duty?

Yes No

A6. If you are planning to work with partnership bodies on this project (such as Development Corporations, National Parks Authorities, private sector bodies and transport operators) please include a short description below of how they will be involved.

N/A

A7. Combined Authority (CA) Involvement

Have you appended a letter from the Combined Authority supporting this bid? Yes No

A8. Local Enterprise Partnership (LEP) Involvement and support for housing delivery

Have you appended a letter from the LEP supporting this bid? Yes No

For proposed projects which encourage the delivery of housing, have you appended supporting evidence from the housebuilder/developer?

Yes No

SECTION B – The Business Case

B1: Project Summary

Please select what the project is trying to achieve (select all categories that apply)

Essential

- Ease urban congestion
- Unlock economic growth and job creation opportunities
- Enable the delivery of housing development

Desirable

- Improve Air Quality and /or Reduce CO2 emissions
- Incentivising skills and apprentices

Other(s), Please specify –

Facilitating more journeys by foot and cycle with consequential benefits for health and productivity

Improving pedestrian and cycle safety

Improving resilience of the highway network

B2 : Please provide evidence on the following questions (max 100 words for each question):

a) What is the problem that is being addressed?

A study in 2012 concluded that failure to deliver transport infrastructure investment in the TQEZ would compromise the target of 17,000 additional jobs to be generated within the zone. The principle threat to economic and housing development in the TQEZ is congestion, both within the zone and the surrounding highway network. Investment is required to more efficiently manage existing traffic and encourage the use of sustainable modes. Bristol City Council (BCC) has committed funding to deliver schemes meeting these objectives. Additional funding is required to build on this investment and expand the benefits towards the East and South of the TQEZ.

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

A Spatial Framework has been produced for the Temple Quarter Enterprise Zone. The preparation of the Spatial Framework included an analysis of movement routes and, building on the 2012 Transport Study, developed proposals for further connections and improvements. The area has a number of key barriers to movement (railway, harbour, river, etc.) and so limited routes in and through. The proposed network of general traffic, public transport and walking/cycling route improvements and changes is based on maximising the efficiency of the space available, balancing the need for general traffic access against the requirement to increase sustainable transport use by improving infrastructure.

c) What are the expected benefits/outcomes? For example, could include easing urban congestion, job creation, enabling a number of new dwellings, facilitating increased GVA.

The project will result in £20.37m of travel time savings through new and replaced signals equipment, junction improvements at Avon St/Temple Way and improved walking and cycling provision. Additionally the project is expected to generate £0.94m in accident reduction benefits and £10.34m in health benefits. The overall BCR for the scheme is 7.9 and it is estimated that 51 jobs and GVA benefits of £2.44m will also be generated. Finally, the project is projected to result in modest Air Quality and CO₂ emissions savings through uplift in cycling trips.

d) Are there any related activities that the success of this project relies upon? For example, land acquisition, other transport interventions requiring separate funding or consents?

The programme of works does not require land acquisition which reduces the overall risk to the project and ensures confidence in delivery within the funding period. The project will facilitate the introduction of bus services into the project area, but the decision to route services through the area is a commercial decision to be taken by local operators. BCC has engaged with local operators in the development of a Spatial Framework and Sustainable Urban Mobility Plan for the TQEZ and they have indicated an intention to introduce additional services should the proposed infrastructure investment be delivered.

e) What will happen if funding for this project is not secured - would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed project)?

Without the funding to enable these works to be delivered, there won't be the required levels of infrastructure investment in the TQEZ to support the economic and housing development targets. A key element of promoting development in the TQEZ is to provide the required transport network improvements in advance – without this the attractiveness of the zone to inward investment would be diminished and individual developments would be required to fund mitigation measures, potentially reducing the viability of development. This incremental approach to improving the transport network will have a greatly reduced impact in terms of alleviating congestion.

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

BCC has declared a city wide AQMA covering the centre and all main arterial routes into the city based on widespread monitored exceedances of the annual objective for nitrogen dioxide. The works fall within the AQMA. The air quality objectives are exceeded by a considerable margin in some locations. For instance York Road (which joins the Bath Bridges junction) recorded an annual nitrogen dioxide concentration of 52µg/m³ and therefore proposed improvements to reduce queuing vehicles would improve air pollution in an area of very poor air quality. Similarly

poor air pollution is recorded at the Three Lamps Junction to the South of Bath Bridges with a 2016 annual nitrogen dioxide concentration of 55.2µg/m3.

B3 : Please complete the following table. Figures should be entered in £000s

(i.e. £10,000 = 10).

Table A: Funding profile (Nominal terms)

| £000s | 2018-19 | 2019-20 |
|------------------------------|---------------|---------------|
| DfT funding sought | £2,018 | £2,923 |
| Local Authority contribution | £2,430 | 0 |
| Third Party contribution | 0 | 0 |
| TOTAL | £4,448 | £2,923 |

Notes:

- 1) Department for Transport funding must not go beyond 2019-20 financial year.
- 2) Bidders are asked to consider making a local contribution to the total cost. It is indicated that this might be around 30%, although this is not mandatory.

B4 : Local Contribution & Third Party Funding : Please provide information on the following questions (max 100 words on items a and b):

- a) Provide an outline of all non-DfT funding contributions to the project costs, the level of commitment, and when the contributions will become available.

Bristol City Council's contribution to this project is £2,429,610. This is committed funding via the West of England LEP's Revolving Infrastructure Fund. This is grant funding to be repaid from retained business rates growth in the TQEZ. The funding will be made available in the financial year 2018/19.

- b) List any other funding applications you have made for this project or variants thereof and the outcome of these applications, including any reasons for rejection.

Several of the schemes within the project were considered for inclusion in the programme of work funded by a grant from the LEP's Revolving Infrastructure Fund. However, this funding is focussed on core projects linked to immediate development proposals and so was not able to include these schemes.

B5 Economic Case

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

A) Requirements for small project bids (i.e. DfT contribution of less than £5m)

- a) Please provide a description of your assessment of the impact of the project to include:
- Significant positive and negative impacts (quantified where possible) including in relation to air quality and CO₂ emissions.
 - A description of the key risks and uncertainties;
 - If any modelling has been used to forecast the impact of the project please set out the methods used to determine that it is fit for purpose

Significant Positive and Negative Impacts

Avon St / Temple Way – travel time savings

Changes to the junction focus on the construction of a right-turn out of Avon Street onto Temple Way and improved pedestrian and cycle connectivity on the Avon Street arm. A high-level strategic assessment has forecast benefits to the local highway network in the form of reduced travel times during the AM and PM peak hours.

Forecast benefit (2010 prices): £2.37m

New signals equipment (better operation) – travel time savings

Upgraded signal control (from VA to SCOOT) is included in the schemes Avon Street/Feeder Road junction, Netham Lock junction and St Annes Road/Newbridge Road junction. A 12% reduction in total delays in line with evidence has been applied to each junction.

Forecast benefit (2010 prices): £2.39m

New signals equipment (improved legibility) and Feeder Rd – accident benefits

Benefits are forecast to arise from the replacement of signalling equipment at all existing signalised junctions included in the scheme. The ROSPA Road Safety Engineering Manual Report states that improved pedestrian provision at existing crossings and (existing) signal improvements have been observed to reduce accidents generally by 41% and 22% respectively. As a conservative assumption, it has been assumed that each improvement will result in a general reduction in accidents by 10% (compounded), which has been applied to the average annual accident rates at junctions concerned.

Additionally, an assessment of the reduction in pedestrian and cyclist casualties along Feeder Road between Avon Street and the Netham Locks junction has been included.

Forecast benefit (2010 prices): £0.94m

New signals equipment (replacing faulty equipment) – travel time savings

Benefits are forecast to arise from the replacement of signals that are currently at least 20 years old, since there will be fewer signal failures. Comparing average and maximum travel times (i.e. during signal failures) through the junctions and the recorded number of annual signal failures, the annual delay to the network attributable to signal failures at each junction has been established.

Forecast benefit (2010 prices): £2.98m

Improved walk / cycle provision – health benefits

A HEAT assessment has been undertaken in relation to the forecast increase in cycling levels along the corridor. 100 extra daily cyclists are forecast to use the Feeder Road corridor.

Forecast benefit (2010 prices): £10.34m

Improved walk / cycle provision – travel time savings

Highway delay reduction attributable to modal shift has also been calculated. This draws on the BCR (6.1) set out in the West of England Cycle Transformation Cycle City Ambition Grant Funding Bid, which is based on highway delay benefits. This has been applied to the approximate walking/cycling spend of each element of the scheme, equating to 53% overall.

Forecast benefit (2010 prices): £11.20m

Bath Bridges / Temple Gate

Highway delay reduction resulting from the Bath Bridges and Temple Gate improvement scheme – focusing on improved pedestrian and connectivity through the junction and increased capacity of the junction – has been forecast.

Forecast benefit (2010 prices): £1.43m

Benefit Cost Analysis

A cost-benefit analysis of the scheme has been undertaken over 60 years; the results are set out below. 15% optimum bias has been included.

| Cost benefit analysis (2010 prices) | |
|-------------------------------------|--------|
| Present value of benefits (£k) | 31,649 |
| Present value of costs (£k) | 3,993 |
| Net present value (£k) | 27,656 |
| Benefit -cost ratio | 7.9 |

Further to the above, it has been estimated that the scheme would result in the creation of 51 jobs, with corresponding GVA benefits of £2.44m.

Air Quality and CO₂ emissions

Impacts on Air Quality and CO₂ emissions have not been quantified. It is expected that there will be slight CO₂ and air quality benefits due to reduced congestion and the uplift in cycling.

Key Risks and Uncertainties

Significant risks and uncertainties to the economic case assessment are identified as:

- Some of the replacement signalling equipment suffers from regular faults
- Levels of local cycling growth are significantly different to current forecasts
- Traffic growth has been assumed to be in line with NTEM
- The introduction of Connected and Autonomous Vehicles (CAVs) significantly changes currently forecast delays at junctions

Modelling Quality Assurance

Use has been made of the GBATS model covering the Greater Bristol area, which has been developed and validated in accordance with WebTAG, alongside other suitable tools and data sources. Further details are available in the attached Technical Memo.

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

Has a **Project Impacts Pro Forma** been appended? Yes No N/A
Has a description of data sources / forecasts been appended? Yes No N/A
Has an **Appraisal Summary Table** been appended? Yes No N/A

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

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

B) Additional requirements for large project bids (i.e. DfT contribution of more than £5m)

c) Please provide a short description (max 500 words) of your assessment of the value for money of the project including your estimate of the Benefit Cost Ratio (BCR) to include:

- Significant monetised and non-monetised costs and benefits
- Description of the key risks and uncertainties and the impact these have on the BCR;
- Key assumptions including: appraisal period, forecast years, optimism bias applied; and
- Description of the modelling approach used to forecast the impact of the project and the checks that have been undertaken to determine that it is fit-for-purpose.

d) Additionally detailed evidence supporting your assessment, including the completed [Appraisal Summary Table](#), should be attached as annexes to this bid. **A checklist of material to be submitted in support of large project bids has been provided.**

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

- Please append any additional supporting information (as set out in the Checklist).
- *It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*

B6 Economic Case: For all bids the following questions relating to **desirable criteria** should be answered.

Please describe the air quality situation in the area where the project will be implemented by answering the three questions below.

i) Has Defra's national air quality assessment, as reported to the EU Commission, identified and/or projected an exceedance in the area where the project will be implemented?

Yes No

ii) Is there one or more Air Quality Management Areas (AQMAs) in the area where the project will be implemented? AQMAs must have been declared on or before the 31 March 2017

Yes No

iii) What is the project's impact on local air quality?

Positive Neutral Negative

- Please supply further details:

It is expected that there will be slight air quality benefits due to reduced congestion but these have not been quantified. In recognition of the forecast increase in active travel along Feeder Road the impact is currently gauged to be positive.

iv) Does the project promoter incentivise skills development through its supply chain?

Yes No N/A

- Please supply further details:

Bristol City Council's framework transport consultants, CH2M, may be called on to provide technical/design services. The framework contract includes their commitment to providing apprenticeships, internships and work experience placements.

Bristol City Council is currently re-tendering its highway works framework contract; the commitment to local labour, apprenticeships and other skills development is a key element.

B7. Management Case - Delivery (Essential)

Deliverability is one of the essential criteria for this Fund and as such any bid should set out, with a limit of 100 words for each of a) to b), any necessary statutory procedures that are needed before it can be constructed.

- a) A project plan (typically summarised in Gantt chart form) with milestones should be included, covering the period from submission of the bid to project completion.

A project plan is appended to this bid outlining the main activities to be undertaken and the key milestones. Delivery of the project is considered to be straightforward. The two largest elements of the project (Bath Bridges and Feeder Rd) have completed detailed design with the TRO's ready to be sealed. The remaining elements are relatively minor works in comparison and any statutory orders required will be minor amendments to existing orders. The project will be governed and delivered through BCC's established project delivery model and will benefit from project team experience developed through delivery of the TQEZ improvements thus far.

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

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

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

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

Table C: Construction milestones

| | Estimated Date |
|--|----------------|
| Start of works | 01/04/18 |
| Completion of Bath Bridges element | 01/10/18 |
| Completion of Feeder Rd element | 01/12/19 |
| Completion of Avon St/Temple Way element | 01/01/20 |
| Completion of remaining elements | 01/10/19 |
| Project Closure | 01/03/20 |

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

Bristol City Council has extensive experience of delivering major transport projects to time and budget. The majority of these projects have been delivered in partnership with our neighbouring authority partners; South Gloucestershire, North Somerset and Bath & North East Somerset Councils. In recent years Bristol has successfully delivered the following projects (values exclude local contributions)

Key Component: a joint programme with West of England partners to deliver a package of infrastructure and behaviour change measures promoting sustainable travel across the sub-region. The £5m project was delivered to time and budget in the financial year 2012/13.

Better Bus Area Fund: a joint programme with West of England partners to deliver key showcase bus routes to increase patronage. The £5m project was delivered to time and budget in the financial year 2013/14.

Local Sustainable Transport Fund (LSTF WEST): a joint programme with West of England partners to deliver a package of infrastructure and behaviour change measures promoting sustainable travel across the sub-region. The £42m project was delivered to time and budget in financial year 2014/15

Cycle Ambition Fund: a joint programme with West of England partners to deliver key strategic cycle infrastructure. The £7.8m project was delivered subject to a 1 year extension granted by the DfT. Project delivered to budget in financial year 2015/16.

Challenge Fund A403: delivered in partnership with South Gloucestershire Council to provide essential maintenance and improvements to the A403 highway. The £14m project was delivered to time and budget in the financial year 2016/17.

B8. Management Case – Statutory Powers and Consents (Essential)

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

A Traffic regulation order (TRO) to reduce parking on the south side of Feeder Road to enable the creation of the cycle route on the north side. This order was consulted on in January 2016 and the Objection's Report, recommending the order proceed with some minor modifications, was signed off on 4th July 2016. The order must be made by January 2018, or the statutory consultation must be undertaken again. A final notice will be issued when the order is made and there is a 6 month challenge period in which the process in obtaining the order can be challenged, not the measures in the order. BCC has followed the standard process for obtaining a TRO and it is rare for a challenge to be lodged when orders are made.

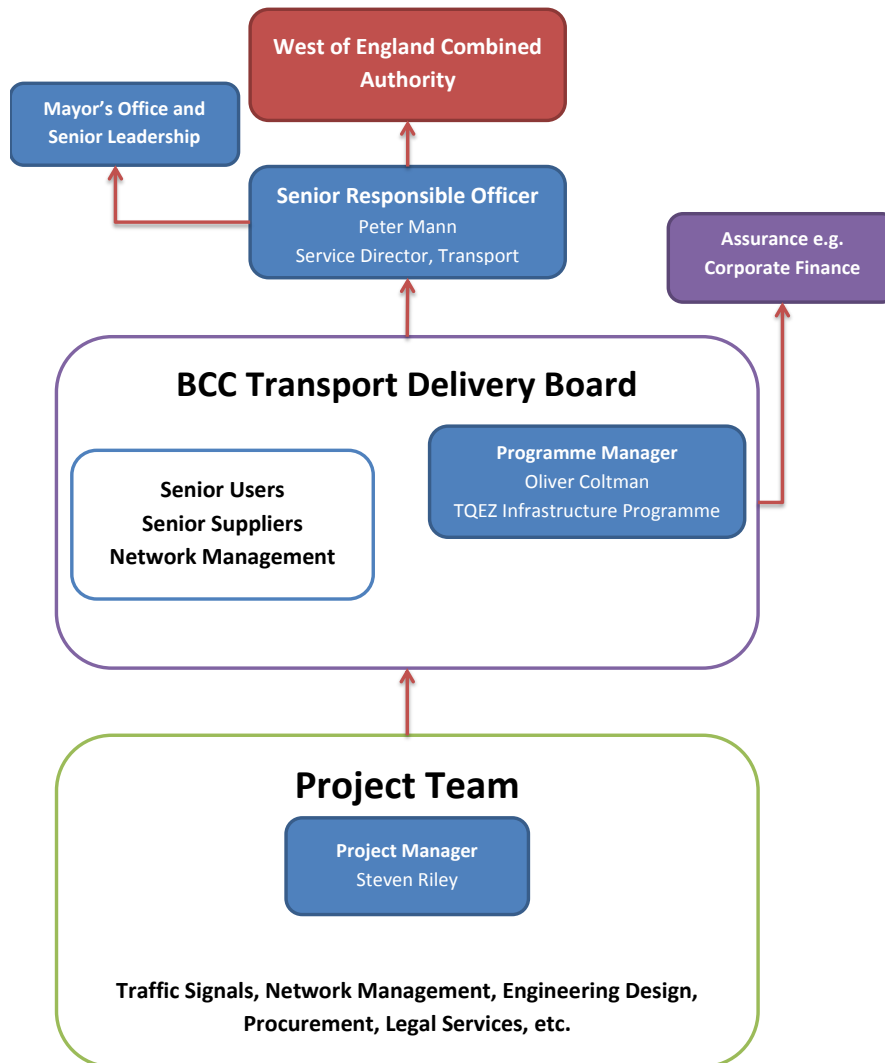
- b) Please list if applicable any outstanding statutory powers / consents etc. including the timetable for obtaining them.

One of the schemes within the project (Avon Street/Temple Way junction) may include an additional section of bus lane. This will require a traffic regulation order and the process for obtaining one has been built into the schedule. The additional section of bus lane is unlikely to

be considered controversial as it would mainly be taking underutilised highway, such as hatching and traffic islands.

B9. Management Case – Governance (Essential)

Please name those who will be responsible for delivering the project, their roles (Project Manager, SRO etc.) and responsibilities, and how key decisions are/will be made. An organogram may be useful here.



•**West of England Combined Authority** – responsible for the investment decision and ensuring the overall alignment of the project with strategic objectives.

•**Senior Responsible Officer** – responsible for ensuring that the project meets its objectives and delivers the projected benefits.

•**Transport Delivery Board** – responsible for providing overall direction and management of the project, and making key decisions such as the commitment of resources. Responsible for

making sure that the project delivers the required asset life and will meet the needs of users. Responsible for ensuring coordination and delivery of the supply chain partners and that material, products and technologies are delivered in conformance with the specifications.

•**Programme Manager** – responsible for coordination of the project within the wider programme of infrastructure improvements in and around the Temple Quarter Enterprise Zone and managing the inter-dependencies with other projects and work streams.

Finance team – responsible for providing financial scrutiny and assurance for the project. Ensuring the project delivers value for money.

•**Project manager** – responsible for day-to-day management of the project and work tasks and will delegate responsibility for the delivery of these to the Project Team, specialists or consultants as appropriate.

•**Project Team** – will deliver work packages as identified by the Project Manager through utilisation of internal resources, consultants and technical specialists as appropriate e.g. Framework contract. The project team will comprise officers from Traffic Signals, Network Management, Engineering Design, Procurement, Legal Services, and others as appropriate.

B10. Management Case - Risk Management (Essential)

All projects will be expected to undertake a Quantified Risk Assessment (QRA) and a risk register should be included. Both should be proportionate to the nature and complexity of the project. A Risk Management Strategy should be developed that outlines how risks will be managed.

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

Has a QRA been appended to your bid? Yes No

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

Please provide evidence on the following points (where applicable) with a limit of 50 words for each:

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

The risk allowance of the project is 15% of the base cost.

b) How will cost overruns be dealt with?

Any cost overruns on the project will be met by Bristol City Council's annual Transport Capital Programme and other funding sources available to the authority.

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

Restrictions on working methods and project phasing by Network Manager (potential increase in construction cost)

Unforeseen sub-surface conditions (potential increase in construction cost)

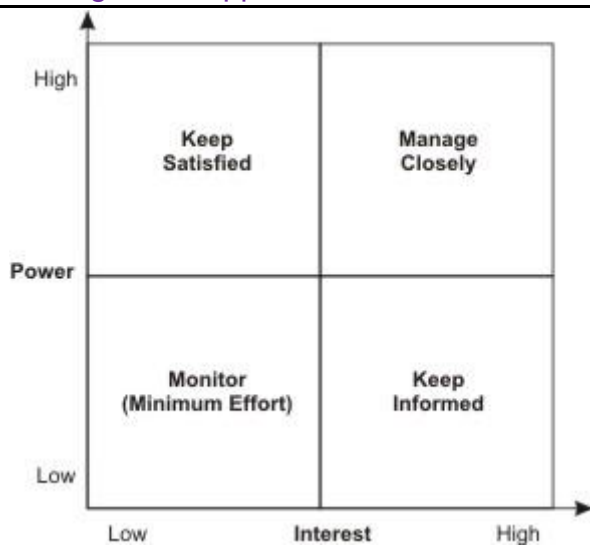
Coordination of utilities diversions (delay cost)

B11. Management Case - Stakeholder Management (Essential)

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways England, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

- a) Please provide a summary in no more than 100 words of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

We will map the power and interest of stakeholders in order to inform and tailor our stakeholder management approach.



Decision Makers – elected members, funders, officers and WECA who are involved in decision making on the scheme.

Local Enterprise Partnership – businesses are key beneficiaries of an improved transport system and can play a key role in forming opinions of other stakeholders.

Statutory Bodies – organisations with whom authorities have an obligation to consult, such as utility companies and emergency services.

Public– including residents within the catchment area and employers, shops, health and leisure facilities etc.

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

- c) Have there been any external campaigns either supporting or opposing the project?
 Yes No

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

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

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

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

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

B12. Management Case – Local MP support (Desirable)

e) Does this proposal have the support of the local MP(s);

Name of MP(s) and Constituency

1 Kerry McCarthy, Bristol East Yes No

2 Karin Smyth, Bristol South Yes No

3 Thangham Debbonaire Yes No

B13. Management Case - Assurance (Essential)

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

Additionally, for large projects please provide evidence of an integrated assurance and approval plan. This should include details of planned health checks or gateway reviews.


SECTION C – Monitoring, Evaluation and Benefits Realisation

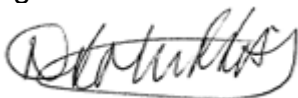
C2. Please set out, in no more than 100 words, how you plan to measure and report on the benefits of this project, alongside any other outcomes and impacts of the project.

- Economic growth in the TQEZ - monitored through annual survey of new jobs created
- Journey time reliability - monitored through before/after surveys
- Increased use of sustainable modes of transport through before/after surveys (pedestrians/cyclists)
- Road safety - Monitoring of collision data
- Air Quality - local NO_x monitoring sites and PM site.
- Road Condition - data collected through annual carriageway condition surveys which will be delivered primarily through SCANNER and Scrim
- HMEP Lifecycle modelling will be carried out using the above survey information and built into life asset management plans.
- Failure rates
- Capacity

A fuller evaluation for large projects may also be required depending on their size and type.

SECTION D: Declarations

| | |
|--|---|
| D1. Senior Responsible Owner Declaration | |
| As Senior Responsible Owner for Temple Quarter Enterprise Zone: East Access I hereby submit this request for approval to DfT on behalf of Bristol City Council and confirm that I have the necessary authority to do so. | |
| I confirm that Bristol City Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised. | |
| Name: Peter Mann | Signed:  |
| Position: Service Director, Transport | |

| | |
|---|---|
| D2. Section 151 Officer Declaration | |
| As Section 151 Officer for Bristol City Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Bristol City Council | |
| <ul style="list-style-type: none"> - has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution - accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties - accepts responsibility for meeting any ongoing revenue requirements in relation to the project - accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided for this bid in 2020/21. - confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller project bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place - confirms that if required a procurement strategy for the project is in place, is legally compliant and is likely to achieve the best value for money outcome | |
| Name: Denise Murray | Signed:  |

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

| | | | |
|--|---|-----------------------------|---|
| Combined Authority multiple bid ranking note (if applicable) | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Map showing location of the project and its wider context | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Combined Authority support letter (if applicable) | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| LEP support letter (if applicable) | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Housebuilder / developer evidence letter (if applicable) | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Land acquisition letter (if applicable) | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> N/A |
| Projects impact pro forma (must be a separate MS Excel) | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Appraisal summary table | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Project plan/Gantt chart | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |