

Local Highways Maintenance Challenge Fund



Department
for Transport

Application Form

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, for a small scheme we would suggest around 10 to 15 pages including annexes would be appropriate and for a larger scheme, 15 to 30 pages.

A separate application form should be completed for each scheme up to a maximum of one large bid and one small bid for each local highway authority.

Applicant Information

Local authority name(s)*: North Somerset Council

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

Bid Manager Name and position: Jackie Lower, Principal Transport Planning Officer

Name and position of officer with day to day responsibility for delivering the proposed scheme.

Contact telephone number: (01934) 426276

Email address: jackie.lower@n-somerset.gov.uk

**Postal address: North Somerset Council
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ**

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: www.travelwest.info/challengefund

SECTION A - Scheme description and funding profile

A1. Scheme name: Urban Lighting and Footway Improvements

A2. Headline description:

Please enter a brief description of the proposed scheme (in no more than 50 words)

Replace 4,328 street lighting columns, many over 40 years old, constructed of concrete and in urgent need of replacement, with recyclable aluminium columns and LED luminaires. The new columns and luminaires are more energy efficient and require less maintenance. Repair associated footways already identified as requiring treatment, resurfacing or renewal.

A3. Geographical area:

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

Columns will be replaced across the district (2,012 columns in Weston-super-Mare and 2,316 outside of Weston). Associated footway works will be undertaken along the same corridors, where required. A high proportion will be replaced in the most deprived 25% of areas nationally and also in areas identified for regeneration.

OS Grid Reference: **Not applicable**

Postcode: **Not applicable**

Please append a map showing the location (and route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.

Maps provided in Appendix 1 and 2

A4. Type of bid (please tick relevant box):

Small project bids (requiring DfT funding of between £5m and £20m)

Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures

Major maintenance or renewal of carriageways (roads)

Major maintenance or renewal of footways or cycle ways

Major maintenance or renewal of drainage assets

Upgrade of Street Lighting

Large project bids (requiring DfT funding of between £20m plus)

Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures	<input type="checkbox"/>
Major maintenance or renewal of carriageways (roads)	<input type="checkbox"/>
Major maintenance or renewal of footways or cycleways	<input type="checkbox"/>
Major maintenance or renewal of drainage assets	<input type="checkbox"/>
Upgrade of Street Lighting	<input type="checkbox"/>

A5. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? Yes No

SECTION B – The Business Case

B1. The Scheme – Summary/History (Maximum 200 words)

Please select what the scheme is trying to achieve (this will need to be supported by short evidence in the Business Case).

A high proportion of the street lighting columns in North Somerset were installed in the 1960's/70's and are now in a bad state of repair. The council's street lighting stock consists of over 21,000 lighting columns with approx 31% in excess of their design life. The immediate concern is the council's 3,498 concrete and 830 old type Eleco and Lucerna aluminium alloy columns.

The council currently invests LTP funding and council capital funding annually towards street lighting maintenance but without the significant investment required to get the asset into a steady state the overall street lighting stock continues to decline resulting in potentially dangerous columns and the associated risk of injury to highway users.

It is proposed to replace columns with recyclable aluminium lighting columns and LED energy efficient luminaries with an estimated design life of over 50 years.

Where columns are located in footways that require maintenance, the opportunity will be taken to undertake that maintenance to maximise value for money. These works supplement the council's existing investment in footway maintenance through LTP and council capital funding.

The scheme will offer significant savings in energy and maintenance costs with additional benefits of improved accessibility and improved lighting at night.

B2. The Strategic Case (Maximum 650 words)

This section should set out the rationale for making the investment and evidence of the existing transport problems, set out the history of the asset and why it is needed to be repaired or renewed. It should also include how it fits into the overall asset management strategy for the authority.

In particular please provide evidence on the relevant questions/issues at paragraph 15 onwards of the accompanying Challenge Fund guidance.

Supporting evidence may be provided in annexes – if clearly referenced in the strategic case. This may be used to assist in judging the strength of your strategic case arguments but is unlikely to be reviewed in detail or assessed in its own right. So you should not rely on material included only in annexes being assessed.

What are the current problems to be addressed by your scheme? (Describe any economic, environmental, social problems or opportunities which will be addressed by the scheme.

North Somerset is a high risk area for concrete columns being in close proximity to the coast with excessive westerly winds. Water ingress has been an issue with steel reinforcements corroding, weakening the structure and in some cases causing total failure. Annual maintenance checks are required as a result.

Older lanterns are not energy efficient and are suffering from corrosion with electrical wiring in need of upgrading. Older SOX lighting is being phased out and lamp prices are expected to increase.

A high proportion are in areas of higher crime where part-night lighting has not been implemented. Replacing existing lighting units with LED enables dimming resulting in a higher reduction in carbon emissions. The Weston Town Centre Regeneration area will also benefit from improvements.

FNS data and UKPMS treatment rules identifies 16.9km of footway affected by column replacements as needing Surface Treatment, Resurfacing or Renewal (appendix x). The condition of these footways will deteriorate through column replacement and the need for repair increased. The proposal is consistent with our Asset Management Policy: [http://www.n-somerset.gov.uk/Transport/highways_and_streets/Documents/highway%20asset%20management%20policy%20\(pdf\).pdf](http://www.n-somerset.gov.uk/Transport/highways_and_streets/Documents/highway%20asset%20management%20policy%20(pdf).pdf)

Why the asset is in need of urgent funding?

The columns have been identified in TR22 as high priority for replacement or strengthening. Risk methodology on a scale of 1 to 3 - likelihood of failure X resulting severity has determined:

- concrete columns rated as 9 (intolerable risk).
- Eleco and Lucerna aluminium alloy rated as 6 (substantial risk)

Cost of replacement cannot be met within existing resources resulting in potentially dangerous columns and the associated risk of injury to highway users.

Footways are identified from FNS data as impaired or unsound; replacement of streetlighting columns will have a further impact on this condition.

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

Salix funding (Carbon Trust) was considered but this is restricted to energy and carbon saving projects with a pay back of 5 years. Including column replacement significantly exceeded the payback requirement.

The Council has previously funded street lighting invest to save projects through prudential borrowing, particularly in recent years when the investment has resulted in a significant reduction in energy usage, such that the reduction in energy costs, has been sufficient to more than offset the borrowing costs. Whilst this scheme does provide some revenue savings, they would not be sufficient to repay the borrowing and costs.

Consideration has been given to not including footway maintenance, however, footways would be left in a worse condition following this project and many would have little prospect of repairs in the following years given demands from other parts of the network.

What are the expected benefits / outcomes?

- **Significantly reduced risk to highway users**
- **Energy savings – 199 tonnes CO₂ and £51,360 pa**
- **Maintenance savings – £51,936 pa**
- **Ability to dim rather than part-night lighting**
- **Improved physical environment and perception of safety**
- **Improved accessibility through footway improvements and relocation of columns**
- **2% improvement in the Footway Overall Condition Index**

Please provide information on the geographical areas that will benefit from your scheme. You should indicate those areas that will directly benefit, areas that will indirectly benefit and those areas that will be impacted adversely.

A high proportion of the columns will be replaced in areas within the most deprived 25% of areas nationally but also areas identified for regeneration providing improvements to the physical environment supporting the Weston Town Centre regeneration programme and perception of safety in areas where crime is higher.

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

We will continue to invest LTP and capital funding but at the current rate of investment, current prices and without providing maintenance to other street lighting stock it would take approx 10 years to replace the 4,328 columns. In the meantime, columns outside of the programme would start falling into the category for urgent repair / replacement. Footway maintenance will continue to be undertaken through the LTP and NSC Programme and we would aim to programme these in conjunction with the street lighting works but with a significantly extended programme this may not be possible.

What is the impact of the scheme?

The scheme will have minimal impact on the environment as columns are being replaced in existing positions rather than adding in additional columns.

B3. The Financial Case – Project Costs

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the Department's maximum contribution.

Please complete the following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).

Table A: Funding profile (Nominal terms)

£000s	2015-16	2016-17	2017-18	Total
DfT Funding Sought	2,677	3271	627	6,575
LA Contribution	400	551	301	1,252
Other Third Party Funding	0	0	0	0

Notes:

- 1) Department for Transport funding must not go beyond 2017-18 financial year.
- 2) A minimum local contribution of 10% (local authority and/or third party) of the project costs is required.

B4. The Financial Case - Local Contribution / Third Party Funding

Please provide information on the following points (where applicable):

- a) The non-DfT contribution may include funding from organisations other than the scheme promoter. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.

The non-DfT contribution will be met wholly by the scheme promoter, North Somerset Council. Whilst development is making significant funding contributions toward transport infrastructure in North Somerset, currently this is all earmarked for improvements and new infrastructure. The North Somerset Council contribution will be mainly from council resources (£1,002,314) with an additional £250,000 from LTP funding in 2016/17. The LTP funding identified is the amount that would usually be allocated to street lighting corroded column projects so will not have a detrimental impact elsewhere on the highway network.

Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.

Have you appended a letter(s) to support this case? Yes No N/A

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

No other funding applications made for this scheme.

B5. The Financial Case – Affordability and Financial Risk (maximum 300 words)

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme (you should refer to the Risk Register – see Section B10).

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

Please provide evidence on the following points (where applicable):

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

A risk allowance of 11.36% has been calculated for to the onsite, material and installation costs.

b) How will cost overruns be dealt with?

All cost overruns beyond the total scheme cost will be the responsibility of North Somerset Council.

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

A risk register identifying the top 5 risks, mitigation measures and owners is in Appendix 5. The key risks are:

- 1. LED lantern supply chain if a number of other authorities are also undertaking similar schemes. This is a programme risk and mitigation measures would be to instruct the contractor as soon as a funding announcement is made and source additional lantern manufacturers. Scarcity may lead to cost uplifts £702k**
- 2, Lack of staff resource to deliver scheme. Mitigation measures are to use agency staff. The cost implication would be an additional £399k in design and contract management fees.**
- 3. Availability of contractor underground electricity cable jointing staff. Mitigation for this is early notification of works and consideration to using regional electricity company jointing staff. The additional costs associated with using regional electricity company jointing staff for the works are an additional £436,046. This is on the basis that not all columns need jointing and it is expected that the contractor would be able to do a proportion of these.**
- 4. Existing column spacings may not allow for a compliant scheme to BS5489-1:2013, leading to column growth and associated DNO costs. Risk cost for increased columns and installation £900k**
- 5. Underground utility congestion may be encountered where columns are repositioned leading to risk of increased costs for additional trenching £615k**

Taking into account probability of each risk occurring, the P50 QRA value is £711k

The register will be reviewed and updated at regular intervals during the scheme delivery phase to ensure it accurately reflects changing circumstances.

B6. The Economic Case – Value for Money –

- a) If available for smaller scheme bids, promoters should provide an estimate of the Benefit Cost Ratio (BCR) of the scheme.
- b) For larger schemes costing £20 million or more we would expect the bid to include a BCR and this should align with WebTAG - <https://www.gov.uk/transport-analysis-guidance-webtag>

Where a BCR is provided please provide separate reporting in the form of an Annex to the bid to enable scrutiny of the data and assumptions used in deriving that BCR. This should include:

- A description of the key risks and uncertainties in the data and assumptions and the impact these have on the BCR;
- Key assumptions including (but not limited to): detail of the data used to support the analysis, appraisal period, forecast years, level of optimism bias applied; and
- A description of the modelling approach used to forecast the impact of the scheme and evidence to demonstrate that it is fit-for-purpose.

c) Please provide the following data which may form a key part of our assessment:

Note this material should be provided even if a BCR estimate has been supplied (unless already covered in a VfM Annex).

A description of the do-minimum situation (i.e. what would happen without Challenge Fund investment).	The council would continue to invest LTP and council capital funding into street lighting maintenance. At the current rate of investment, at current prices and without providing maintenance to other street lighting stock outside of this programme it would take approx 10 years to replace the 4,328 columns. In the meantime, columns outside of the programme would start falling into the category for urgent repair / replacement. Footways maintenance would continue to be undertaken through the LTP and NSC Programme and we would aim to programme these in conjunction with the street lighting works but with a significantly extended programme this may not be possible.
Details of significant monetised and non-monetised costs and benefits of the scheme (quantified where possible)	The BCR for the scheme is 4.12. Details are provided in Appendix 3
Length of scheme (km)	225km
Number of vehicles on affected section (AADT in vehicles and if possible split by vehicle type) – to include details of data (age etc.) supporting this estimate.	223,200 motor vehicles per day 88,875 pedestrians 8,100 cyclists Based on 45,000 dwellings within the scheme area using 2013 TRICS classification data and residential survey data between 2008 – 2013 for houses in the

	South West weekdays between 07.00 – 19.00hrs. This is considered to be the minimum number of trips as a proportion is in Weston Town Centre with additional retail and leisure areas.
d) Other VfM information where relevant - depending on type of scheme bid:	
Details of required restrictions/closures if funding not provided (e.g. type of restrictions; timing/duration of restrictions; etc.)	Not applicable for this scheme.
Length of any diversion route, if closure is required (over and above existing route) (km)	Not applicable for this scheme
Regularity/duration of closures due to flooding: (e.g. number of closures per year; average length of closure (hrs); etc.)	Not applicable for this scheme
Number and severity of accidents: both for the do minimum and the forecast impact of the scheme (e.g. existing number of accidents and/or accident rate; forecast number of accidents and or accident rate with and without the scheme)	Not applicable for this scheme
Number of existing cyclists; forecasts of cycling usage with and without the scheme (and if available length of journey)	Improved street lighting is likely to have a positive impact on cycling in the area.

B7. The Commercial Case (maximum 300 words)

This section should set out the procurement strategy that will be used to select a contractor and, importantly for this fund, set out the timescales involved in the procurement process to show that delivery can proceed quickly.

What is the preferred procurement route for the scheme? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

Contracts are in place for both the street lighting and footways elements of the scheme and it is proposed to utilise them for this project.

Street lighting is covered by the existing Road Lighting, Traffic Management and Decorative Lighting Maintenance contract. The contractor for this work is Scottish and Southern Electric (SSE) and the contract covers maintenance and new works.

Footways will be delivered through the existing Highway Term Contract which includes all aspects of footway maintenance. The current contractor is Balfour Beatty.

Both contracts are in place until March 2018 after the works will have been completed.

Consideration was given to re-tendering but this would pose additional risks to being able to deliver to time / budget. The current contractors have local expertise, have worked together on similar schemes, have the resources in place to be able to deliver the works including jointing staff which is a key risk and we are assured of their performance. Due to the current contract rates there is also a considered risk that a new tender could come in at a higher cost.

Early discussions have been held with the contractors to establish robust timescales for delivery and we are confident in being able to deliver by autumn 2017. As we are using current contract prices we are also in the position of having robust cost estimates. We are in the position of being able to work with the contractors to plan for a successful bid and would be able to instruct them as soon as a funding decision is made which would alleviate risks associated with timescales for delivery, having the appropriate resources in place and supply of materials.

**It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department with confirmation of this, if required. An assurance that a strategy is in place that is legally compliant is likely to achieve the best value for money outcomes is required from your Section 151 Officer below.*

B8. Management Case - Delivery (maximum 300 words – for b)

Deliverability is one of the essential criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

- a) An outline project plan (typically in Gantt chart form) with milestones should be included as an annex, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any contingency periods, key dependencies (internal or external) should be explained.

Has a project plan been appended to your bid?

Yes

No

See Appendix 4

- b) Please summarise any lessons your authority has learned from the experience of delivering other DfT funded programmes (such as pinch point schemes, local majors, Local Sustainable Transport Fund, and Better Bus Areas) and what would be different on this project as a result.

North Somerset Council has a strong track record of delivering to time / budget on both major and smaller highways and transport schemes. Examples of recent DfT funded schemes delivered by the council:

Weston Package major transport scheme - the £14.9m scheme completed in January 2014 ahead of schedule and within budget. Lessons learnt from the project:

- **Ensure clear objectives, realistic programme and sufficient budget to deliver scheme.**
- **Clear lines of communication and project manual defining scope and responsibilities**
- **Ensure PM continues engagement to project completion**

M5 Junction 21 Pinch Point Fund - £1.75m scheme delivered in conjunction with the Weston Package and again completed ahead of schedule and within budget.

Yanley Viaduct - Local Pinch Point Scheme works are progressing well as set out in the DfT bid document and the scheme is expected to complete to time and within budget.

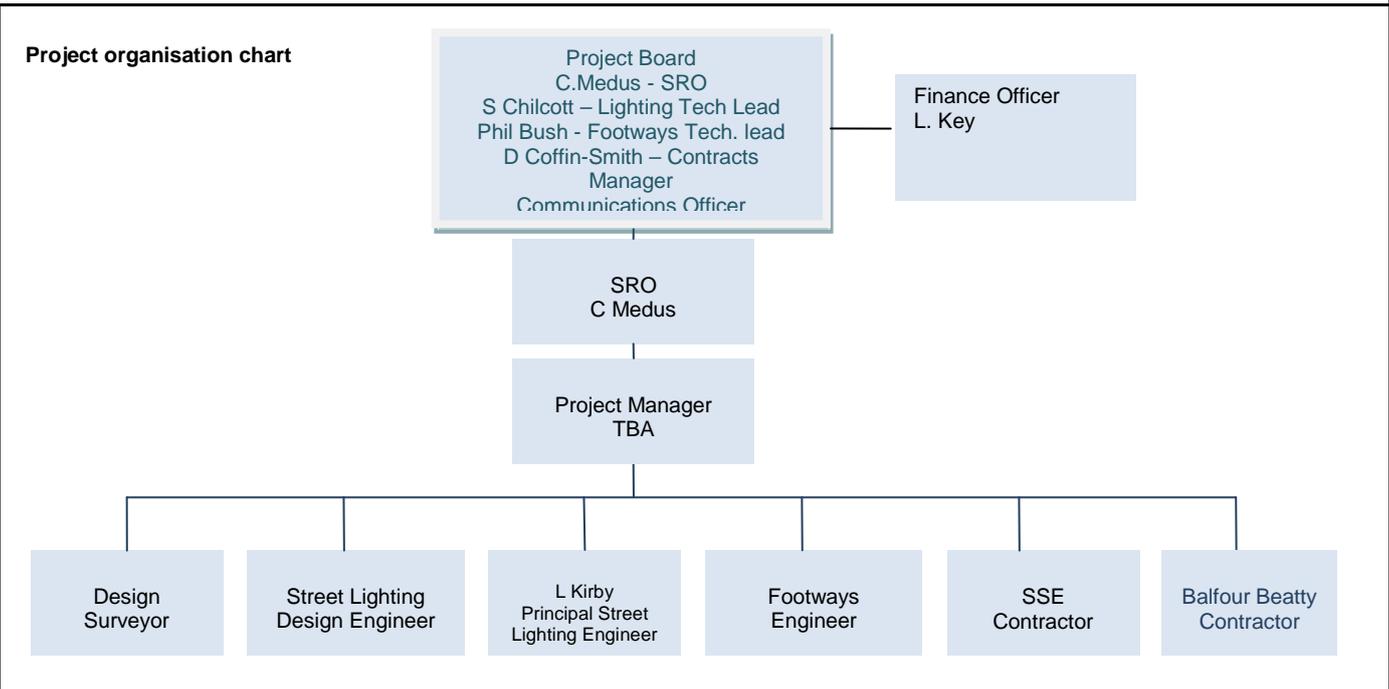
The council has been working with both the street lighting and footways contractors since April 2009 and as a result has established a strong working relationship and structure to deal with any issues as they arise. Both contracts are in place until March 2018 after the works are scheduled for completion which will ensure consistency in delivery. Early discussions have been held with the street lighting contractor to ensure that they would have the capacity to deliver within the timescales and we have programmed scheme completion for August 2017 as a result, being a realistic timescale for undertaking the works and giving assurance that works will be completed well within DfT timescales.

The council will ensure that the elements which have been successful in delivery of the projects identified above will be retained and the Project Manager will oversee the delivery of both the street lighting and footways elements of the works to completion.

B9. Management Case – Governance (maximum 300 words)

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and set out the responsibilities of those involved and how key decisions are/will be made. An organogram may be useful here. This may be attached as an Annex.

The SRO has overall responsibility and chairs the board. The Project Board includes a representative of the S151 officer, Communications Officer, engineering and design expertise and contract manager who have been involved in previous major projects. The Project Manager has day to day responsibility for the project and reports to the SRO – see organogram. The project will be managed by exception with day to day decisions made by the Project Manager in liaison with the delivery team and decisions outside the project tolerances being referred to the SRO / Project Board as required.



Delivery Team

Established following assessment of risks associated with delivery. Led by the Project Manager and incorporates council officers with the appropriate skills set and representatives of the two contractors.

Project Manager will:

- **Oversee the work of contractors**
- **Administer the contract;**
- **Co-ordinate the project team and chair project meetings;**
- **Produce monthly progress report;**
- **Work with the project team to manage design changes whilst maintaining focus of project aims, constraints and risks.**
- **Maintain change control register;**
- **Manage early warning tracker and project risks through the risk register;**
- **Monitor progress against the programme and undertake project team work to address any programme delays;**
- **Assist in the satisfactory contract completion**

Progress meetings

The Project Manager will have day to day dialogue with the Delivery Team. A monthly progress meeting will also be held to report on progress and address issues and opportunities.

The Project Manager will also meet monthly with the Finance Officer to assess spend, budget and risk profile and the SRO to report on progress and issues, consider latest financial report, project update and risk review.

The Project Manager will report to the Project Board every 2 months or more frequently as determined by the progress of the project.

B10. Management Case - Risk Management

A risk register covering the top 5 (maximum) specific risks to this scheme should be attached as an annex including, if relevant and in the top 5, financial, delivery, commercial and stakeholder issues.

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

Has a risk register been appended to your bid?

Yes

No

See Appendix 5

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation (maximum 250 words)

Please provide details on the profile of benefits, and of baseline benefits and benefit ownership. This should be proportionate to the size of the proposed scheme.

The expected benefits of the scheme are:

- **Significantly reduced risk to highway users. This will be evidenced from the status of street lighting on the council's risk register. Benefit owner is the Street Lighting Manager.**
- **Energy savings of 199 tonnes CO2 and £51,360 pa. Baseline data has been collated for the bid. Benefit owner is the Street Lighting Manager.**
- **Maintenance savings – £51,936 pa. Baseline data has been collated for the bid. Benefit owner is the Street Lighting Manager.**
- **Ability to dim rather than part-night lighting. Baseline data has been collated for the bid. Benefit owner is the Street Lighting Manager.**
- **Improved physical environment and perception of safety collated through qualitative data. Benefit owner is the Street Lighting Manager.**
- **Improved accessibility through footway improvements and relocation of columns collated through qualitative data. Benefit owner is Highways Manager.**
- **2% improvement in the Footway Overall Condition Index. Baseline data has been collated for the bid. Benefit owner is the Highways Manager.**

C2. Monitoring and Evaluation (maximum 250 words)

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme

A monitoring and evaluation plan will be developed for the scheme. The plan will consider the scheme delivery process as well as whether the expected benefits and outcomes have been achieved. The plan will address the following areas:

- **How does the scheme compare to that detailed in the bid**
- **What lessons have been learnt from the scheme delivery process**
- **How have the cost estimates developed over time**
- **Have the scheme objectives been met**
- **Have the anticipated savings in terms of energy and maintenance costs been made**
- **Have the anticipated carbon reductions been made**
- **How many additional dwellings have benefited from dimmed lighting as opposed to part-night lighting**
- **Have the wider benefits of the scheme in terms of supporting regeneration areas, improved accessibility and perception of safety been met**
- **How effective has the programme management been**
- **What were the main barriers to scheme delivery and how were they overcome**
- **What lessons can be drawn from the scheme to inform future delivery**

Baseline data is available for energy and maintenance costs and associated carbon emissions as well as the number of dwellings in part-night areas. Qualitative data will be collected in terms of the wider benefits of the scheme and how it has supported the regeneration areas. Scheme delivery and associated risks / issues will be monitored through Project Board meetings

A report on the outcomes of the scheme will be completed within 1 year of scheme completion.

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

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for the **Urban Lighting and Footway Improvements Scheme** I hereby submit this request for approval to DfT on behalf of North Somerset Council and confirm that I have the necessary authority to do so.

I confirm that North Somerset Council will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name:

Colin Medus

Position:

Head of Highways and Transport

Signed:



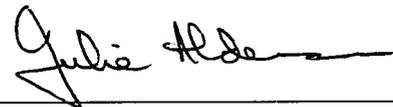
D2. Section 151 Officer Declaration

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:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- will allocate sufficient staff and other necessary resources to deliver this scheme on time and on budget
- 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 scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested
- has the necessary governance / assurance arrangements in place
- has identified a procurement strategy that is legally compliant and is likely to achieve the best value for money outcome
- will ensure that a robust and effective stakeholder and communications plan is put in place

Name: **Julie Alderson**

Signed:



Submission of bids:

The deadline for bid submission is 5pm, **9 February 2015**

An electronic copy only of the bid including any supporting material should be submitted to:

roadmaintenance@dft.gsi.gov.uk copying in steve.berry@dft.gsi.gov.uk