

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)*: South Gloucestershire 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: Jon Munslow, Asset and Infrastructure Group Manager

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

Contact telephone number: 0145486 3910

Email address: Jonathan.Munslow@southglos.gov.uk

Postal address: Council Offices, Badminton Road, Yate, South Gloucestershire, BS37 5AF

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, Interim Head of Transport, West of England Combined Authority

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:

www.travelwest.info/projects/npif

SECTION A - Project description and funding profile

A1. Project name:

West of England Combined Authority – Traffic signal junction enhancement works

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

Proposed enhancement of traffic signal junctions in the West of England Combined Authority (WECA) area. The crucial aim of these works is to reduce congestion and support economic growth for the WECA area. In addition, safer pedestrian crossing facilities will be provided and also the replacement of other end of life assets at these sites.

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

11 sites have been identified and are located on key strategic routes. The A431 linking Bristol to Bath, the B4051 is the main access route for the Bristol Royal Infirmary and Children’s Hospitals, and the A4017 which links the residential areas of East Bristol to the Emerson’s Green Enterprise zone.

B4051 (Bristol) – 4 sites

A38 (Bristol) – 1 site

A4017 (South Gloucestershire) – 2 sites

A431 (South Gloucestershire / B&NES / Bristol) – 4 sites

OS Grid Reference and Postcode:

Authority	Route	Location	Postcode Location	OS Grid Ref
BCC	A431	Jnc with Kingsway	BS5 8QY	ST 63552 72936
SGC	A431	Jnc with Whittucks Road	BS15 3RD	ST 64719 72071
SGC	A431	Jnc with Aldermoor Way	BS30 7TX	ST 65247 71642
B&NES	A431	Brougham Hayes jnc with A36	BA2 3QU	ST 74047 64743
BCC	Upper Maudlin Street	Lower Maudlin/Upper Maudlin Street/ Marlborough Street	BS2 8HW	ST 58728 73503
BCC		BRI Entrance/Upper Maudlin Street	BS2 8DT	ST 58589 73295
BCC		Colston Street/St Michael's Hill/Upper Maudlin Street	BS2 8DJ	ST 58652 73398
BCC		Park Row (B4051) j/w Lower Park Row	BS1 5BJ	ST 58456 73141
BCC	A38	Ashley Down Road jnc to Filton Avenue	BS7 8TP	ST 59347 76244
SGC	A4017 (Cleeve Hill)	A432 Badminton Road / Cleeve Road	BS16 6BP	ST 65169 76847
SGC	A4017 (Cleeve Hill)	A4017 Bromley Heath Road/ Cleeve Hill	BS16 6EX	ST 64707 77224

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.

Use the link below for location map

www.arcgis.com/home/item.html?id=5fe5bdcb94004b09984766e292712741

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 –

The junction upgrades should provide improved safety for pedestrians by the introduction of formal crossings and also measures to encourage cycling. With the expected improvement in traffic flow through the junctions this should encourage traffic not to use nearby residential roads which are unsuitable for through traffic.

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

a) What is the problem that is being addressed?

The technology driving the traffic signal junctions is now beyond its life expectancy and is not capable of meeting the demands of traffic using these junctions. The traffic signals are now failing on a regular basis which results in congestion on the highway network and high revenue costs to the authority for repairs. Introducing more resilient technology will provide a more reliable highway network.

There is an opportunity to improve facilities for pedestrian and cyclists at these junctions as part of the upgrade. At the same time minor highway improvements can be achieved together with the replacement of other highway assets to achieve a comprehensive junction improvement.

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

From the outset the 3 authorities considered that improvements to existing traffic signal junctions would provide the greatest benefit for commuters and vulnerable road users. Initially 25 sites were considered and then these were scored in priority based on the greatest benefit and immediate impact. The main criteria used to score was:

Current delays experienced for traffic

Age and reliability of existing traffic signal equipment

Condition of other highway assets ie road surface, kerbs, drainage

Opportunity to undertake highway improvements

Opportunity to improve facilities for vulnerable road users

Opportunity to improve junctions for Public transport

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 greatest benefit would be a more resilient highway network at key junctions principally by the introduction of modern signal technology. The authorities will now have greater control of the highway network with the use of cutting edge equipment. Ultimately, reducing congestion will benefit economic growth and prosperity for nearby Enterprise Zones.

Vulnerable road users would primarily benefit from increased road safety i.e. formal pedestrian crossing facilities introduced. Other highway assets would be improved i.e. drainage repairs/replacement, road resurfacing works carried out. This would lead to long term cost savings for the authorities. Finally, with congestion being minimised air quality will improve and some locations in Bristol are situated in air quality management areas.

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.

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)?

A lower cost alternative would be to only replace the existing traffic signal control equipment. The cost would be approx. £100k per site. However this would not deliver the expected benefits for vulnerable road users and also the opportunity to improve /replace other highway assets which are at present a cost burden for each authority.

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.

Bristol City Council has declared a city wide air quality management area covering the centre and all main arterial routes into the city based on widespread monitored exceedances of the annual objective for nitrogen dioxide. This impacts on six sites identified in the bid and will therefore be subject to any air quality initiatives within this management area. The five other sites are not within this area however, given the benefits of reduced traffic congestion at each site then local air quality should be improved.

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	2500	2100
Local Authority contribution	1050	870
Third Party contribution	0	0

TOTAL

3550

2970

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.

The contribution by the combined authorities to this project is £1,920,000. This contribution would come from internal capital resources.

Table A: Funding profile (Nominal terms)

£000s	2018-20			Total
	South Gloucestershire Council	Bristol City Council	B&NES	
DfT Funding Sought	2220	2030	350	4600
LA Contribution	900	870	150	1920
Other Third Party Funding	0	0	0	0

- 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.

No other applications made

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

Highway resurfacing – travel time savings and vehicle operating costs

Carriageway resurfacing is proposed for all the improvement schemes.

The impact of pavement condition on vehicle operating cost (VOC) has been estimated using a relationship published in a study by Transport Scotland and TRL ('Economic, Environmental and Social Impacts of Changes in Maintenance Spend on the Scottish Trunk Road Network', 2012).

The impact of pavement condition on travel time is based on a study by TRL ('The Effect on Traffic Speeds of Resurfacing a Road', by Cooper, Jordan and Young, 1980), which showed that average speed increased when a new surface was provided for a road pavement. The Transport Scotland study (2012), by assuming the reverse, namely that speeds reduce as pavement condition deteriorates, provides estimated reductions in speed for various vehicle types based on increasing values of 3mLPV.

Forecast benefit (2010 prices): £4.60m

We have also quantified the expected safety improvements attributable to resurfacing by using observed reductions in collisions contained in the ROSPA Road Safety Engineering Manual. This is set out further below.

New signals equipment (better operation) – travel time savings

Upgraded signal control is included in the schemes A431/Kingsway junction and A36 Lower Bristol Road/Windsor Bridge Road junction (from VA to MOVA) and at Perry Road/Park Row/Lower Park Row junction (from FT to SCOOT). A 12% and 17% reduction respectively in total delays in line with evidence has been applied to the two types of upgrade.

Forecast benefit (2010 prices): £6.10m

New signals equipment (improved legibility) – accident benefits

Benefits are forecast to arise from the replacement of signalling equipment at all existing signalised junctions where old signals are being replaced. The ROSPA Road Safety Engineering Manual Report states that resurfacing and (existing) signal improvements have been observed to reduce accidents generally by 46% 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.

Forecast benefit (2010 prices): £2.04m

New signals equipment (replacing faulty kit) – 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): £4.72m

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 25% overall.

Forecast benefit (2010 prices): £2.91m

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)	20,377
Present value of costs (£k)	4,053
Net present value (£k)	16,324
Benefit -cost ratio	5.0

Further to the above, it has been estimated that the scheme would result in the creation of 40 jobs, with corresponding GVA benefits of £1.92m.

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.

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
- 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.

* *Small projects bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if available.*

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.

N/A

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 hence the impact is currently gauged to be neutral.

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

Yes No N/A

- Please supply further details:

All Councils and the main traffic signal supplier (term contractor) have either employed apprentices or are about to employ new apprentices within teams delivering civil engineering projects. The academic learning is in partnership with Weston College. The apprentices will spend learning time on this project

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.

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	April 2018
B4051 and A38, Bristol (5 sites)	April - Sept 2018
A431, Bristol/South Glos/BANES (4 sites)	May – Dec 2018
A4017 South Glos (2 sites)	June – Nov 2019
Opening date for all works to be completed	Dec 2019
Completion of works (if different)	

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, Bath and North East Somerset Council, and South Gloucestershire Council have extensive experience of delivering major transport projects to time and budget. The majority of recent projects have been delivered in partnership with our neighbouring authority partners. In recent years the authorities have 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.

Bath Package: Project to promote the use of Public Transport to reduce the level of congestion in Bath City Centre (£5m+ project). The project was delivered on time and within grant budget.

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.

N/A

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

N/A

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.

A Project Board will be formed to deliver this project and will comprise the following people;

Project Board Role	Name	Job Title	Authority
Project Executive	Basil Jackson	Interim Head of Transport	West of England Combined Authorities
Senior Responsible Officer	Mark King	Head of Streetcare, Transport, and Waste	South Gloucestershire Council
Senior Supplier	Shaun Taylor	Highways Maintenance Group Manager	Bristol City Council
Senior Supplier	Darren Davison	Asset and Infrastructure Manager	South Gloucestershire Council
Senior Supplier	Paul Garrod	Traffic Management and Network Manager	Bath & North East Somerset Council
Senior User	Jonathan Munslow	Asset and Infrastructure Group Manager	South Gloucestershire Council
Senior User	John Roy	Asset Manager	Bristol City Council
Project Manager	Richard Lewis	Highway Design Manager	South Gloucestershire Council
Financial representation	To be appointed	Finance Officer	South Gloucestershire / Bristol City Council

The board will be accountable for the overall delivery of the project taking the whole project financial, risk mitigation and strategic decisions.

A Joint Project Team will support the delivery of this scheme whose responsibilities will cover the design and delivery programme, stakeholder engagement, cost management, Construction Design and Management responsibilities and project monitoring.

Political governance will be provided by South Gloucestershire Council's Executive Member for Transport. Bristol City Council will provide political governance through regular briefings to Mayor or Assistant Mayor for Place Directorate as appropriate. The Senior User for each authority will ensure that appropriate political governance and oversight is provided. In addition scrutiny will be provided through WECA with monthly reports to the Interim Head of Transport.

An organogram which highlights roles and responsibilities has been appended to this bid. The project will be run using the PRINCE 2 based project management systems employed by all Councils

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?

15% contingency is built into the project cost

b) How will cost overruns be dealt with?

Any cost overruns will be met by Bristol City Council, Bath and North East Somerset Council and South Gloucestershire Council from their own Capital funding resources. Each authority is responsible for meeting any of their own cost overruns

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

The major risks to the delivery of this scheme have been identified in the risk register as:

1. Early confirmation and payment of funding from DfT to allow an early start.

Mitigation: DfT commit and provide funding by July 2017. No effect on cost;

2. The ability of the supply chain to provide sufficient resource to meet the additional demands placed upon it through this scheme.

Mitigation: early engagement with supply chain and access combined with existing resources. Flexibility in delivery programme.

3. The impact of prolonged periods of poor weather upon the ability to complete the work to programme.

Mitigation: contingency time in programme, High risk activities scheduled for optimum time. Minor effect on cost;

4. The need to co-ordinate works programmes with those relating to other programme of works ie The Councils Capital Maintenance Programme, Integrated Transport Programme and any developer led works packages.

Mitigation: early commencement and completion of works ahead of major infrastructure developments and network management co-ordination with developers to maximise use of road space. Minor effect on cost.

These risks will primarily affect the ability to deliver the scheme to the stated programme rather than the overall cost of the scheme. However the governance structure for the project includes a dedicated project board and team to ensure risk mitigation measures are instigated in a timely manner.

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.

Early engagement with stakeholders to ensure that all possible issues can be identified and appropriate action can be taken. Table below identifies stakeholders and method of communication

Stakeholder	Status	Type of Communication
Emergency Services – Police, Fire Brigade, Ambulance Services	Statutory Consultee	Email
Local Residents	High impact	Letter drop, website
Commuters	Users	On-site interactive signs, website
Vulnerable road users	Pedestrian / disabled groups, Cycle forums,	Email, attend their regular meetings
Bus Services	Statutory Consultee	Email

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 Chris Skidmore, Kingswood | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 2 Jack Lopresti, Filton & Bradley Stoke | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 3 Thangam Debbonaire, Bristol West | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 4 Kerry McCarthy, Bristol East | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 5 Darren Jones, Bristol North West | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 5 Wera Hobhouse, Bath | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |

Due to recent elections some members are taking a while to respond, they will all be published on the web when received.

**Bristol Royal Infirmary
First Bristol**

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.

A range of baseline data will be collected prior to commencement of the scheme.

The following quantifiable outcomes will be monitored;

1. HMEP life cycle modelling will be carried out using the above survey information and built into both Councils life asset management plans.


2. Financial investment will be demonstrated by monitoring future interventions against the modelled asset management plan and reported to Government through Whole Government Accounts process;

- 3. Increased use of sustainable modes of transport through before and after surveys for pedestrians, cyclists and public transport uses.**
- 4. Journey time reliability will be monitored through before and after surveys;**
- 5. Community impacts will be monitored through pollution and noise monitoring;**
- 6. Service life compared to advertised design life of materials and technologies used;**
- 7. Recorded injury accident information.**

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 the West of England Combined Authority traffic signal junction enhancement works I hereby submit this request for approval to DfT on behalf of South Gloucestershire Council and confirm that I have the necessary authority to do so.	
I confirm that South Gloucestershire Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Mark King	Signed: 
Position: Head of Streetcare, Transport, & Waste	

D2. Section 151 Officer Declaration	
As Section 151 Officer for <i>South Gloucestershire Council</i> I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that <i>South Gloucestershire Council</i>	
<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: David Perry	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 type="checkbox"/> Yes	<input checked="" 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

SECTION D: Declarations

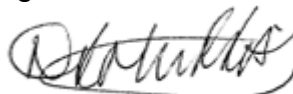
D2. Section 151 Officer Declaration

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*

- has allocated sufficient budget to deliver *their part of the 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 *for Bristol City Council's part of the project*
- accepts responsibility for meeting any ongoing revenue requirements in relation to the project, *for Bristol City Council part of 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:



SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for the **West of England Combined Authority traffic signal junction enhancement works** I hereby submit this request for approval to DfT on behalf of **South Gloucestershire Council** and confirm that I have the necessary authority to do so.

I confirm that **South Gloucestershire Council** will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Mark King

Signed:

Position: Head of Streetcare, Transport, & Waste

D2. Section 151 Officer Declaration

As Section 151 Officer for [*name of authority*] I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that [*name of authority*]

- 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: P.P. ANDREW ROTUNDEY - HEAD OF MANAGEMENT ACCOUNTS

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 type="checkbox"/> Yes	<input checked="" 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