Local Pinch Point Fund Application Form Checklist

Department for Transport

Scheme: Yeovil Western Corridor
Lead authority: Somerset County Council

SECTION A

	Section / page	Guidance Ref
A3. Have you appended a map?	Annex A3	N/A
A6. Have you included supporting evidence of partnership bodies' willingness to participate in delivering the bid proposals?	N/A	Para 10-14
A7. Have you appended a letter from the relevant LTB(s) / LEP(s) confirming the priority of the proposed scheme? ***[Optional]***	Annex A7	Para 10-14

SECTION B

	Section / page	Guidance Ref
B4. Have you enclosed a letter from an independent valuer to verify the market value land if land is being included as part of the non-DfT contribution towards scheme costs?	N/A	Para 40-42
B4. Have you enclosed a letter confirming the commitment of external sources to contribute to the cost of the scheme will be required?	Annex B4	Para 40-42
B6. Have you provided a completed Appraisal Summary Table in a format readable by Excel 2003?	Annex B6	Para 35-39
B6. Have you provided a completed Scheme Impacts Pro Forma in a format readable by Excel 2003? ***[Small projects only]***	Annex B6	Para 35-39
B6. Have you provided relevant supporting material – and for large schemes – a WebTAG compliant bid?	Annex B6	N/A
B7. Have you attached a joint letter from the local authority's Section 151 Officer and Head of Procurement confirming that a procurement strategy is in place that is legally compliant and is likely to achieve the best value for money outcome?	Annex B7	Para 43-45
B8. Has a letter been appended to demonstrate that arrangements are in place to secure the land to meet the construction milestones?	Annex B4	N/A
B8. Has a Project Plan been appended to your bid?	Annex B8	Para 43-45
B11. Has a QRA been appended to your bid?	Annex B11	Para 40-42
B11. Has a Risk Management Strategy been appended to your bid?	Annex B11	Para 40-42
B12. Have you appended evidence of Stakeholder Analysis? ***[Large projects only]***	N/A	Para 40-42
B12. Have you appended a Communications Plan? ***[Large projects only]***	N/A	N/A
B13. Have you provided evidence of an integrated assurance and approval plan? ***[Large projects only]***	N/A	Para 40-42

SECTION D

	Section / page	Guidance Ref
D1. Has the SRO declaration been signed?	Page 17	N/A
D2. Has the Section 151 Officer declaration been signed?	Page 17	N/A

ECONOMIC CASE CHECKLIST (Large Projects Only)

Schemes seeking more than £5 million in support from the Department are required to submit a full appraisal of the scheme in line with WebTAG guidance. These bids should include sufficient supporting information and material for the Department to undertake a full review of the modeling and appraisal. Large project bidders are required to submit the checklist indicating where key modeling and appraisal information is presented with the bid and supporting annexes.

Complete the standard templates / outputs (in addition to the Appraisal Summary Table):

Template / output	Provided Yes / No
Transport Economic Efficiency table*	
Public Accounts table*	
Analysis of Monetised Costs and Benefits table*	
WITA/COBA output files (if used)	

**Note: these tables should be provided in the templates provided un-amended and in a format readable by Excel 2003*

Cost Benefit Analysis

Item	Section/Page
A clear explanation of the underlying assumptions used in the Cost Benefit Analysis	
Information on local factors used. For example the derivation of growth factors, M factors in COBA and annualisation factors in TUBA (to include full details of any calculations)	
A diagram of the network (if COBA used)	
Information on the number of junctions modelled (if COBA used), for both the do-minimum and the do-something	
Details of assumptions about operating costs and commercial viability (e.g. public transport, park and ride, etc.)	
Full appraisal inputs/outputs (when used, COBA and/or TUBA input and output files should be supplied)	
Evidence that TUBA/COBA warning messages have been checked and found to be acceptable	

Spatial (sectoral) analysis of TEE benefits	
Details of the maintenance delay costs/savings	
Details of the delays during construction	

Economic Case Assessment

Item	Section/Page
Assessment of Environmental impacts, to include an environmental constraints map	
Assessment of Safety impacts and the assumed accident rates presented (COBA output should be provided if an accident only COBA has been run)	
Assessment of Economic impacts	
Assessment of Accessibility impacts	
Assessment of Integration impacts	
Assessment of the Social and Distributional Impacts	
A comprehensive Appraisal Summary Table	
AST worksheets	

Modelling

Item		Section/Page
An Existing Data and Traffic Surveys Report to include:		
	Details of the sources, locations (illustrated on a map), methods of collection, dates, days of week, durations, sample factors, estimation of accuracy, etc.	
	Details of any specialist surveys (e.g. stated preference).	
	Traffic and passenger flows; including daily, hourly and seasonal profiles, including details by vehicle class where appropriate	
	Journey times by mode, including variability if appropriate	
	Details of the pattern and scale of traffic delays and queues	
	Desire line diagrams for important parts of the network	
	Diagrams of existing traffic flows, both in the immediate corridor and other relevant corridors	
An Assignment Model Validation Report to include:		
	Description of the road traffic and public transport passenger assignment model development, including model network and zone plans, details of treatment of congestion on the road system and crowding on the public transport system	
	Description of the data used in model building and validation with a clear distinction made for any independent validation data	
	Evidence of the validity of the networks employed, including range checks, link length checks, and route choice evidence	
	Details of the segmentation used, including the rationale for that chosen	
	Validation of the trip matrices, including estimation of measurement and sample errors	

	Details of any 'matrix estimation' techniques used and evidence of the effect of the estimation process on the scale and pattern of the base travel matrices	
	Validation of the trip assignment, including comparisons of flows (on links and across screenlines/cordons) and, for road traffic models, turning movements at key junctions	
	Journey time validation, including, for road traffic models, checks on queue pattern and magnitudes of delays/queues	
	Detail of the assignment convergence	
	Present year validation if the model is more than 5 years old	
	A diagram of modelled traffic flows, both in the immediate corridor and other relevant corridors	

A Demand Model Report to include:		
	Where no Variable Demand Model has been developed evidence should be provided to support this decision (e.g. follow guidance in WebTAG Unit 3.10.1 Variable Demand Modelling - Preliminary Assessment Procedures)	
	Description of the demand model	
	Description of the data used in the model building and validation	
	Details of the segmentation used, including the rationale for that chosen. This should include justification for any segments remaining fixed	
	Evidence of model calibration and validation and details of any sensitivity tests	
	Details of any imported model components and rationale for their use	
	Validation of the supply model sensitivity in cases where the detailed assignment models do not iterate directly with the demand model	
	Details of the realism testing, including outturn elasticities of demand with respect to fuel cost and public transport fares	
	Details of the demand/supply convergence	
A Forecasting Report to include:		
	Description of the methods used in forecasting future traffic demand.	
	Description of the future year demand assumptions (e.g. land use and economic growth - for the do minimum, core and variant scenarios)	
	An uncertainty log providing a clear description of the planning status of local developments	
	Description of the future year transport supply assumptions (i.e. networks examined for the do minimum, core scenario and variant scenarios)	
	Description of the travel cost assumptions (e.g. fuel costs, PT fares, parking)	
	Comparison of the local forecast results to national forecasts, at an overall and sectoral level	

	Presentation of the forecast travel demand and conditions for the core scenario and variant scenarios including a diagram of forecast flows for the do-minimum and the scheme options for affected corridors	
	If the model includes very slow speeds or high junction delays evidence of their plausibility	
	An explanation of any forecasts of flows above capacity, especially for the do-minimum, and an explanation of how these are accounted for in the modelling/appraisal	
	Presentation of the sensitivity tests carried out (to include high and low demand tests).	

Local Pinch Point Fund Application Form

Department for Transport

Guidance on the Application Process is available at:
https://www.gov.uk/government/organisations/department-for-transport/series/local-pinch-point-fund

Please include the Checklist with your completed 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 25-35 pages including annexes would be appropriate.

One application form should be completed per project.

Applicant Information

Local authority name(s)*: Somerset County 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: Mike O'Dowd-Jones

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

Contact telephone number: 01823 356238
Email address: modowdjones@somerset.gov.uk

Postal address: Highways and Transport Commissioning
PPC702A Somerset County Council
County Hall
Taunton
TA1 4DY

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.somerset.gov.uk/transportstrategy

SECTION A - Project description and funding profile

A1. Project name: Yeovil Western Corridor

A2. Headline description:

Please enter a brief description of the proposed scheme (in no more than 100 words)

The Yeovil Western Corridor is a distributor road in Yeovil's highway network providing access to key employment and residential areas.

The proposed scheme is to provide capacity improvements at key junctions along the corridor as well as pedestrian and cycle improvements. The aim of the scheme is to create safer links for pedestrians and cyclists along the corridor whilst providing journey time savings and lower levels of congestion. This scheme is critical to enable and support the delivery of employment land (19.5 hectares) and residential land (1526 dwellings) at Brimsmore, Lufton, Lufton 2000 and Bunford Park in Yeovil.

A3. Geographical area:

Please provide a short description of area covered by the bid (in no more than 100 words)

The Yeovil Western Corridor is a north-south corridor (approximately 1.4 miles long) located in the western area of Yeovil. It provides access to key employment and retail areas of Yeovil including Agusta Westland. The southern part of the corridor is part of the A3088 route which links to the A303 (to the northwest of Yeovil) and to the rest of Yeovil and Dorset via the A30 and A37 to the east and south. This is a critical corridor in terms of accessibility to employment and retail opportunities in Yeovil and to the wider UK economy for Yeovil and parts of north Dorset.

OS Grid Reference: Eastings 353007 Northings 116060

Postcode:

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.

Map is appended in Annex A3.

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

Small project bids (requiring DfT funding of between £1m and £5m)

Scheme Bid ☒

Structure Maintenance Bid ☐

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

Scheme Bid ☐

Structure Maintenance Bid ☐

Note: Scheme and Structure Maintenance bids will be assessed using the same criteria.

A5. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? ☒ Yes* ☐ No
*(Part of high-level strategy, not to scheme level)

A6. Partnership bodies

Please provide details of the partnership bodies (if any) you plan to work within the design and delivery of the proposed scheme. This should include a short description of the role and responsibilities of the partnership bodies (which may include Development Corporations, National Parks Authorities, private sector bodies and transport operators) with confirmatory evidence of their willingness to participate in delivering the bid proposals.

Somerset County Council will design and deliver the Yeovil Western Corridor scheme.

A7. Local Enterprise Partnership / Local Transport Body Involvement

It would be beneficial (though not essential) if the relevant LEP or LTB (or shadow(s)) have considered the bid and, if necessary, prioritised it against other bids from the same area. If possible, please include a letter from the LEP / LTB confirming their support and, if more than one bid is being submitted from the area, the priority ranking in order of growth significance.

Have you appended a letter from the LEP / LTB to support this case? ☒ Yes ☐ No

SECTION B – The Business Case

You may find the following DfT tools useful in preparing your business case:

- Transport Business Cases
- Behavioural Insights Toolkit
- Logic Mapping Hints and Tips

B1. The Scheme - Summary

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

☒ Improve access to a development site that has the potential to create housing
☒ Improve access to a development site that has the potential to create jobs
☒ Improve access to urban employment centres
☐ Improve access to Enterprise Zones
☐ Maintain accessibility by addressing the condition of structures
☒ Ease congestion / bottlenecks
☐ Other(s), Please specify -

B2. The Strategic Case

This section should set out the rationale for making the investment and evidence on the strategic fit of the proposal. It should also contain an analysis of the existing transport problems, identify the barriers that are preventing growth, explain how the preferred

scheme was selected and explain what the predicted impacts will be. The impact of the scheme on releasing growth potential in Enterprise Zones, key development sites and urban employment centres will be an important factor in the assessment process.

Completion of the Western Corridor Scheme would directly meet many key economic aims that are formally set out in National, Regional and Local Economic Strategies:

Nationally the government White Paper; 'Local Growth, Realising Every Places Potential' (20102) emphasises the importance of creating the right conditions for growth. Specifically at 4.1 it refers to 'central Government intervention to tackle market failures. These include: investment in infrastructure, working with the market to enable growth and tackle barriers, such as transport congestion, improving connections between and within cities, towns and villages to connect people to job opportunities and maximise agglomeration benefits'.

The *Heart of the South West Local Enterprise Partnership Business Plan 2012* pledges to help secure infrastructure that ensures job creation and the economic success of towns. *The Somerset Local Investment Plan (LIP 2012-2017*) is at final draft stage and prioritises the key strategic infrastructure requirements in the county. The prioritisation is a consensus view of all the Somerset Local Authorities and it identifies Yeovil's Western Corridor as a top priority. The South Somerset District Council Plan (2012 -2015) references development and investment for Yeovil that bring forward the key sites (page 8). South Somerset District Council Economic Development Strategy 2012-2015 prioritises infrastructure improvements in the towns in its High Level Action Plan (Aim 2 Action 1) with specific reference at page 19. *South Somerset Local Plan 2006 -2028* at section 5.59 identifies Yeovil's Western Corridor as the foremost of South Somerset's required highway improvements and is viewed as 'critical' to the delivery of new development in Yeovil.

In particular please provide evidence on the following questions (where applicable):

a) What is the problem that is being addressed, making specific reference to barriers to growth and why this has not been addressed previously?

The Yeovil Western Corridor Study (2006) identified that improved highway capacity and pedestrian and cycle connections were required along the corridor to accommodate the planned delivery of employment land and 1526 residential dwellings at Brimsmore, Lufton, Lufton 2000 and Bunford Park in Yeovil.

The scheme will provide improved pedestrian and cycle links along Western Avenue and additional capacity at the following junctions:

1. Western Avenue / Copse Road Junction
2. Preston Road Roundabout
3. Bluebell Roundabout
4. Westland's Roundabout
5. Bunford Hollow Roundabout

The Westland's and Bunford Hollow roundabouts are part of the A3088 which connects to the A303 to the north-west and to the rest of Yeovil and parts of Dorset via the A30 and A37. By addressing the congestion at these locations this will help to increase the accessibility of existing key employment sites and businesses including Agusta Westland to the rest of Yeovil, Dorset and wider UK economy.

The scheme is also identified in Somerset County Council's Future Transport Plan (2011 -2026) and South Somerset District Council's draft Report on Infrastructure Planning in South Somerset (2012).

Without this scheme, it is likely that the area would suffer from increased congestion, air quality and noise issues alongside an increase in the potential for accidents involving pedestrians and cyclists as well as the corridor continuing to act as a barrier to the planned growth of Yeovil.

It has not been possible to deliver this scheme to date due to the cost.

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

The Yeovil Western Corridor study identified a number of schemes to cater for the planned growth. Since the 2006 study, these schemes have been developed further and value engineered to reduce the land requirement to implement the improvements. No other alternatives have been considered.

c) What are the expected benefits / outcomes? For example, job creation, housing numbers and GVA and the basis on which these have been estimated.

As soon as the scheme has been started it is expected that this will provide investors with confidence to progress and start to deliver the Lufton and Brimsmore development sites which total 1526 dwellings. The scheme will also help to support the delivery of the Lufton 2000 and Bunford Park developments, together all these developments will help to create and support 8,048 jobs according to the Supplementary Report in to the Job Creation and Economic Impact Report (available on request). This report also highlighted that the construction and use of these development sites would result in an estimated GVA uplift of £1,017.43m.

The economic benefits associated with congestion relief and increased accessibility to employment sites for all modes of transport including pedestrians and cyclists would begin to accrue in quarter 1 of 2015. This is based on key parts of the scheme being completed as per the outline programme. The benefits associated with congestion relief have been calculated based on SATURN modelling and the Yeovil Western Corridor Study.

d) What is the project's scope and is there potential to reduce costs and still achieve the desired outcomes? For example, using value engineering.

The project comprises a number of separate elements which when combined will deliver the overall benefits in terms of traffic capacity, through improvements to existing junctions. The project also includes the provision of additional cycle / pedestrian infrastructure which seeks to promote sustainable travel patterns to assist in reducing congestion through modal shift and increased accessibility.

The proposals include (as shown on the map in Annex A3):

1. Signalisation of Bluebell Roundabout with the inclusion of pedestrian / cycle facilities

2. Improvements to Preston Road roundabout incorporating a pedestrian / cycle crossing

3. Improvements to the Copse Road / Western Avenue junction

4. Conversion of the Westlands Roundabout to a signalised 'throughabout' junction

5. Improvements to Bunford Roundabout

6. Cycle / pedestrian infrastructure along the west side of Western Avenue

7. Pedestrian / Cycle links between Western Avenue and the employment area to the west

8. Pedestrian / cycle links both north south and east west between the proposed residential developments in the north and Preston Road and between the residential developments and Western Avenue

Costs have been reduced through combining the various elements of the project as a single construction project rather than as a series of smaller individual construction contracts. Also the schemes have been value engineered to reduce any unnecessary land-take. Any reduction in the overall scope of the project would result in the developments being required to deliver the rest of the Yeovil Western Corridor as detailed and required by their respective S106 agreements. As a result the benefits of the scheme would not be realised.

e) Are there are any related activities, that if not successfully concluded would mean the full economic benefits of the scheme may not be realised. For example, this could relate to land acquisition, other transport interventions being required or a need for additional consents?

The Lufton, Lufton 2000 and Brimsmore development sites have planning permission and these developers have provided letters of support for this funding bid (see Annex B1). The developers of these sites or South Somerset District Council are in control over the majority of the land required to deliver the various improvements. The letters of support from the developers and SSDC detail that the land required to deliver the schemes would be provided (see Annex B1). A plan is contained in Annex B1 that details these land requirements.

The exception is the land required for the Copse Road scheme a budget allowance has been made for the acquisition of this land although it is acknowledged that this element is still subject to negotiation.

The Bunford Park development also has planning permission with various conditions attached which need to be discharged and agreed prior to the delivery of the site.

f) 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)?

If full funding is not secured the requirement to deliver the Yeovil Western Corridor would rest with developers as part of their existing S106 agreements. As a result the benefits of the scheme would not be realised and the corridor would continue to act as a barrier to the planned growth.

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

No significant environmental issues have been highlighted. Yeovil is an Air Quality Management Area, although all the monitoring stations above acceptable limits are within the town centre area. Due to the reduction in congestion and the installation of improved pedestrian and cycle facilities the scheme is highly likely to contribute to a further improvement in air quality in the vicinity of the scheme. There are no known noise areas related to this scheme.

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	2013-14	2014-15	2015-16	Total
DfT funding sought	3,653	1,347	[redacted]	5,000
Local Authority contribution	0	0	0	0
Third Party contribution	0	1,948	152	2,100
TOTAL	3,653	3,295	152	7,100

Table B: Cost estimates (Nominal terms)

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Bluebell Rabt design	153	Jun 13	estimate
Bluebell Rabt Construction / supervision	781	Oct 13	estimate
Preston Rd Rabt Design	200	Jul 14	estimate
Preston Rd Rabt Construction / supervision	1250	Nov 14	estimate
Preston Rd Rabt Land	300	Jul 14	Estimate
Copse Road Jct Design	150	Oct 13	Estimate
Copse Road construction / Supervision	729	Jan 14	Estimate
Copse Road Jct Land	166	Oct 13	Estimate
Westland Rabt Design	150	Apr 14	Estimate
Westland Rabt Construction / Supervision	1050	Jul 14	Estimate
Bunford Rabt Design	100	Jan 14	Estimate
Bunford Rabt construction / supervision	500	Mar 14	Estimate
Cycling / Ped Infrastructure Design	199	Oct 14	Estimate
Cycling / Ped Infrastructure construction / supervision	1372	Mar 15	Estimate
TOTAL	7,100		

Notes:
1) Department for Transport funding must not go beyond 2014-15 financial year.
2) A minimum local contribution of 30% (local authority and/or third party) of the project costs is required.

3) Costs in Table B should be presented in outturn prices and must match the total amount of funding indicated in Table A.

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. If the scheme improves transport links to a new development, we would expect to see a significant contribution from the developer. 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 is made up of £0.470m that has already been secured and received by Somerset County Council. The remaining £1.63m local contribution is being split between the developers of the Lufton (£885,190) and Brimsmore (£744,810) developments that principally benefit from the delivery of the Yeovil Western Corridor. Appended to this submission (Annex B1) are letters from the developers which detail their commitment to provide this level of funding. The letters also detail the developers' commitment provide this level of funding via a S106 arrangement to ensure that the funds are available when required by the construction programme. Prior to Somerset County Council accepting the DfT grant funding it will ensure that the S106 arrangement is in place and acceptable for the delivery of the scheme.

b) 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

c) The Department may accept the provision of land in the local contribution towards scheme costs. Please provide evidence in the form of a letter from an <u>independent</u> valuer to verify the true market value of the land.

Have you appended a letter to support this case? ☐ Yes ☐ No ☒ N/A

d) 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.

Somerset County Council has not submitted any funding applications for this scheme previously. However Somerset County Council supported a Growing Places Fund application that included this scheme although it is understood that the bid did not receive the support required. A Regional Growth Fund bid has also been submitted by other organisations to help to deliver the associated developments although it is understood that this was not successful as it did not fully meet the criteria.

B5. The Financial Case – Affordability and Financial Risk

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 / QRA – see Section B11).

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.

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

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

At this stage 44% has been added to allow for Risks etc

b) How will cost overruns be dealt with?

Scheme costs will be closely monitored and prior to any award of the construction contract a 'Gateway review' will be held to ensure that adequate funding is in place. Any shortfall in funding once a contract is awarded will be covered if necessary by the Highway Authority have explored options and contractual obligations with the contractor through its general finance funding or where possible from relevant developer contributions.

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

Limited information currently available on utilities indicates there may be some long lead in times for materials required for any necessary diversions. An allowance has been made for utility diversions based on currently available information which is considered to be adequate early preliminary estimates will be obtained to provide confirmation of costs at an early stage in scheme development.

There will need to be careful planning of the construction phase of the project to ensure that the various elements of the project do not overlap during construction due to their close proximity to each other along a single transport corridor. Any delays on the completion of one element of the package will have an impact on the programme for construction of the adjacent elements; this could increase construction costs due to the need for acceleration of some elements of the package during the construction phase

d) How will cost overruns be shared between non-DfT funding partners (DfT funding will be capped and will not be able to fund any overruns)?

Any cost overrun that cannot be resolved with the contractor will be shared by the relevant developers pro rata to their overall contribution to the overall project.

B6. The Economic Case – Value for Money

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

<u>Small project bids (i.e. DfT contribution of less than £5m)</u>

a) Please provide a description of your assessment of the impact of the scheme to include:

- **Significant positive and negative impacts (quantified where possible);**
- **A description of the key risks and uncertainties;**

- **A short description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.**

The analysis is based upon modelling undertaken for SCC's original Yeovil Western Corridor Study. This modelling used the SATURN-based Yeovil Traffic Model in use at the time of the study, produced by Atkins, which was considered fit for purpose. The LMVR and Forecasting reports can be made available on request.

Clearly there is a risk that traffic patterns in the study area might have changed since the time of the study. In order to confirm that the conclusions are still relevant SCC has compared traffic counts from automatic count sites and journey time data obtained in 2007 and 2011/12. This has shown that flows and speeds are very similar, and so it is considered that the conclusions of the study are still relevant (see Annex B6).

Key uncertainties include:

- The usual uncertainty in background traffic growth, as assumed in the model;
- Specific uncertainty regarding individual development proposals coming forward;
- The margin of error in performance of individual junctions 'on the ground' compared with that seen in modelling.

The main positive economic benefit will be decreased journey times, along with (unquantified) improvements in journey time reliability as congestion is reduced. There are also expected benefits due to the change in accident severity at junctions (since signalised roundabouts tend to have less severe accidents than standard roundabouts (COBA Manual, DMRB Vol 13 Section 1 Part 2 Chapter 3)). The Highways Agency's PAR6.2 Spreadsheet has been used to estimate the Present Value of Benefits at £49.3 Million over 60 years, discounted to 2010 prices. For robustness this assumes no traffic growth beyond the opening year.

The main cost is construction of the scheme itself. The Present Value of Costs is estimated at £13.0 Million (2010 prices) including a 59% optimism bias.

The estimated BCR is thus 3.8.

A sensitivity test, assuming TEMPRO growth to 2035, estimates the PVB at £59.8 Million over 60 years and the corresponding BCR at 4.6.

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

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

- A completed Scheme Impacts Pro Forma which summarises the impact of proposals against a number of metrics relevant to the scheme objectives. It is important that bidders complete as much of this table as possible as this will be used by DfT – along with other centrally sourced data – to form an estimate of the BCR of the scheme. Not all sections of the pro forma are relevant for all types of scheme (this is indicated in the pro forma).

- A description of the sources of data and forecasts used to complete the Scheme Impacts Pro Forma. This should include descriptions of the checks that have been undertaken to verify the accuracy of data or forecasts relied upon. Further details on the minimum supporting information required are presented against each entry within the pro forma.

Has a Scheme Impacts Pro Forma been appended? ☒ Yes ☐ No ☐ N/A

Has a description of data sources / forecasts been appended? ☒ Yes ☐ No ☐ N/A

- A completed Appraisal Summary Table. Bidders are required to provide their assessment of all the impacts included within the table and highlight any significant Social or Distributional Impacts (SDIs). Quantitative and monetary estimates should be provided where available but are not mandatory. The level of detail provided in the table should be proportionate to the scale of expected impact with particular emphasis placed on the assessment of carbon, air quality, bus usage, sustainable modes, accessibility and road safety. The source of evidence used to assess impacts should be clearly stated within the table and (where appropriate) further details on the methods or data used to inform the assessment should be attached as notes to the table.

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

- Other material supporting the assessment of the scheme described in this section should be appended to your 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.*

Large project bids (i.e. DfT contribution of more than £5m)

c) Please provide a short description of your assessment of the value for money of the scheme including your estimate of the BCR. This should include:

- Significant monetised and non-monetised costs and benefits;
- A description of the key risks and uncertainties and the impact these have on the BCR;
- Key assumptions including (but not limited to): 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 the checks that have been undertaken to determine that it is fit-for-purpose.

d) Detailed evidence supporting your assessment – including a 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.*

B7. The Commercial Case

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.

a) Please provide evidence to show the risk allocation and transfer between the promoter and contractor, contract timescales and implementation timescales (this can be cross-referenced to your Risk Management Strategy).

The construction of this project naturally splits into a number of elements, falling into two main types, junction improvements and the provision of the new pedestrian / cycle facilities. The provision the junction improvement would be procured using a restricted tendering procedure based on NEC Option B priced Bill of Quantities. This means of procurement will leave the majority of risks with the Client with the contractor only carrying risks associated with their project programming and costs based on the tender documents. The tender documents for the junction improvements would be issued in accordance with the project programme. It may be appropriate to package two or more junctions together but this will depend on progression of the design in a timely manner. It is likely that a single Prior Indication Notice and an invitation for expressions of interest to be submitted. A 3 month tendering / mobilisation period has been assumed with construction programmed to commence on July 2013 and be completed by November 2014. It is likely that the first junction improvement Bluebell Roundabout will be constructed through the existing Network Management Contractor to enable works to commence on site in a timely manner.

The cycleway / footway infrastructure elements sit more readily with the Network Management Contractor because of the nature of the works required. Risks associated with the cycleway / footway works would again largely rest with the Client with the contractor carrying programme and cost risks based on the term maintenance. The programme assumes the procurement of the construction works for the cycleway / pedestrian improvements taking place between April 14 and September 14 with construction taking place between Sept 14 and March 15.

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

Procurement of junction improvements would be through a restricted tendering procedure in accordance with EU regulations (even though scheme falls below EU Procurement threshold). This is the preferred procurement route because of the specialist nature of some elements of the project (Signalisation and traffic Management) and the overall size of the project exceeds what would normally be undertaken through the Network management term maintenance contract. However the first junction improvement is likely to be undertaken through the maintenance contractor of the schedule of rates to meet the construction programme.

The construction of the cycleway / footway infrastructure could be procured either in association with the junction improvement or alternatively through the County Council's Network Management term maintenance contract which is considered to be more appropriate for works of this nature.

c) A procurement strategy will not need to form part of the bid documentation submitted to DfT. Instead, the Department will require the bid to include a joint letter from the local authority's Section 151 Officer and Head of Procurement confirming that a strategy is in place that is legally compliant and is likely to achieve the best value for money outcome.

Has a joint letter been appended to your bid? ☒ Yes ☐ No

**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.

B8. Management Case - Delivery

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) A detailed project plan (typically in Gantt chart form) with milestones should be included, 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 key dependencies (internal or external) should be explained. Resource requirements, task durations, contingency and float should be detailed and easily identifiable. Dependencies and interfaces should be clearly outlined and plans for management detailed.

   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 in order 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 summary details of your construction milestones (at least one but no more than 5 or 6) between start and completion of works:

Table C: Construction milestones

	Estimated Date
Start of works Bluebell Roundabout	**Jul 2013**
Completion of Bluebell Roundabout	**Nov 13**
Start of Works Preston Road Roundabout	**Aug 14**
Completion of Preston Road Roundabout	**Dec 14**
Start of Works Copse Rd Junction	**Nov 13**
Completion of Works Copse Road	**Feb 14**
Start of Works Bunford Roundabout	**Feb 14**
Completion of Works Bunford Roundabouit	**Apr 14**
Start of Works Westlands Roundabout	**Apr 14**
Completion of Works Westlands Roundabout	**Jun 14**
Construction of cycle ped facilities	**Oct 14**
Completion of cycle ped facilities	**Mar 15**
Opening date	**Mar 15**
Completion of works (if different)	

d) Please list any major transport schemes 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)

East of Taunton Park & Ride completed to budget but slightly later than envisaged due to inclement weather.

Taunton Third Way – completion delayed due to additional maintenance schemes being added to the works to provide added benefits – costs overrun slightly due to additional works and prolonged period of very cold weather during bridge construction

B9. Management Case – Statutory Powers and Consents

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

No Statutory powers have been obtained to date and none are required to deliver this scheme assuming land is acquired by agreement.

b) Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.

None – assuming land is acquired by agreement

B10. Management Case – Governance

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and responsibilities of those involved, and how key decisions are/will be made. An organogram may be useful here. Details around the organisation of the project including Board accountabilities, contract management arrangements, tolerances, and decision making authorities should be clearly documented and fully agreed.

Project Manager – Richard Needs – Engineering Design Team Manager
SRO – Michele Cusack – Economic & Community Infrastructure Operations Director

See attached organogram in Annex B10.

B11. Management Case - Risk Management

All schemes will be expected to undertake a thorough Quantified Risk Assessment (QRA) and a detailed risk register should be included in the bid. The QRA should be proportionate to the nature and complexity of the scheme. A Risk Management Strategy should be developed and should outline on 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

B12. Management Case - Stakeholder Management

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 Agency, 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 of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

Table appended in Annex B12

b) Can the scheme 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 scheme?

☒ Yes ☐ No

If yes, please provide a brief summary (in no more than 100 words)
There have been some local campaigns to provide better cycling and pedestrian provision along and adjacent to Western Avenue. These campaigns have been supported locally by councillors.

d) For large schemes 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 schemes 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

B13. Management Case - Assurance

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

For large schemes please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation

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

Benefit	Who	When	Monitoring
Journey Time Savings	All Traffic inc Bus Services	Q1 2015	Journey Time Surveys
Better Pedestrian Facilities	All pedestrians	Q1 2015	Pedestrian Surveys
Better Cycling Facilities	All cyclists	Q1 2015	Cycle Surveys
Housing Completions	Community & Developers	Q1 2015	Housing Completion Records

C2. Monitoring and Evaluation

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

Transport-related indicators will be as follows:

- Increased use of corridor by pedestrians and cyclists; monitored through annual manual/video counts along with an existing automatic cycle counter on Bunford Lane. Baseline figures will be collected before commencement of the scheme.
- Journey times; these will be collected using GPS units in a 'floating car' along the length of the corridor and on key approaches. As well as new baseline data which will be collected before commencement, SCC holds historic data.
- Motor vehicle volumes; collected using automatic traffic counters already in operation throughout the corridor.

The non-transport related indicators will be the:

- Housing completions for the Lufton and Brimsmore developments will be monitored once the scheme construction begins as it is considered delivery of housing would be accelerated by the delivery of the scheme. This will continue until 2 years post completion of the Yeovil Western Corridor in order to demonstrate delivery of these sites.

As per current DfT Guidance a (proportionate) interim report will be provided two years after opening with a further report after five years.

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 Yeovil Western Corridor I hereby submit this request for

approval to DfT on behalf of Somerset County Council and confirm that I have the necessary authority to do so. I confirm that Somerset County Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Mike O'Dowd Jones	Signed:
Position: Strategic Commissioning Manager: Highways and Transport	

D2. Section 151 Officer Declaration	
As Section 151 Officer for Somerset County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Somerset County Council - has allocated sufficient budget to deliver this scheme 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 scheme - accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15 - confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place	
Name: Martin Gerrish	Signed:

Submission of bids:

For both small bids and large bids the deadline is 5pm, **21 February 2013**

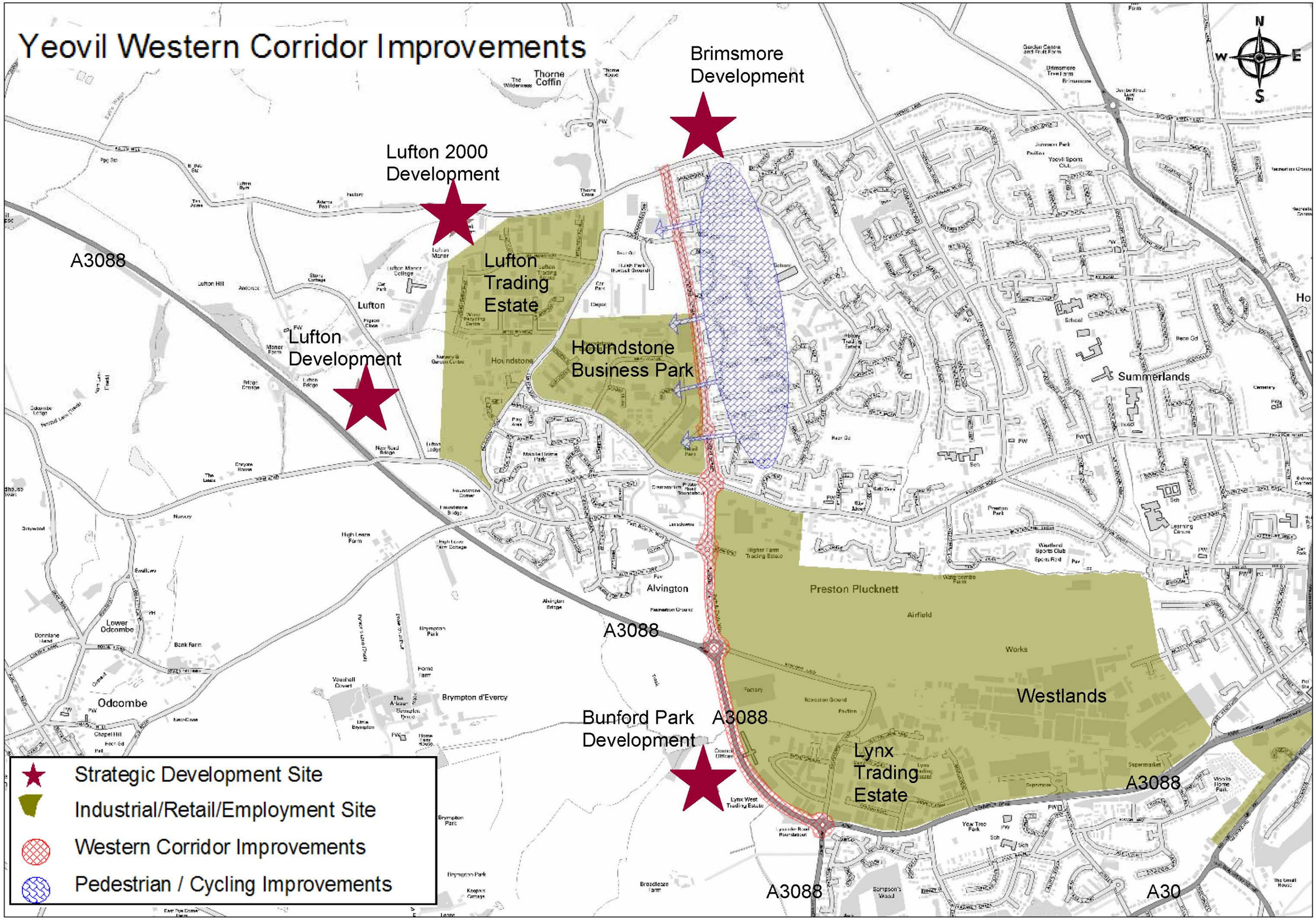
One hard copy and a CD version of each bid and supporting material should be submitted to:

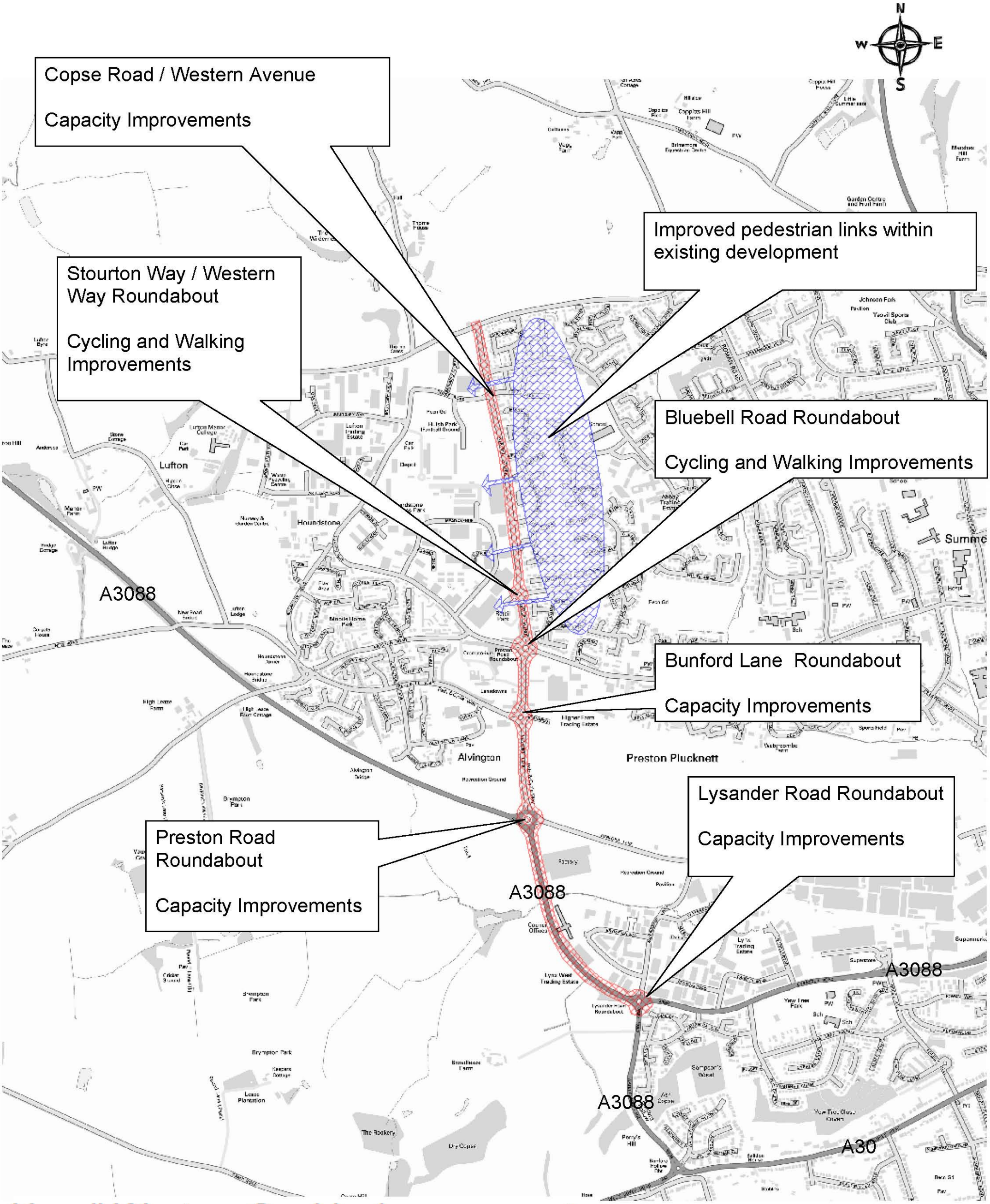
Steve Berry
Local Transport Funding, Growth & Delivery Division
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

An electronic copy should also be submitted to steve.berry@dft.gsi.gov.uk

ANNEX A3

Yeovil Western Corridor Improvements





Yeovil Western Corridor Improvements

- Western Corridor Improvements
- Pedestrian / Cycling Improvements

The information on this map is indicative only

ANNEX A7

Mr Mike O'Dowd Jones

Strategic Commissioning manager

Highways and Transportation

Somerset County Council

County Hall

Taunton

Somerset

TA1 4DY

18/2/13

Dear Mike,

Local Pinchpoints Bid – Yeovil Western Corridor

Thank you for involving the Heart of the South West Local Enterprise Partnership during the preparation of the Local Pinchpoints programme bid for a significant improvement at Yeovil Western Corridor.

The economy of Yeovil, with the internationally significant business of Augusta Westland, is a key driver of prosperity in the eastern part of the LEP area. The Yeovil Western Corridor improvement will both enhance access to the existing development and businesses, and also provide the capacity to accommodate the significant planned growth.

The Western Corridor will facilitate the development of some 1,526 dwellings, and will open up 19.5 hectares of employment land, in close proximity to the existing Westland site. This will both provide a potential location for supply chain businesses, and also provide opportunities for diversification of the Yeovil economy.

The Local Enterprise Partnership is happy to endorse your bid to the Local Pinchpoints programme.

Yours sincerely,

Liz Waugh

Chief Executive

Tel: 01752 847135 Mobile 07966 388921 email : Liz@coastmarcoms.co.uk Address: C/o Coast Communications, Forder, Saltash PL12 4QR

ANNEX B4

Abbotsdale Homes Ltd

The Abbey, Preston Road, Yeovil, Somerset, BA20 2EN
Tel: 01935 424251 Fax: (01935 431269) Email: fname.sname@abbeymanor.com

Our Ref: NT/cag Your Ref: 19 February 2013

Mr M O'Dowd-Jones
Strategic Commissioning Manager: Highways and Transport
Somerset County Council
County Hall
Taunton
Somerset
TA1 4DY

Dear Mike

I write on behalf of Abbotsdale Homes and the Trustees of the Mencap Pension Fund, as owners of the land that comprises the Lufton Key Site designated KS/Brym/1 and saved as a policy from the SSDC 1991-2011 Local Plan, and now granted planning permission under Outline Planning Permission 05-00931-OUT and Reserved Matters Permission 10-01875-REM.

I am pleased to confirm our unequivocal support for the Somerset County Council's proposed bid to the Local Pinch Point Fund, for support for implementation of the Yeovil Western Transport Corridor.

We are prepared to commit, jointly and severally the sum of £885,190 of contribution toward the overall costs of the scheme within the three financial years ended April 2014, 2015 and 2016, to be secured by way of a S106 agreement. We are able to confirm that any land held or controlled by either of the parties, as specifically identified on the land terrier map attached to this letter, will be made freely available to the Highway Authority for dedication as Highway. We further confirm that as a result of this funding of this infrastructure we will be able to bring forward the implementation of the above planning permission within the financial year ending April 2014 and will anticipate that not less than 125 dwellings will have been completed by the end of the Western Corridor works programme in April 2016.

Your sincerely,
on behalf of Abbotsdale Homes Ltd and the Trustees of Mencap Pension Fund

Nigel Timmis
Managing Director
Abbotsdale Homes ltd

Direct Line: 01935 848500
E-mail: ntimmis@abbeymanor.com

Enc

Rev -

Status P

Drawing Number Figure 1.1

DO NOT SCALE

A3

0 10 50

Thorne Lane

Copse Road

Houndstone Retail Park

Houndstone Roundabout

Preston Road Roundabout

Bluebell Road Roundabout

Westland's Roundabout

Lysander Road Roundabout

Bunford Park

Abbotsdale Controlled Land

©Crown Copyright. All Rights Reserved. License Number xxxxxxxxx

Rev	Description	By	Date	Chk'd	Auth

Rev	Purpose of Issue	Date	Auth

ATKINS

Atkins Consultants Limited ©
Transport Planning
Longcross Court
47, Newport Road
Cardiff, Wales
CF24 0AD

Tel. (029) 20485159
Fax. (029) 20485138
www.atkinsglobal.com

Client

Project
YEOVIL WESTERN CORRIDOR

Title
Yeovil Western Corridor
Present Day

Original Scale	Designed/Drawn	Checked	Authorised
NTS	DR	MH	PK
	Date 10/05	Date 10/05	Date 10/05

Status	Drawing Number	Rev
P	Figure 1.1	-

The Council Offices, Brympton Way, Yeovil BA20 2HT
Telephone: (01935) 462462 Fax: (01935) 462188
Website: www.southsomerset.gov.uk

Martin Woods *Assistant Director (Economy)*

Beacon Authority
2007-2008 Neighbourhood and Community Champions: The Role of Elected Members
2006-2007 Improving Rural Services Empowering Communities
2005-2006 Getting Closer to Communities

Mike O'Dowd-Jones
Strategic Commissioning Manager
Highways and Transport
Somerset County Council
County Hall
Taunton
Somerset
TA1 4DY

Date: 19th February 2013
Your Ref:
Our Ref: MW/KH
Ask For: Mr Martin Woods
Direct Line: 01935 462071
e-mail: martin.woods@southsomerset.gov.uk

Dear Sir

Re: Government Pinch-Point Funding
Yeovil Western Corridor Scheme

I write in support of the above bid for funding to enable improvements to the Western Transport Corridor in Yeovil.

The scheme includes cycle and pedestrian infrastructure improvements at Abbey Manor Park to the eastern side of Western Avenue to allow improved connectivity between the residential areas and the employment area thereby reducing the reliance upon the private motor vehicle

I can confirm that South Somerset District Council owns the required land (shaded red on the attached map) and that the District Council is keen to work with the County Council to deliver the improvements as outlined in the bid document.

Yours faithfully

Martin Woods
Assistant Director Economy
South Somerset District Council

Jniform

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction Infringes Crown copyright and may lead to prosecution or civil proceedings. South Somerset District Council. Licence No. LA/100019471-2013

West Dorset District Council
South Walks House, South Walks Road
Dorchester, Dorset DT1 1UZ
Tel: 01305 251010 Fax: 01305 251481
DX: Dorchester 8724

Weymouth & Portland Borough Council
Council Offices, North Quay,
Weymouth, Dorset DT4 8TA
Tel: 01305 838000 Fax: 01305 775004

www.dorsetforyou.com Text Relay calls welcome

Economic Regeneration Manager
Ian Doyle
Direct dial: 01305 251010 : Ext : 2617
Email : i.doyle@westdorset-weymouth.gov.uk

Mr Mike O'Dowd
Highways and Transport Commissioning
PPC702A Somerset County Council
County Hall
Taunton
Somerset
TA1 4DY

Date: 18 February 2013

Dear Mike

Re: Pinch Point Funding – Transport Infrastructure at Lufton Key Site & Brimsmore, Yeovil

I have discussed this proposal with my colleagues at South Somerset District Council, David Julian and Robert Murray and have concluded that the proposed scheme is an ideal candidate to receive Pinch Point Funding from the Department for Transport.

As Local Authorities, the economic development brief often casts us in the role of facilitator for inward investment opportunities and this is just such a case. The bid seems a suitable proposal, allowing significant private investor funding to come into the area and crucially opening up a significant chunk of employment land for development.

Creation of, potentially, over 8000 job opportunities in the South West in the current times would present a significant 'shot in the arm' for South Somerset and surrounding districts, such as West Dorset.

Bearing this in mind, West Dorset District Council fully supports the bid for Pinch point Funding and commends the scheme to the funding committee as a fantastic opportunity for South Somerset employment and the South West in general.

We wish you well with the bid and look forward to hearing more about progress

Yours sincerely,

Ian Doyle

Economic Regeneration Manager

Weymouth, Portland and West Dorset Councils

CHARLES BISHOP LIMITED

Langley House, 24 Hendford, Yeovil, Somerset. BA20 1TG
Telephone: Yeovil (01935) 422198 Facsimile: Yeovil (01935) 477774

Mr M O'Dowd-Jones
Strategic Commissioning Manager: Highways & Transport
Somerset County Council
County Hall
TAUNTON
Somerset
TA1 4DY

JB/6408

19 February 2013

Dear Mr O'Dowd-Jones

I write on behalf of Charles Bishop Limited, Beaumont Estates (Yeovil) Limited, Kingsnoll Limited, Thornemead Limited, Mrs E Bishop, Mr T Bishop and myself as owners of all the land that comprises the Brimsmore Key Site, on land north of Thorne Lane, Yeovil.

The scheme is saved as a policy from the South Somerset District Council 1991-2011 Local Plan, and designated KS/YEWI/2. It has the benefit of Outline Planning Permission 05/00753/OUT for 830 dwellings and a Reserved Matters Permission 11/00361/REM for the first 298 dwellings on the site.

I am pleased to confirm our full support for Somerset County Council's proposed bid to the Local Pinch Point Fund, for financial support to implement the Yeovil Western Transport Corridor infrastructure proposals.

We are prepared to commit the total sum of £744,810 (Seven hundred and forty four thousand, eight hundred and ten pounds) towards the overall cost of the scheme within the three financial years ended April 2014, 2015 and 2016. We envisage such contribution being secured by way of Section 106 Agreement tied to the land.

Should any of the Brimsmore Key Site land be required for implementation of the work associated with the Western Corridor proposals, we can confirm that any such land will be made freely available to the Highway Authority for dedication as public highway.

Should the bid to the Local Pinch Point Fund be successful, this would facilitate the early carrying out of the Western Corridor works, and this, in turn, would greatly assist us in getting the Brimsmore Key Site underway. It would enable us make a start on the site in the financial year ending April 2014 and, as a result, we would anticipate being able to complete not less than 110 dwellings on the site by the end of the Western Corridor works programme in April 2016.

Yours sincerely

JOHN BISHOP
on behalf of the Brimsmore Landowners

Appendix to Yeovil Western Corridor Local Pinch Point Fund Application

The graphs on the following pages provide average daily profiles (with standard deviations) from ATC data for given months in 2008 and 2012. They demonstrate that there has been little if any significant change in traffic over that period and that therefore the conclusions of the original Yeovil Western Corridor Study remain sound.

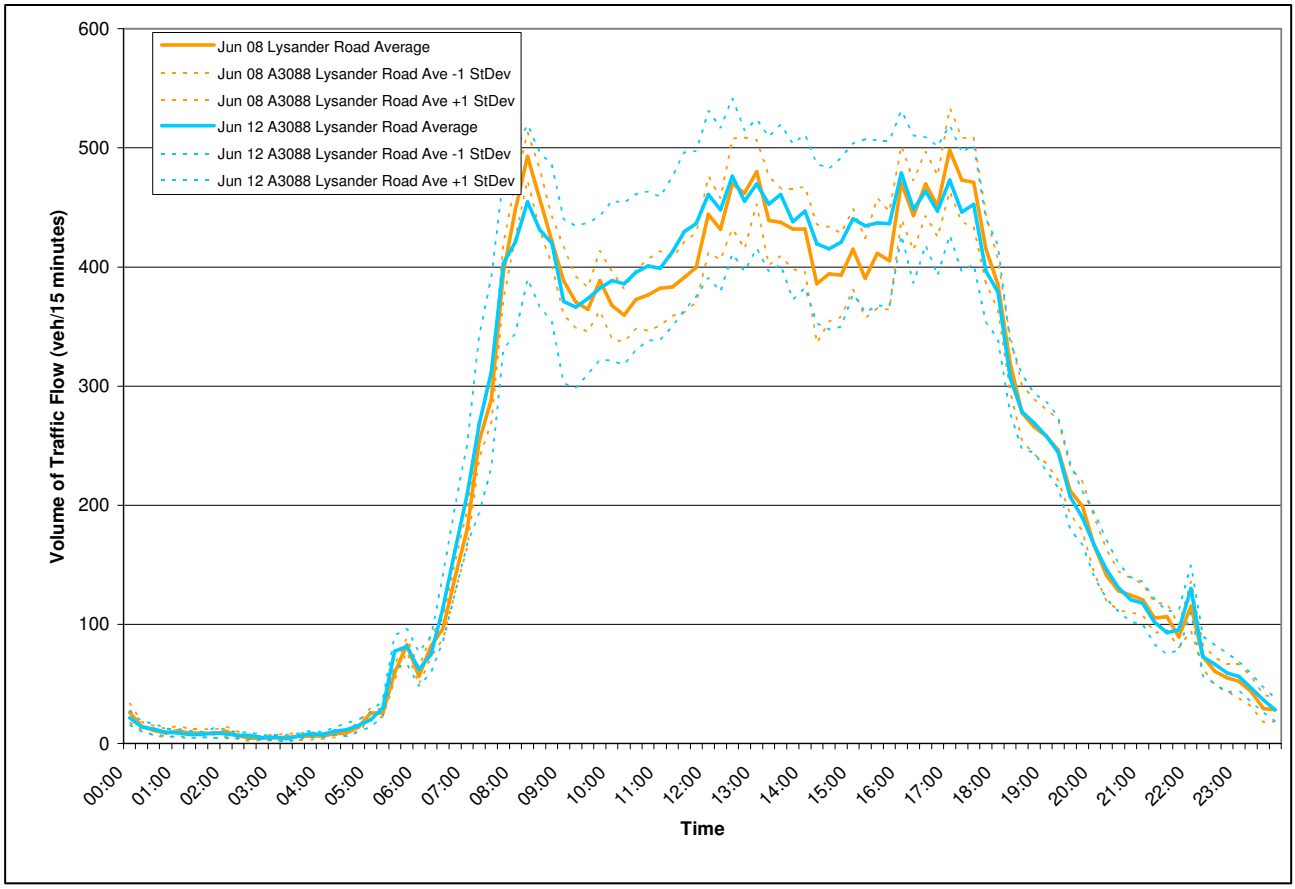


Figure A 1: Lysander Road Average Weekday Profile, June 2008 vs June 2012

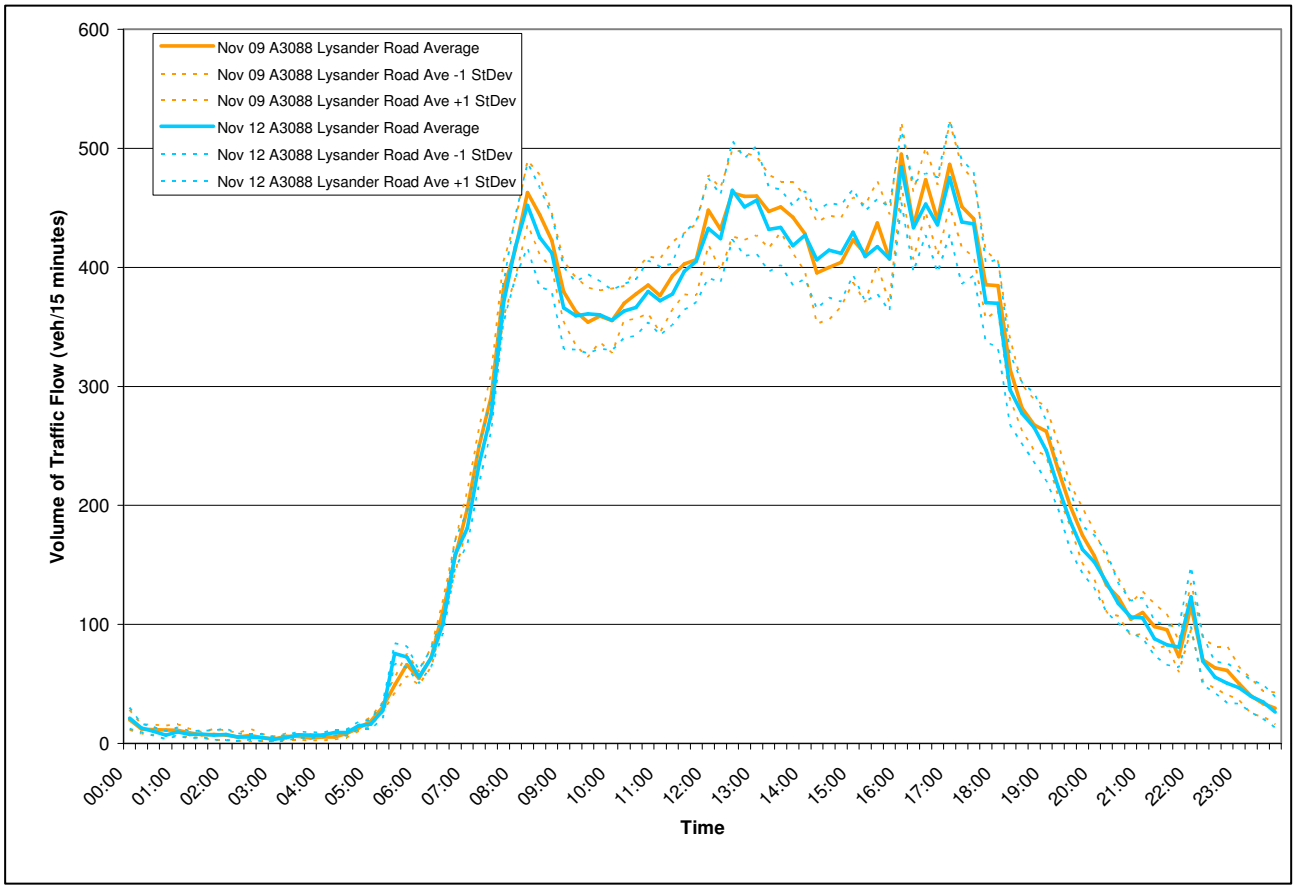


Figure A 2: Lysander Road Average Weekday Profile, November 2009 vs November 2012

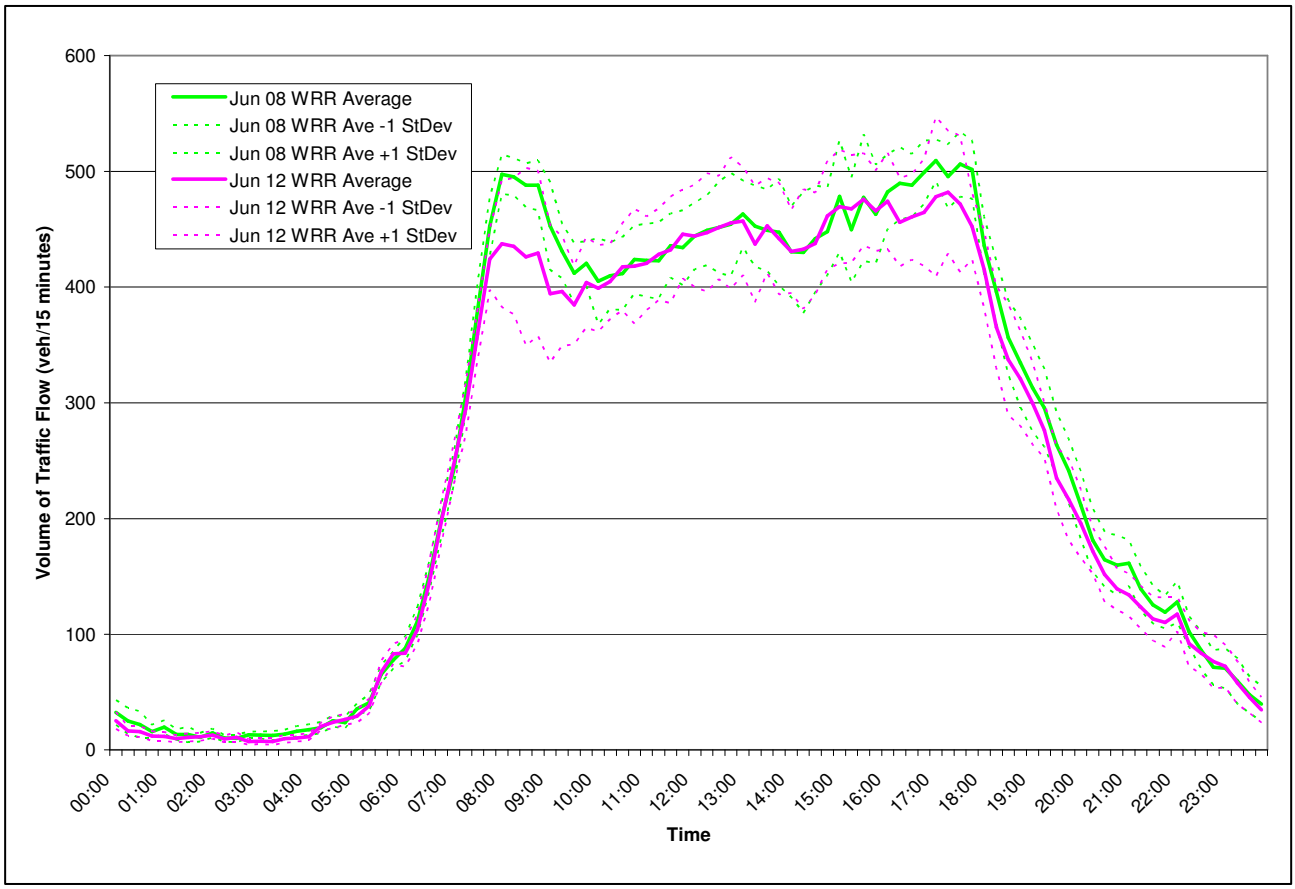


Figure A 3: Western Relief Road Average Weekday Profile, June 2008 vs June 2012

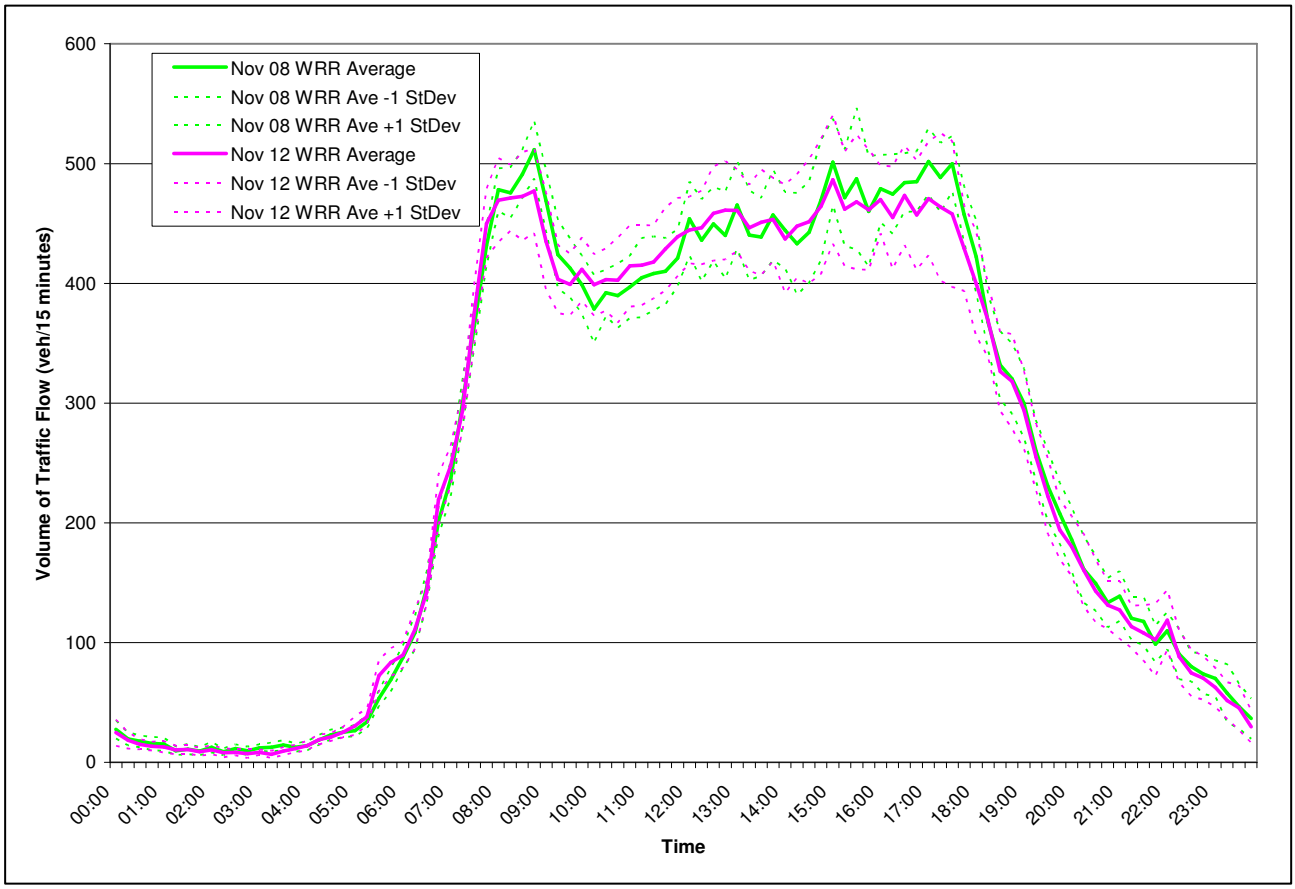


Figure A 4: Western Relief Road Average Weekday Profile, November 2008 vs November 2012

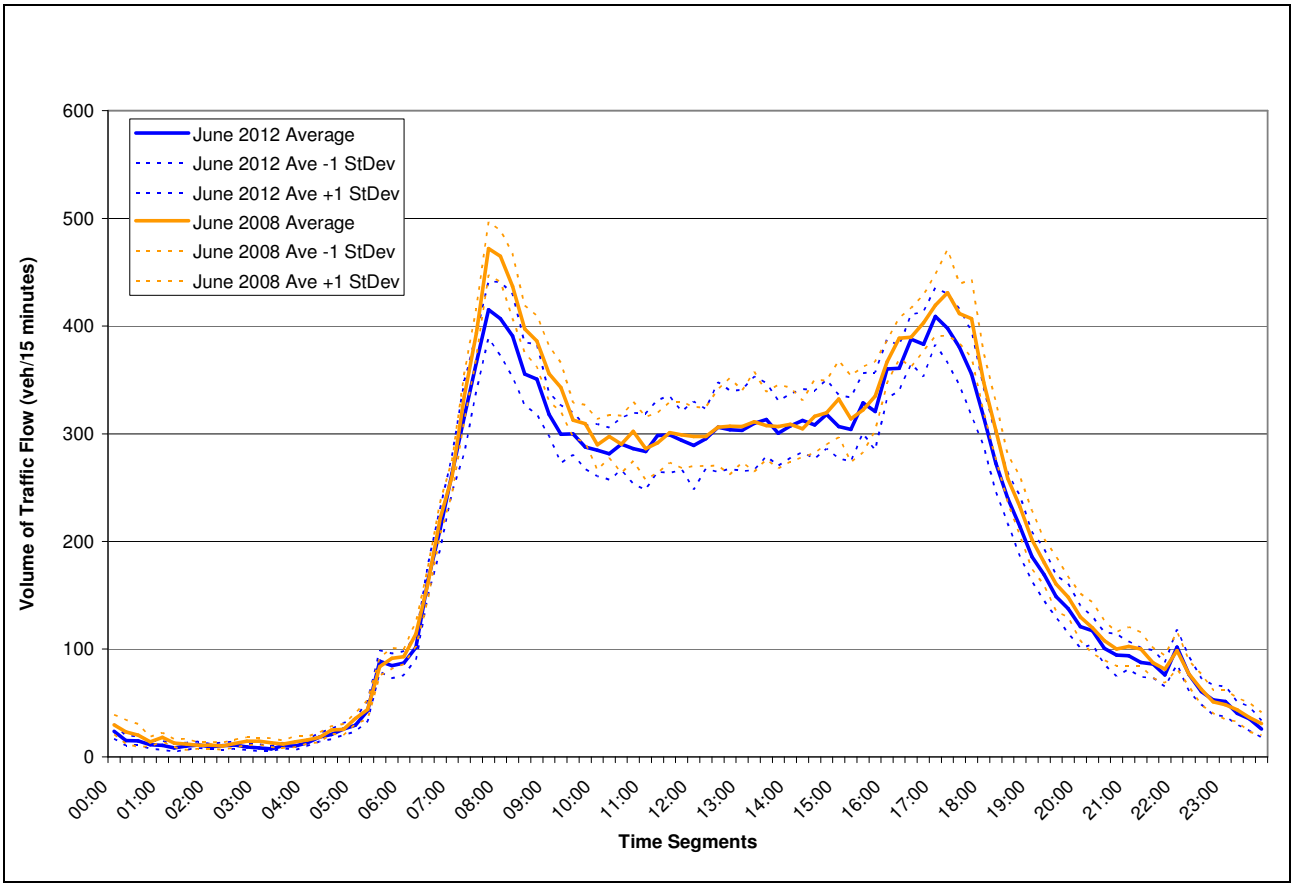


Figure A 5: A3088 Cartgate Link Average Weekday Profile, June 2008 vs June 2012

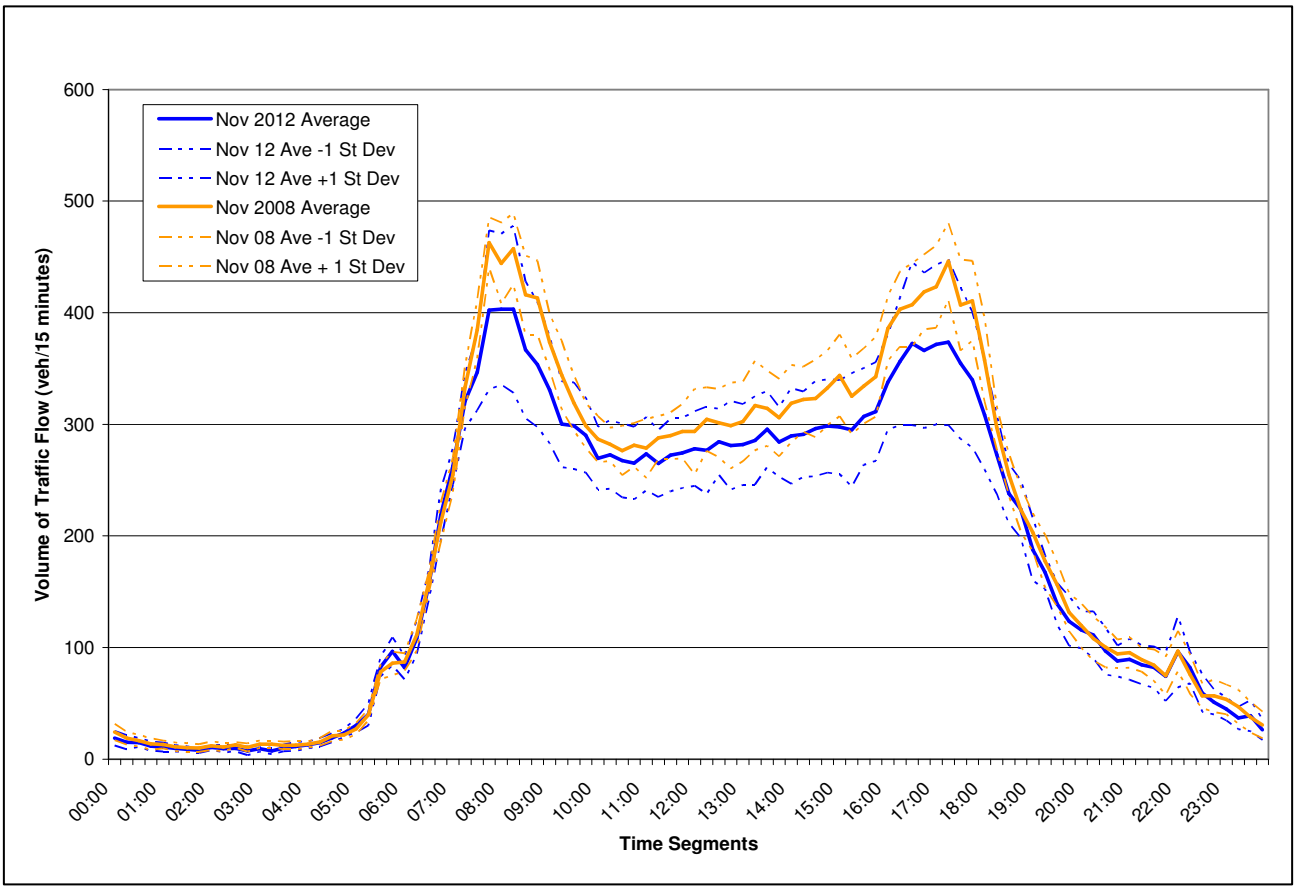


Figure A 6: A3088 Cartgate Link Average Weekday Profile, November 2008 vs November 2012

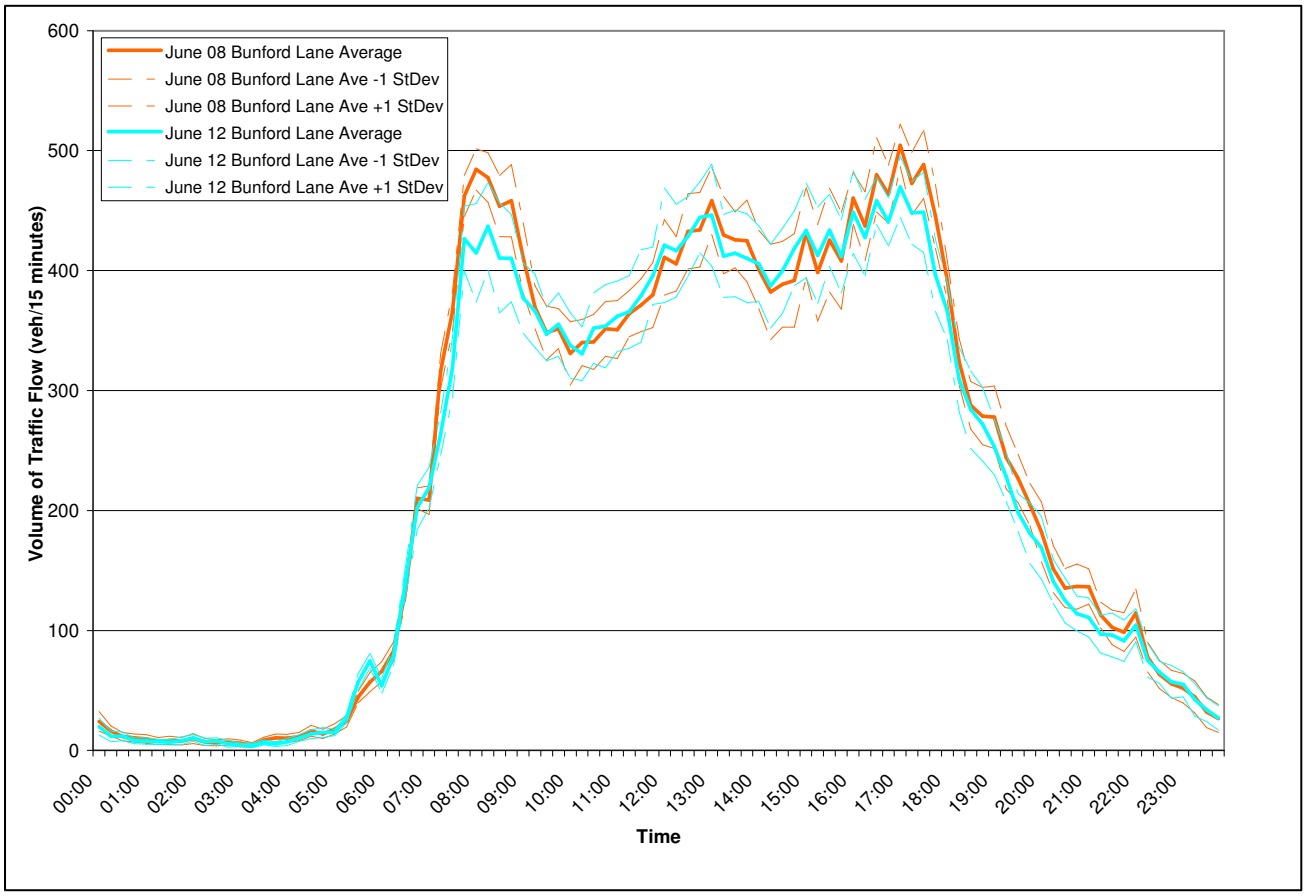


Figure A 7: A3088 Bunford Lane (north of Cartgate) Average Weekday Profile, June 2008 vs June 2012

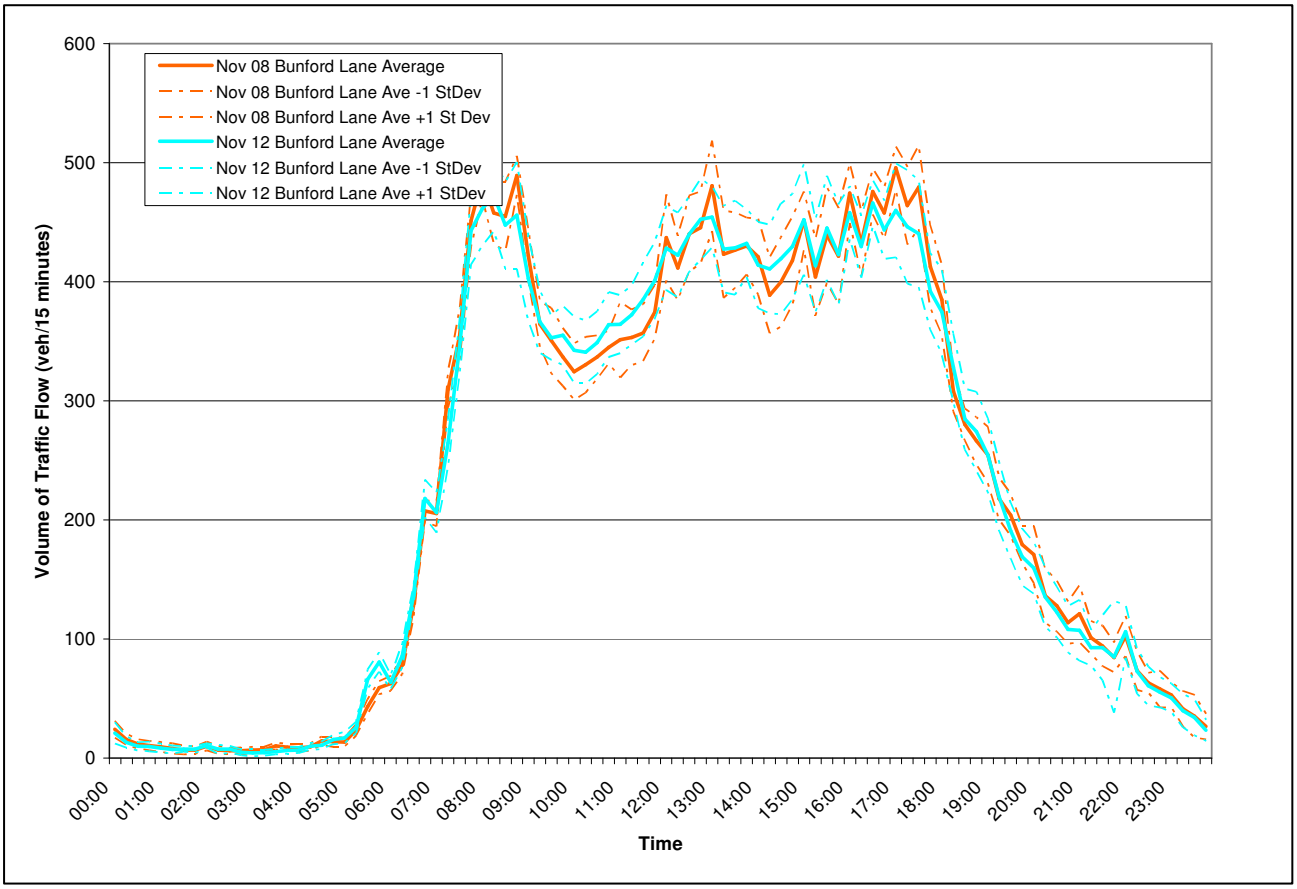


Figure A 8: A3088 Bunford Lane (north of Cartgate) Average Weekday Profile, November 2008 vs Nov 2012

The graphs on the following pages provide journey time data (with 95% confidence intervals) along the Western Corridor in 2007 and 2011. They demonstrate that there has been little significant change in delay over that period and that therefore the conclusions of the original Western Corridor Study remain sound.

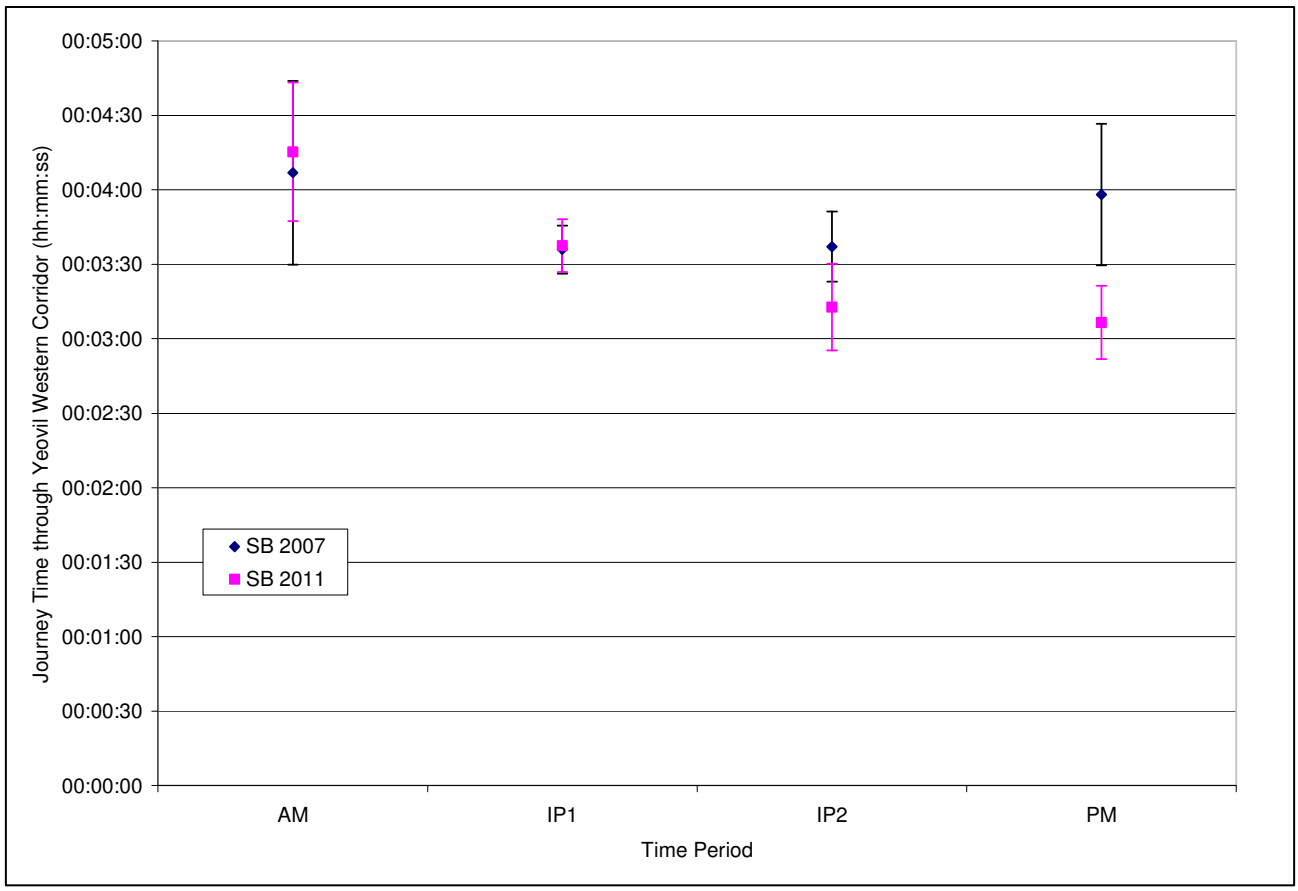


Figure A 9: Southbound journey times through Western Corridor, 2007 vs 2011, with 95% confidence intervals

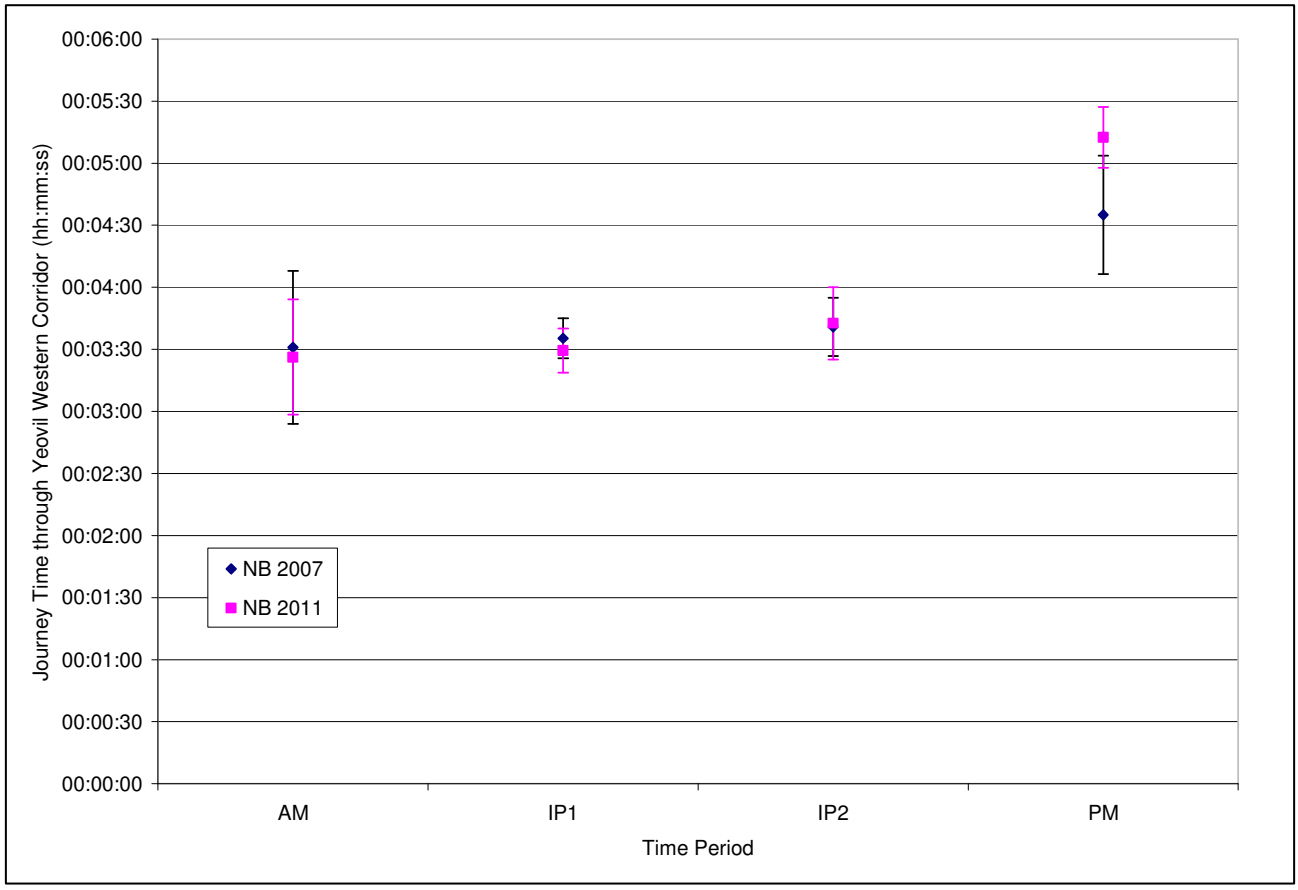


Figure A 10: Northbound journey times through Western Corridor, 2007 vs 2011, with 95% confidence intervals

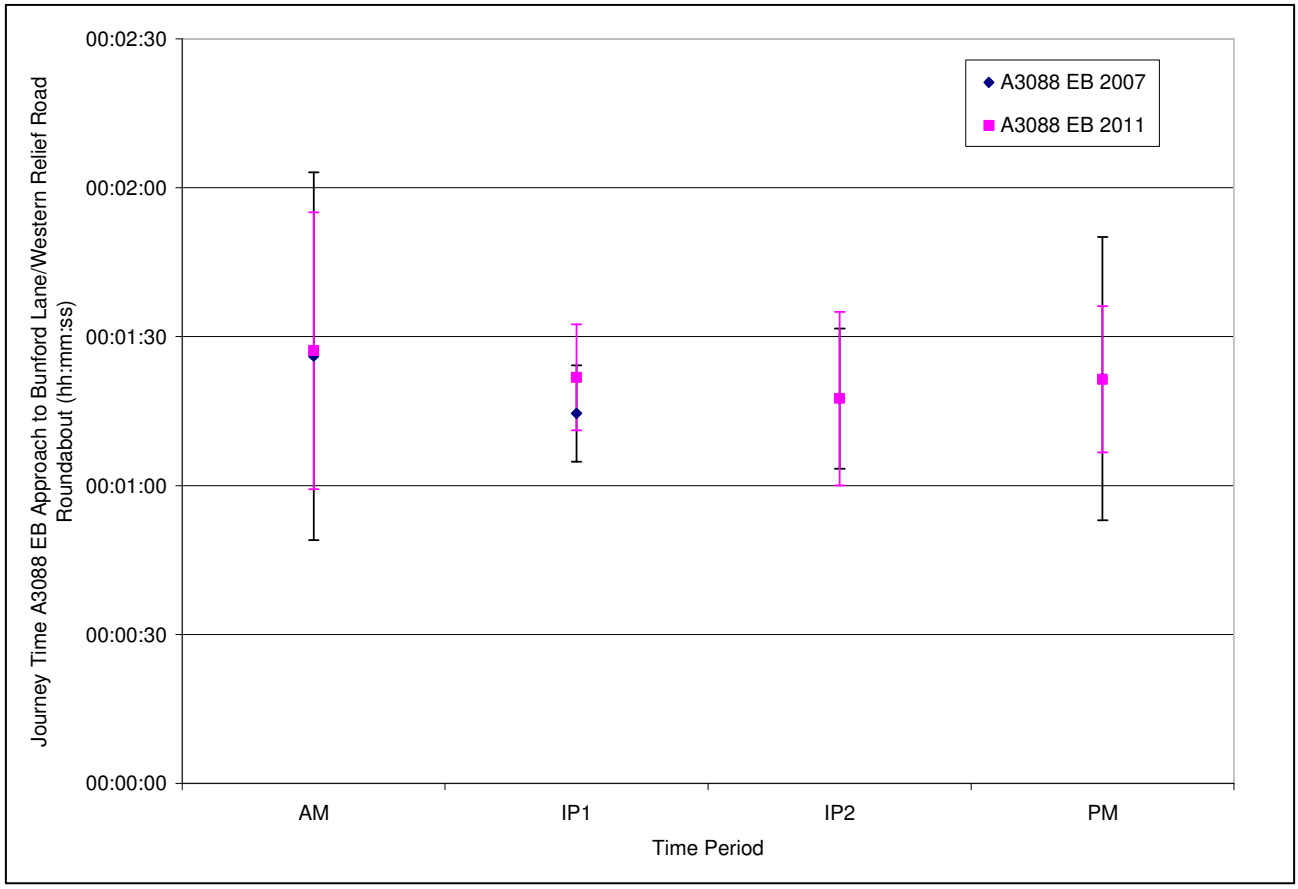


Figure A 11: Eastbound journey times on A3088 to Westlands Roundabout, 2007 vs 2011, with 95% confidence intervals

ANNEX B6

Scheme Impact Pro Forma for Small Project Bids

Scheme type	Scenarios	Time period	Key inputs or performance indicators required for DM and DS scenarios by time period	Supporting information (e.g. maps, technical note)	Additional information (optional) for DM and DS scenarios by time period
Congestion relief road schemes					
e.g. improvements to existing highway	Do-Minimum and Do-Something	Weekday: AM peak hour, average interpeak, PM peak hour, 3-hr AM and PM peak period conversion factors based on local highway and PT data	Number of highway trips (vehicles) affected	Assessment year for the scheme	Vehicle trip purpose proportion
			Total vehicle travelled time (veh-hrs)	Traffic data, modelling assumptions, model validation of key area, cordon location map, traffic impact analysis showing the effect of proposed scheme within affected area	Vehicle proportion (Car, LGV, OGV1&2, PSV)
			Total vehicle travelled distance (veh-km)	Observed and modelled traffic flow, queue and delay on key links/junctions	Average speed for car, LGV, HGV & PSV
			Total network delays (veh-hrs)	Average observed and modelled journey time and speed for vehicles passing through each key	
Congestion relief through public transport, demand management measures and others					
e.g. public transport, alternatives to travel, sustainable measures	Do-Minimum and Do-Something	Weekday: AM peak hour, average interpeak, PM peak hour, 3-hr AM and PM peak period conversion factors based on local highway and PT data	Number of highway trips (vehicles) affected	Assessment year for the scheme	Vehicle trip purpose proportion
			Total vehicle travelled time (veh-hrs)	Traffic data, modelling assumptions, model validation of key area, cordon location map, traffic impact analysis showing the effect of proposed scheme within affected area	Vehicle proportion (Car, LGV, OGV1&2, PSV)
			Total vehicle travelled distance (veh-km)	Observed and modelled traffic flow, queue and delay on key links/junctions	Average speed for car, LGV, HGV & PSV
			Total network delays (veh-hrs)	Average observed and modelled journey time and speed for vehicles passing through each key	
			Number of PT passenger trips on affected routes		PT trip purpose proportion
			Bus journey time on affected routes		
			Total PT travelled time (passenger-hrs)		
			Total PT travelled distance (passenger-km)		
			Number of walking and cycling trips		
			Mode share (number and percentage of trips) in affected area		
Access to development sites					
e.g. improvements to existing highway	Do-Minimum	Weekday: AM peak hour, average interpeak, PM peak hour, 3-hr AM and PM peak period conversion factors based on local highway and PT data. Weekend peak hours would be required for large retail development.		Current use and details of the site, vehicle trip generation and attraction	
	Do-Something (no change in trips to/from development)			Development details (type, size, phases, year) to be unlocked by the improvements	
	Do-Something (including increases in trips to/from development)			Person trip generation and attraction to the development	
				Projected modal split	
				Vehicle trip generation and attraction to the development	
			Number of highway trips (vehicles) affected	Assessment year for the scheme	Vehicle trip purpose proportion
			Total vehicle travelled time (veh-hrs)	Traffic data, modelling assumptions, model validation of key area, cordon location map, traffic impact analysis showing the effect of proposed scheme within affected area	Vehicle proportion (Car, LGV, OGV1&2, PSV)
e.g. link roads from highway to site	Do-Minimum		Total vehicle travelled distance (veh-km)	Observed and modelled traffic flow, queue and delay on key links/junctions	Average speed for car, LGV, HGV & PSV
	Do-Something (including increases in trips to/from development)		Total network delays (veh-hrs)	Average observed and modelled journey time and speed for vehicles passing through each key	
Structural maintenance					
e.g. highways, bridges	Do-Minimum and Do-Something	Weekday: AM peak hour, average interpeak, PM peak hour, 3-hr AM and PM peak period conversion factors based on local highway and PT data	Number of highway trips (vehicles) affected	Assessment year for the scheme	Vehicle trip purpose proportion
			Total vehicle travelled time (veh-hrs)	Traffic data, modelling assumptions, model validation of key area, cordon location map, traffic impact analysis showing the effect of proposed scheme within affected area	Vehicle proportion (Car, LGV, OGV1&2, PSV)
			Total vehicle travelled distance (veh-km)	Observed and modelled traffic flow, queue and delay on key links/junctions	Average speed for car, LGV, HGV & PSV
			Total network delays (veh-hrs)	Average observed and modelled journey time and speed for vehicles passing through each key	
	Do-Something during construction		Total vehicle travelled time (veh-hrs) during construction	Type and duration of traffic management during construction	
			Total vehicle travelled distance (veh-km) during construction		
			Total network delays (veh-hrs) during construction		
			Cost of delay during construction (if QUADRO is used)		
	Do-Minimum and Do-Something during maintenance		Total vehicle travelled time (veh-hrs) during maintenance	Frequency of maintenance per year	
			Total vehicle travelled distance (veh-km) during maintenance	Type and duration of traffic management for maintenance	
			Total network delays (veh-hrs) during maintenance		
			Cost of delay during maintenance (if QUADRO is used)		

Note:

(1) A base or forecast year model could be used for the assessment of the scheme. This depends on the age of base year model and the availability of a forecast year model for the scheme opening year.
(2) Highway and PT trip demand, travelled time and distance matrices should be obtained from the Area of Influence (which may be a set of selected links or cordoned network). Matrix calculation is required by multiplying OD trip demand matrix and time/distance matrix in order to calculate the highway and PT total travelled time/distance. The PT time matrix should include generalised cost components (in-vehicle time, waiting time etc.)

(3) Public transport modes (bus/BRT, rail) should be presented separately.

Scheme Impact Pro Forma for Small Project Bids

Scenario	Input Data / Key Performance Indicators	Unit	AM Peak Hr Weekday	PM Peak Hr Weekday	Inter-Peak Hr Weekday	Nights 19:00-07:00	Sat 07:00-19:00	Sun 07:00-19:00	
Do-Minimum	Number of highway trips affected	vehicles	21,869	23,536					
	Total vehicle travelled time	vehicle-hours	11,862	11936					
	Total vehicle travelled distance	vehicle-km	533,991	534,112					
	Total network delays (transient + O/C queuing)	vehicle-hr	1,879	1,917					
	Highway peak period conversion factor	(Peak 3 hr perioc	2.74	2.89					Based on two local ATC counters; data from 2011-12; AM 3 hr peak 0745-1045; AM peak 0800-0900; PM 3 hr peak 1445-1745; PM Peak 1630-1730
	Number of PT passenger trips on affected routes	passenger trips							
	Bus journey time on affected routes	minutes							
	Total PT travelled time	passenger-hrs							
	Total PT travelled distance	passenger-km							
	PT peak period conversion factor	-							
	Number of walking and cycling trips	person trips							
	Mode share in affected area								
	- Walking and cycling	person trips							
	- Bus/BRT	person trips							
	- Rail	person trips							
	- Car	person trips							
	- Total	person trips							
Do-Something	Number of highway trips affected	vehicles	22,104	24,212					
	Total vehicle travelled time	vehicle-hours	11,625	11,908					
	Total vehicle travelled distance	vehicle-km	535,003	535,083					
	Total network delays	vehicle-hr	1,633	1,866					
	Highway peak period conversion factor	(Peak 3 hr perioc	2.74	2.89					Based on two local ATC counters; data from 2011-12; AM 3 hr peak 0745-1045; AM peak 0800-0900; PM 3 hr peak 1445-1745; PM Peak 1630-1730
	Number of PT passenger trips on affected routes	passenger trips							
	Bus journey time on affected routes	minutes							
	Total PT travelled time	passenger-hrs							
	Total PT travelled distance	passenger-km							
	PT peak period conversion factor	-							
	Number of walking and cycling trips	person trips							
	Mode share in affected area								
	- Walking and cycling	person trips							
	- Bus/BRT	person trips							
	- Rail	person trips							
	- Car	person trips							
	- Total	person trips							

For Do-Minimum Scenario

	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
Vehicle Category	**Weekday**	**Weekday**	**Weekday**
Car Work			
Car Non-work Commuting			
Car Non-work Other			
Average Car	0%	0%	0%
LGV			
OGV1			
OGV2			
PSV			
All Total	0%	0%	0%
Public Transport			
Bus Work			
Bus Non-work Commuting			
Bus Non-work Other			
Bus Total	0%	0%	0%
Rail Work			
Rail Non-work Commuting			
Rail Non-work Other			
Rail Total	0%	0%	0%

	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
Average Network Speed (kph)	**Weekday**	**Weekday**	**Weekday**
Car			
LGV			
HGV & PSV			

For Do-Something Scenario

	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
Vehicle Category	**Weekday**	**Weekday**	**Weekday**
Car Work			
Car Non-work Commuting			
Car Non-work Other			
Average Car	0%	0%	0%
LGV			
OGV1			
OGV2			
PSV			
All Total	0%	0%	0%
Public Transport			
Bus Work			
Bus Non-work Commuting			
Bus Non-work Other			
Bus Total	0%	0%	0%
Rail Work			
Rail Non-work Commuting			
Rail Non-work Other			
Rail Total	0%	0%	0%

	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
Average Network Speed (kph)	**Weekday**	**Weekday**	**Weekday**
Car			
LGV			
HGV & PSV			

Appraisal Summary Table

Date produced:	13	2	2013

Contact:	
Name	
Organisation	
Role	Promoter/Official

Name of scheme:	Yeovil Western Corridor
Description of scheme:	Highway capacity improvements to key junctions along Western Avenue, Yeoil along with significant improvements to the pedestrian and cycling provision along the corridor.

Impacts		Summary of key impacts	Assessment			
			Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	Benefit due to improved journey times for motor vehicles	Value of journey time changes(£): £26.3M Net journey time changes (£) 0 to 2min: Not available; 2 to 5min: Not available; > 5min: Not available		£26.3 Million	Benefits also to NMUs where pedestrian crossings, cycle facilities etc provided.
	Reliability impact on Business users	Benefit due to reduced queuing/congestion		Improvement to journey time reliability		
	Regeneration	No impacts identified.				
	Wider Impacts	Helps to deliver housing development totalling 1460 dwellings. There will be increased accessbility to the employment opportunities on the western side of the corridor as well as the benefits of a more effiecint transport system to the businesses adjacent to the corridor.				
Environmental	Noise	There are no known noise areas related to this scheme.				
	Air Quality	Yeovil is an Air Quality Management Area, although all the monitoring stations above acceptable limits are within the town centre area. The scheme is highly likely to contribute to a improvement in air quality in the vicinity of the scheme.				
	Greenhouse gases	Reduction due to reduced congestion	Change in non-traded carbon over 60y (CO2e): Change in traded carbon over 60y (CO2e):	Reduction		
	Landscape	No issues identified.				
	Townscape	No issues identified.				
	Heritage of Historic resources	There are no known archaeological or historical issues although a desktop study will be undertaken to establish this when the scheme progresses.				
	Biodiversity	No significant environmental issues have been highlighted.				
	Water Environment	There is potential for works to be within the flood plain or affect the existing drainage system.				
Social	Commuting and Other users	Benefit due to improved journey times for motor vehicles	Value of journey time changes(£): £29.0M Net journey time changes (£) 0 to 2min: Not available; 2 to 5min: Not available; > 5min: Not available		£29.0 Million	Benefits also to NMUs where pedestrian crossings, cycle facilities etc provided.
	Reliability impact on Commuting and Other users	Benefit due to reduced queuing/congestion		Improvement to journey time reliability		
	Physical activity	Improved links between the residneital and employment areas is likely to encourage walking and cycling resulting increases in physical activity.				
	Journey quality	Journey quality will improve with pedestrians and cyclists provided specific crossing points along the corridor.				
	Accidents	Reduction in accidents anticipated due to signalisation of existing non-signalised roundabouts			£4.5 Million	Slight beneficial; should be reduction in accidents involving
	Security	Pedestrian and cyclist security will improve along the corridor by the provision of specifc crossing points facilities.				
	Access to services	By introducing corssing points over Western Avenue accessiblity to the employment oportunities will increase from the residneital area on the eastern side of the corridor.				
	Affordability	The scheme will have a slight benefit to affordbaility mainly associated with a reduction in fuel consumption.				
	Severance	This scheme will reduce the impact of severance for pedestrians and cyclists.				
	Option values	Slight benefit due to improved cycling/pedestrian facilities enhancing attractiveness of those				
Public Accounts	Cost to Broad Transport Budget	No significant change in revenue expenditure				
	Indirect Tax Revenues	Slight disbenefit due to improved fuel consumption				

ANNEX B7

WWW.SOMERSET.GOV.UK

Steve Berry
Head, Highways Maintenance Branch
Local Transport Funding, Growth & Delivery
Department for Transport
2/14 Great Minster House
33 Horseferry Road
LONDON
SW1P 4DR

please ask for
Kevin Nacey

01823 355213
KBNacey@somerset.gov.uk

my reference
S151_CC_12022013

your reference
[Type your ref **here**]

20 February 2013

Dear Steve,

Local Pinch Point Funding – Yeovil Western Corridor

I am writing to you with regard to the above funding bid submission in my capacity as Somerset County Council's Section 151 Officer.

In reference to section B7c of the application I can confirm that a procurement strategy is place that is legally compliant and will ensure the best value for money outcome for the delivery of this scheme.

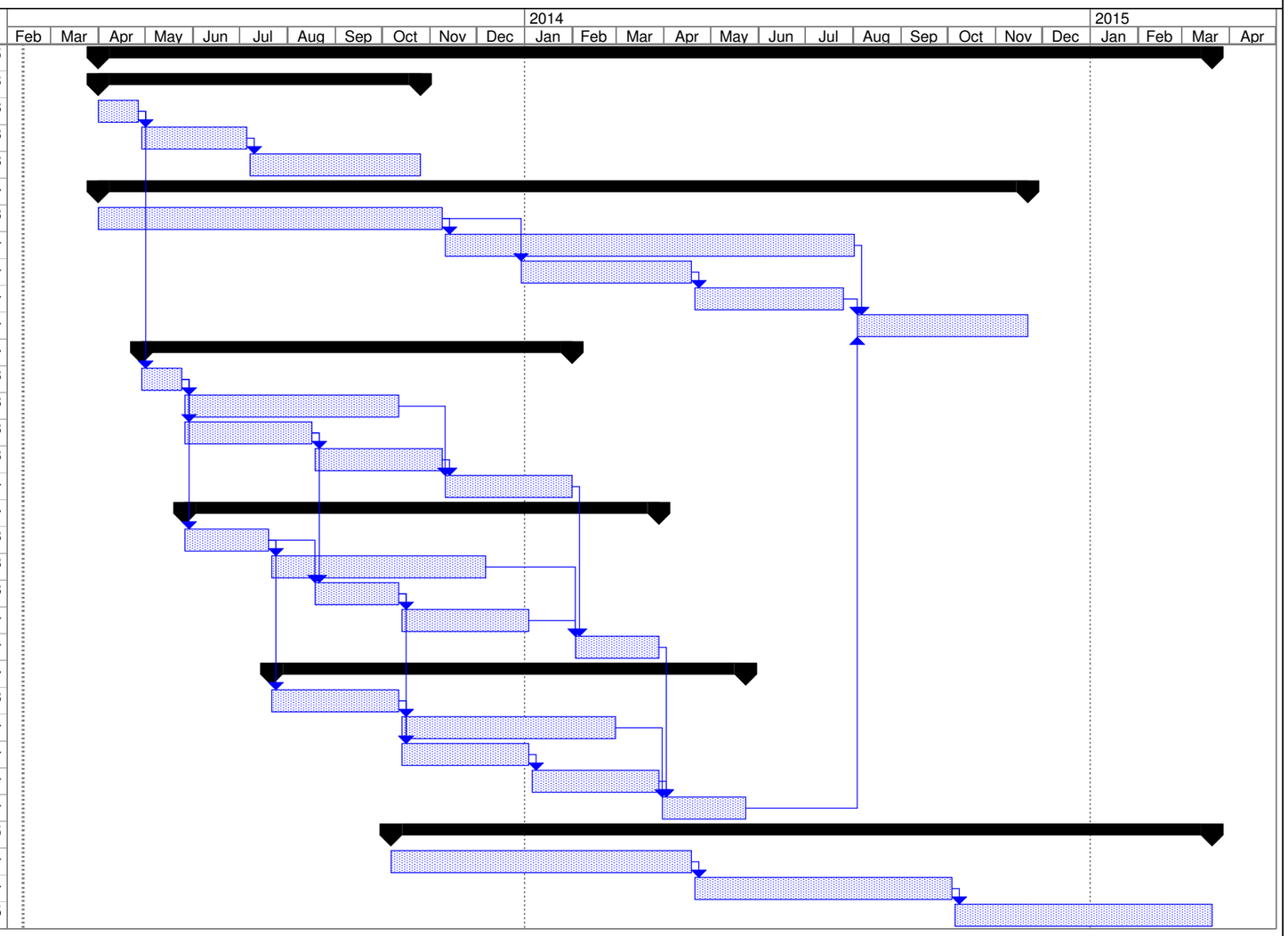
I can also confirm that in reference to section B13 of the application that adequate assurance systems are in place for the delivery of scheme.

Yours sincerely

Kevin Nacey
Finance & Performance Director
Somerset County Council
County Hall
Taunton
TA1 4DY

ANNEX B8

ID	Task Name	Duration	Start	Finish
1	**Yeovil Western Corridor**	**515 days**	**Mon 01/04/13**	**Fri 20/03/15**
2	**Bluebell Roundabout**	**150 days**	**Mon 01/04/13**	**Fri 25/10/13**
3	Detailed Design	20 days	Mon 01/04/13	Fri 26/04/13
4	Contract Documents / Procurement	50 days	Mon 29/04/13	Fri 05/07/13
5	Construction	80 days	Mon 08/07/13	Fri 25/10/13
6	**Preston Road Roundabout**	**430 days**	**Mon 01/04/13**	**Fri 21/11/14**
7	Initial Design	160 days	Mon 01/04/13	Fri 08/11/13
8	Land Negotiations	190 days	Mon 11/11/13	Fri 01/08/14
9	Detailed Design	80 days	Mon 30/12/13	Fri 18/04/14
10	Contract Documents / Procurement	70 days	Mon 21/04/14	Fri 25/07/14
11	Construction	80 days	Mon 04/08/14	Fri 21/11/14
12	**Copse Road jct**	**200 days**	**Mon 29/04/13**	**Fri 31/01/14**
13	Initial Design	20 days	Mon 29/04/13	Fri 24/05/13
14	Land Negotiations	100 days	Mon 27/05/13	Fri 11/10/13
15	Detailed Design	60 days	Mon 27/05/13	Fri 16/08/13
16	Contract Documents / Procurement	60 days	Mon 19/08/13	Fri 08/11/13
17	Construction	60 days	Mon 11/11/13	Fri 31/01/14
18	**Bunford Roundabout**	**220 days**	**Mon 27/05/13**	**Fri 28/03/14**
19	Initial Design	40 days	Mon 27/05/13	Fri 19/07/13
20	Land Negotiations	100 days	Mon 22/07/13	Fri 06/12/13
21	Detailed Design	40 days	Mon 19/08/13	Fri 11/10/13
22	Contract Documents / Procurement	60 days	Mon 14/10/13	Fri 03/01/14
23	Construction	40 days	Mon 03/02/14	Fri 28/03/14
24	**Westlands Roundabout**	**220 days**	**Mon 22/07/13**	**Fri 23/05/14**
25	Initial Design	60 days	Mon 22/07/13	Fri 11/10/13
26	Land Negotiations	100 days	Mon 14/10/13	Fri 28/02/14
27	Detailed Design	60 days	Mon 14/10/13	Fri 03/01/14
28	Contract Documents / Procurement	60 days	Mon 06/01/14	Fri 28/03/14
29	Construction	40 days	Mon 31/03/14	Fri 23/05/14
30	**Cycle / Pedestrain Facilities**	**380 days**	**Mon 07/10/13**	**Fri 20/03/15**
31	Detailed Design	140 days	Mon 07/10/13	Fri 18/04/14
32	Contract Documents / Procurement	120 days	Mon 21/04/14	Fri 03/10/14
33	Construction	120 days	Mon 06/10/14	Fri 20/03/15

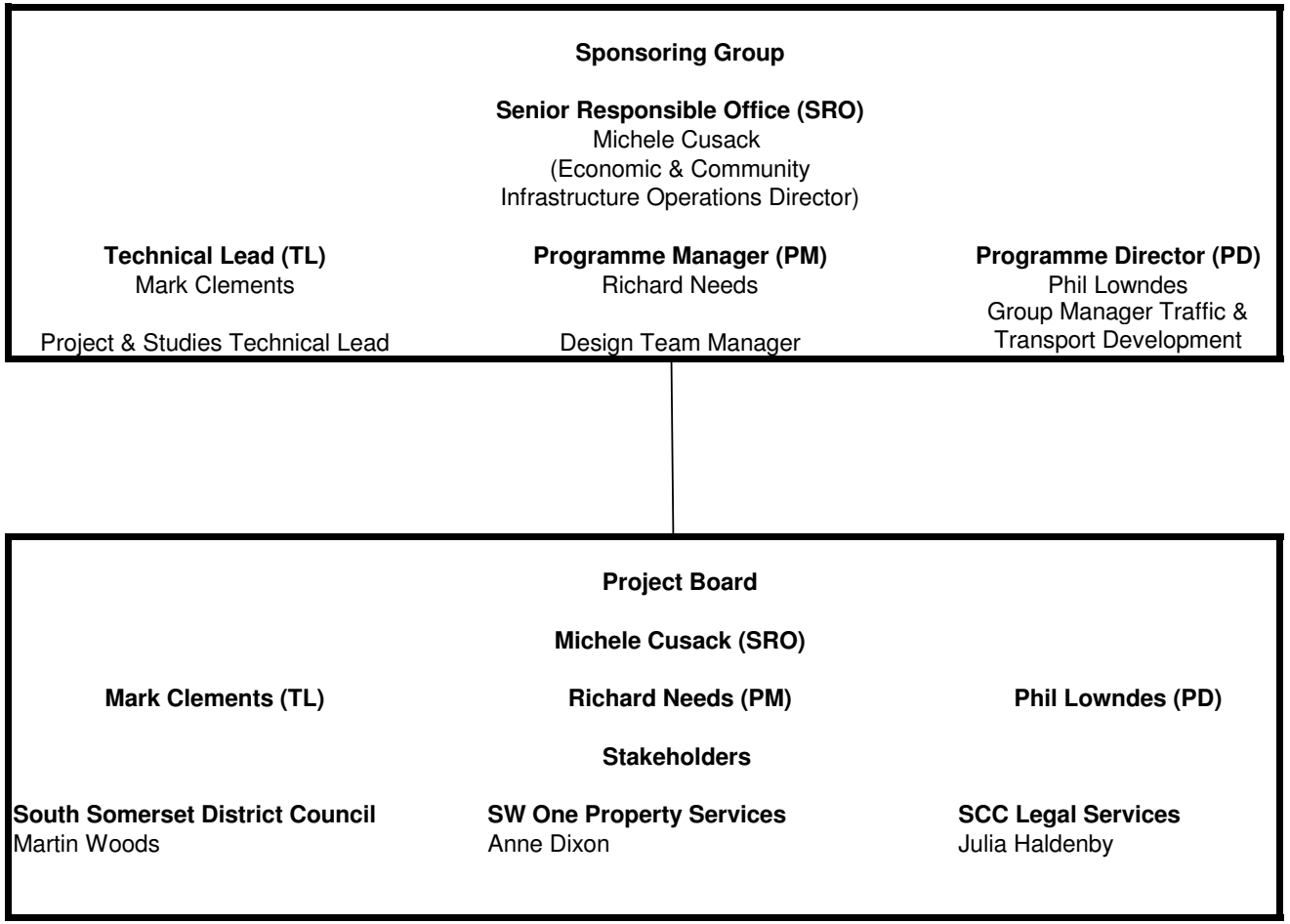


Project: Western Corridor Yeovil Prelir
Date: Mon 11/02/13

Task | Progress | Summary | External Tasks | Deadline
Split | Milestone | Project Summary | External Milestone

ANNEX B10

Yeovil Western Corridor - Local Pinch Point



The Sponsoring Group is the group that has ownership of the project.
The Project Board is responsible for the delivery and programming of the scheme.
Should issues arise that impact on the deliverability of the scheme the Project Board must raise these with the Sponsoring Group.
The Sponsoring Group is responsible for making or recommending a decision on how to proceed with certain issues.
Decisions are made in the context of and limitations of Somerset County Council's Scheme of Delegation.

ANNEX B11

Yeovil Western Corridor Pinch Point - Finance

Cost element	Detailed estimates Jan 13	Risk	Estimate including Contingency	Contingency amount
Design Costs	**793**	Medium (20%)	**952**	**160**
Construction Cost				
Highways including utilities	3,946	High (44%)	5,682	1,736
Total Construction Cost	**3,946**		**5,682**	**1,736**
Other Costs				
Land	324	High (44%)	466	142
Total other cost	**324**		**466**	**142**
TOTAL	**5,063**		**7,100**	**2,038**

TOTAL SCHEME COST	**7,100**

Yeovil Western Corridor - Local pinch Point

			Risk Assessment				Risk Management			
			Impact							
No	Description	Category	Cost	Time	Rating	RAG	Approach	Mitigation Measures	Person Resp	Date of Update
1	Inability to agree terms on land acquisition	Technical / Financial	L	M	L	2	Reduce	Early engagement with affected landowners	RGN	10-Feb-13
2	Inability to identify appropriate solutions	Technical	L	H	M	4	Reduce	Early capacity analysis to identify any issues with respect to obtaining sufficient capacity	RGN	10-Feb-13
3	Issues with long lead in times for cabling etc associated with utility diversions	Technical	L	M	L	2	Reduce	Early engagement with utilities	RGN	10-Feb-13
4	Difficulty in booking necessary Road Space	Technical	M	M	M	4	Reduce	Early coordination with NRSWA team to confirm availability of road space	RGN	10-Feb-13
5	Construction Inflation	Financial	H	L	M	2	Accept	Ensure cost estimates include best up to date forecasts on construction costs. Recent tenders indicate costs are rising slightly	RGN	10-Feb-13

	L	M	H
Rating	< 35%	35%-55%	> 65%
Description	Unlikely	Possible	Likely
Cost	1%	5%	10%
£m	0.18m	0.9m	1.8m
Programme	1-4 months	4-6 months> 6 months	greater than 6 months

Risk Matrix			
H	3	6	9
M	2	4	6
L	1	2	3
Likelihood	L	M	H
	Impact		

Impact Matrix			
H	M	H	H
M	L	M	H
L	L	L	M
Cost	L	M	H
	Time		

ANNEX B12

Yeovil Western Corridor - pinch Point

B12a - Key Stakeholder Management Summary

Stakeholder	Type	Interests	Influence	Management Strategy
South Somerset District Council	Local Authority	local planning Authority and landowner	Medium	Early engagement and letter demonstrating support and ability to release land
Abbey manor Group	Developer	landowner and contributor	High	Early engagement and letter of comfort with respect to release of land and funding
Charles Bishop	Developer	Contributor	High	Early engagement and letter of comfort with respect to release of land and funding
Environment Agency	Statutory Body	Waterways / flooding	High	Early enagement with respect to drainage issues
Emergency Services	Consultees	Public Safety	Medium	Early discussions with respect to construction programme and potentail delays to emergency services during the works
Bus Companies	Public Transport	Sustainable travel	Low	Ensure that construction programme is made available with adequate notice
Scottish & Southern Electric	Utility Company	Electricity Supply	Medium	Early engagement on impact of scheme on existing / planned underground / overhead apparatus
BT Openreach	Utility Company	Communications	Medium	Early engagement on impact of scheme on existing / planned underground / overhead apparatus
Wales & West Utilities	Utility Company	Gas supply	Medium	Early engagement on impact of scheme on existing / planned underground apparatus
Wessex Water	Utility Company	Water supply and sewerage	Medium	Early engagement on impact of scheme on existing / planned underground apparatus