



West of England Partnership

Bath & North East
Somerset Council



North
Somerset
COUNCIL

South Gloucestershire
Council

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Your Ref:
E mail: Barbara.davies@westofengland.org
Date: 26 March 2010

Dear Julian

South Bristol Link and North Fringe to Hengrove Package Major Scheme Business Case Submissions For Programme Entry

As you will be aware from my letter of 12 February 2010 the West of England authorities have been working towards the submission of Major Scheme Business Cases seeking Programme Entry status for the South Bristol Link and North Fringe to Hengrove Package schemes.

I am pleased to report that the submission of Business Cases for these schemes has now received the necessary Joint Transport Executive Committee endorsement, and Cabinet and Executive approval within the respective authorities. These schemes have also been reconfirmed as being in line with the Region's programme as per the letter from the Strategic Leaders Board and South West Regional Development Agency of 10 March 2010.

I therefore have pleasure in enclosing 1 hard copy and 4 CD copies of the Business Case for the South Bristol Link. The Business Case for North Fringe to Hengrove Package will be submitted on 31 March.

I look forward to the opportunity for the respective project teams to meet with you and colleagues to present on these schemes and answer your initial questions.

Yours sincerely,

Barbara Davies

Barbara Davies, Head of Joint Transport Team

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South Bristol Link
Major Scheme Business Case

Introduction and Contents

Contact Details, Contents, Initial Application Form and Checklist

Introduction

This document is the Major Scheme Business Case submission to the Department for Transport seeking Programme Entry for the South Bristol Link Scheme. It is the culmination of three years' development work since the scheme was identified in the Greater Bristol Strategic Transport Study in 2005 and prioritised in the South West Regional Funding Allocation in 2006 (RFA1) and reconfirmed in 2008 (RFA2).

The South Bristol Link is part of an integrated suite of improvements planned for the West of England sub-region that are needed to ensure the ongoing economic development and sustainability of the West of England. As the economic hub of the South West, the performance of the West of England sub-region is vital to the wider region.

The South Bristol Link is planned to facilitate regeneration and growth in South Bristol, to reduce congestion in South Bristol and adjacent areas of North Somerset and improve accessibility from South Bristol to the city centre and to strategic transport links, including Bristol International Airport.

The West of England sub-region is made up of Bath and North East Somerset, the City of Bristol, North Somerset and South Gloucestershire. An all-purpose unitary council governs each of these four areas. The four councils are working together as the West of England Partnership to tackle transport and other major strategic issues.

The South Bristol Link is located within the boundaries of Bristol City Council and North Somerset Council. It is supported jointly through the West of England Partnership with North Somerset Council as the lead delivery Authority.

Contact details;

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Steer Davies Gleave; Sept 08

Appendix 1.2: Preferred Scheme Drawing: 23 drawings at A3

Appendix 1.3: Lower Cost Option Scheme Drawing: 23 drawings at A3

Chapter 2

Appendix 2.1: Options Appraisal Report; Mott MacDonald; Feb 09.

Appendix 2.1a: Options Appraisal Report – Figs 3.3-3.4

Appendix 2.1b: Options Appraisal Report – Figs 5.1-5.2

Appendix 2.1c: Options Appraisal Report – Figs 6.1-6.3

Appendix 2.1d: Options Appraisal Report – Figs 6.4-6.6

Appendix 2.1e: Options Appraisal Report – Figs 6.4-6.6

Appendix 2.2: Report to Joint Transport Executive Committee; NSC / BCC;
Oct 09

Appendix 2.3 Briefing Note to Executive Members for Transport; NSC and
BCC; Oct 09

Appendix 2.4 South West Councils – letter of Support

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Chapter 3

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Appendix 3.2 : Highway Assignment Model Development Report

Appendix 3.3: Public Transport Assignment Model Development Report

Appendix 3.4: Demand Model Development Report

Appendix 3.5: Forecasting Report

Appendix 3.6: Economics Report

Appendix 3.7: Environmental Impact Report: Preferred Scheme

Appendix 3.7a: Environmental Constraints Map

Appendix 3.7b: Geotechnical input
Appendix 3.8: Environmental Impact Report: Lower Cost Option
Appendix 3.8a: Environmental Constraints Map
Appendix 3.9: Wider Economic Benefits
Appendix 3.10: Accessibility Modelling
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Appendix 6.3: Response to Independent Check of Costs
Appendix 6.4: S151 Officers' Declarations



Checklist of items to be provided in a Major Scheme Business Case for Programme Entry

The following is a checklist of items to be provided in a Major Scheme Business Case submitted for Programme Entry. Any omissions from this list should be agreed with the Department prior to submission.

Please indicate next to each item a reference to the location of the information in the Major Scheme Business Case document

Scheme Description

Item	Section/Page
A detailed physical description of the scheme, and the other appraised option(s), including maps, scale diagrams and a written commentary.	Section 1.4

Strategic Case

Item	Section/Page
The objectives of the scheme	Section 2.3.
A description of the process by which the scheme came to be identified as the preferred option for meeting those objectives	Section 2.4
How the objectives of the scheme align with wider local objectives, particularly those of the relevant Local Transport Plan.	Tables 2.5-2.9
How the objectives of the scheme align with sub-regional and regional objectives, (except for schemes of predominantly local significance)	Tables 2.3-2.4
Written endorsement from regional bodies	Section 2.6 & Appendix 2.4

Value For Money Case

Cost Benefit Analysis

Item	Section/Page
A clear explanation of the underlying assumptions used in the Cost Benefit Analysis.	Section 3.5.2 & Appendix 3.6
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).	Appendix 3.6
A diagram of the network (if COBA used).	Not applicable
Information on the number of junctions modelled (if COBA used), for both the do-minimum and the do-something.	Not applicable
Details of assumptions about operating costs and commercial viability (e.g. public transport, park and ride, etc.).	Section 3.5.3, Appendix 6.1 & Appendix 3.6
Full appraisal inputs/outputs (when used, COBA and/or	TUBA Files on

TUBA input and output files should be supplied).	CD-ROM
Details of the maintenance delay costs/savings.	Not applicable
Details of the delays during construction.	Not applicable

NATA Assessment

Item	Section/Page
Evidence of consultation with key stakeholders (including any NGOs consulted and responses).	Section 4.5, Appendix 4.3, & Appendix 4.7
Assessment of Environmental impacts, to include an environmental constraints map.	Section 3.7.2, Appendices 3.7 & 3.8
Assessment of Safety impacts and the assumed accident rates presented (COBA output should be provided if an accident only COBA has been run).	Section 3.7.3 & Appendix 3.11
Assessment of Economic impacts.	Section 3.7.4, Appendix 3.6 & Appendix 3.9
Assessment of Accessibility impacts.	Section 3.7.5 & Appendix 3.10
Assessment of Integration impacts.	Section 3.7.6
A comprehensive Appraisal Summary Table.	Section 3.8
The following supporting analyses:	
Distribution and Equity.	Section 3.10.1
Affordability and Financial Sustainability.	Section 3.10.2 & Appendix 3.12
Practicality and Public Acceptability (Evidence of public consultation supplied).	Section 3.10.3 (Public consultation in Appendices 4.5 & 4.6)
Contribution to 10 year plan targets.	Section 3.10.4
NATA worksheets.	Appendix 3.6 & Appendix 3.7

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.	Appendix 3.13
Details of any specialist surveys (e.g. stated preference).	N/A
Traffic and passenger flows; including daily, hourly and seasonal profiles, including details by vehicle class where appropriate.	Appendix 3.13

Journey times by mode, including variability if appropriate.	Appendix 3.13
Details of the pattern and scale of traffic delays and queues.	Appendix 3.13
Desire line diagrams for important parts of the network.	N/A
Diagrams of existing traffic flows, both in the immediate corridor and other relevant corridors.	Appendix 3.13
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.	Highway – Appendix 3.2 & PT - Appendix 3.3
Description of the data used in model building and validation with a clear distinction made for any independent validation data.	Highway – Appendix 3.2 & PT - Appendix 3.3
Evidence of the validity of the networks employed, including range checks, link length checks, and route choice evidence.	Highway – Appendix 3.2 & PT - Appendix 3.3
Details of the segmentation used, including the rationale for that chosen.	Highway – Appendix 3.2 & PT - Appendix 3.3
Validation of the trip matrices, including estimation of measurement and sample errors.	Highway – Appendix 3.2 & PT - Appendix 3.3
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.	Highway – Appendix 3.2
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.	Highway – Appendix 3.2 & PT - Appendix 3.3
Journey time validation, including, for road traffic models, checks on queue pattern and magnitudes of delays/queues.	Highway – Appendix 3.2 & PT - Appendix 3.3
Detail of the assignment convergence.	Highway – Appendix 3.2 & PT - Appendix 3.3
Present year validation if the model is more than 5 years old.	NA
A diagram of modelled traffic flows, both in the immediate corridor and other relevant corridors.	Highway – Appendix 3.2 & PT - Appendix 3.3
A Demand Model Report to include:	
Where no Variable Demand Model has been developed evidence should be provided to support	N/A

	this decision (e.g. follow guidance in WebTAG Unit 3.10.1 Variable Demand Modelling - Preliminary Assessment Procedures).	
	Description of the demand model.	Appendix 3.4
	Description of the data used in the model building and validation.	Appendix 3.4
	Details of the segmentation used, including the rationale for that chosen. This should include justification for any segments remaining fixed.	Appendix 3.4
	Evidence of model calibration and validation and details of any sensitivity tests.	Appendix 3.4
	Details of any imported model components and rationale for their use.	Appendix 3.4
	Validation of the supply model sensitivity in cases where the detailed assignment models do not iterate directly with the demand model.	Appendix 3.4
	Details of the realism testing, including outturn elasticities of demand with respect to fuel cost and public transport fares.	Appendix 3.4
	Details of the demand/supply convergence.	Appendix 3.4
A Forecasting Report to include:		
	Description of the methods used in forecasting future traffic demand.	Appendix 3.5
	Description of the future year demand assumptions (e.g. land use and economic growth - for the do minimum, core and variant scenarios).	Appendix 3.5
	Description of the future year transport supply assumptions (i.e. networks examined for the do minimum, core scenario and variant scenarios).	Appendix 3.5
	Description of the travel cost assumptions (e.g. fuel costs, PT fares, parking).	Appendix 3.5
	Comparison of the local forecast results to national forecasts, at an overall and sectoral level.	Appendix 3.5
	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.	Appendix 3.5
	If the model includes very slow speeds or high junction delays evidence of their plausibility.	Appendix 3.5
	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.	Appendix 3.5
	Presentation of the sensitivity tests carried out (to include optimistic and pessimistic tests).	Appendix 3.5

Delivery Case

Item	Section/Page
Governance	
Named Senior Responsible Owner (SRO)	Section 4.2.1
Proposed Governance Structure	Section 4.2.1
Composition of Project Board	Section 4.2.1
Details of resourcing level for the scheme	Section 4.2.1
Project Planning	
Project Plan (e.g. in GANNT chart form)	Section 4.3 2 & Appendix 4.1
List of key milestones and dates	Section 4.3 2 & Appendix 4.1
Clear critical path and dependencies	Section 4.3 3 & Appendix 4.1
Risk Management	
Risk Register with likelihood, probability and mitigation measures, including Quantified Risk Assessment.	Section 4.4 & Appendix 4.2
Description of proposed Risk Management process and escalation procedures.	Section 4.4 & Appendix 4.2
Stakeholder Management	
Identification and analysis of key stakeholders and their interests.	Section 4.5.1
Description of public consultation already carried out.	Section 4.6.1, Appendix 4.5 & Appendix 4.6
Plans for future consultation and stakeholder management.	Section 4.6.1
Evidence of consultation with Statutory Bodies (Natural England, English Heritage and Environment Agency) and their responses.	Section 4.6.7 & Appendix 4.7
Evaluation	
Statement of core evaluation objectives	Sections 4.7.3 & 4.7.4
Assurance (schemes with gross cost of £50m or more)	
Confirmation of date Gateway Review carried out (or planned).	Section 4.9

Commercial Case

Item	Section/Page
Preferred procurement route with rationale for choice	Section 5.2
For ECI proposals, contract type and risk sharing arrangement	Not applicable

Details of proposed risk sharing approach (for other than traditional procurement)	Section 5.3.2
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Financial Case

Item	Section/Page
Detailed cost breakdown	Appendix 6.1
Evidence of how cost estimates have been derived	Section 6.2.1 & Appendix 6.1
Independent surveyor's report verifying cost estimates	Section 6.2.1 & Appendix 6.2
Details of and justification for inflation assumption used.	Section 6.3.2.
Costing for risk based on QRA	Section 6.3.1 & Appendix 4.2
Estimate of eligible preparatory costs	Section 6.4
Details of measures to secure necessary third party contributions, if applicable	Section 6.7.3
Description and estimate of any ongoing revenue liability (other than routine maintenance) and proposals to meet it	Not applicable
Section 151 Officer sign-off for cost estimates	Section 6.8