

National Productivity Investment Fund for the Local Road Network Application Form



Department
for Transport

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

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

Applicant Information

Local authority name(s)*: Somerset County Council

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

Bid Manager Name and position: Sunita Mills, Service Commissioning Manager: Transport Policy

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

Contact telephone number: 07977412526

Email address: SMills@somerset.gov.uk

Postal address: Somerset County Council
County Hall
Taunton TA1 4DY
Somerset

Combined Authorities

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

Name and position of Combined Authority Bid Co-ordinator: Not Applicable

Contact telephone number: Not Applicable

Email address: Not Applicable

Postal address: Not Applicable

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:

<http://www.somerset.gov.uk/policies-and-plans/schemes-and-initiatives/>

SECTION A - Project description and funding profile

A1. Project name: Somerset Smart Signals Scheme

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

This project will bring traffic signalling, detection and communication equipment to a modern standard at key junctions in Taunton and Yeovil; providing an efficient and intelligent system that minimises travel delay, improves journey reliability quality and non-motorised user facilities as well as facilitating economic growth.

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

In Taunton the signals directly relate to housing developments at Staplegrove (1628 dwellings) and Killams (315 dwellings). In Yeovil the sites complete the missing links left after the completion of two major schemes that support a number of housing and commercial developments across the town.

OS Grid Reference: **List of sites provided in an annex.**

Postcode: **List of sites provided in an annex.**

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

Location Maps are provided in an annex.

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

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

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

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

Yes No

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

The county council is working closely with Taunton Deane Borough Council, South Somerset District Council and local developers to identify transport improvements which will enable development.

A7. Combined Authority (CA) Involvement

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

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

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

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

Yes No Evidence of the impact of the Staplegrove development on the Taunton North cluster has been appended in an annex. The other sites are sufficiently remote from the developments that they do not have a “severe” impact. The modernisation of the signals is required to ensure that the wider impacts of growth are mitigated.

SECTION B – The Business Case

B1: Project Summary

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

Essential

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

Desirable

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

- Other(s), Please specify -

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

a) What is the problem that is being addressed?

New technology and equipment will improve the efficiency and reliability at key traffic junctions, where existing life-expired signal installations are not able to reliably cater for the traffic, pedestrian and cycle demands associated with planned growth. Redundant equipment constrains the capacity of the whole network particularly where improvements have already been delivered in close proximity. Whilst a direct impact can be mapped from the developments to the junctions NPPF does not enable us to require mitigation by specific developers.

Without the project, the growth will lead to increased delays, worse air quality and increased congestion, impacting on business productivity.

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

Retaining existing installations was rejected due to:

- **Inability to adapt to changing demands.**
- **Increasing propensity for failure.**
- **Lack of availability of replacement parts and uncertainty of costs.**
- **Lifespan of existing junctions will be short and may require reverting to uncontrolled junctions and crossings, with long-term temporary ‘mothballing’ of sites resulting in increased delay and disruption to road users, and potentially increased collision rates whilst funds are sought for improvements**

Making significant changes to the highway layout has also been considered but constraints mean that the cost is prohibitively high and would require third party land.

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

Upgraded signals reduce delay, improve movements, air quality, and journey time reliability; easing congestion in towns and benefiting all road users.

Upgraded signals assist in unlocking growth potential, enable job creation, improve accessibility and attractiveness to towns – allow Local Plans to be realised, delivering housing (59,000 dwellings), employment (35,000 jobs) and ensuring competitiveness.

Modernised signals provide efficiency savings by using less energy, easier maintenance, effective communications, improving service quality, improving user interaction and empowerment, making best use of road space and maximising the flexibility for the county to manage, control, prioritise and adapt the changing demands.

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

The programme has few dependencies and does not require land acquisition or other transport interventions.

The sole dependency is that delivery of part of the Yeovil package is dependent on the ability to access the network; this element has been phased to start at the end of the project to avoid conflict with the major project works at Yeovil Western Corridor.

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

The proposed scheme represents the lowest cost intervention possible.

Without the scheme, the wider impact of Local Plans will increase congestion in these key towns. This hampers productivity, transport, investments and quality of life.

Outdated signals will deteriorate, become faulty and may need to be switched off until funds can be secured. Towns will experience major disruptions, wider area congestion and safety problems.

Alternative solutions do not address the problem on long term.

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

Upgraded traffic signals will improve ease of access for NMUs, air quality, noise, reduce delay and ease congestion.

Yeovil is within an AQMA; the upgraded sites will contribute towards improving local air quality by reducing stop-start traffic and enabling travel by NMUs.

Upgraded signals are more energy efficient, cheaper to operate, maintain and reliable. They are adaptable to changing travel demand, they are self-monitoring and self-aware, make best use of road space and improve safety.

B3 : Please complete the following table. Figures should be entered in £000s
(i.e. £10,000 = 10).

Table A: Funding profile (Nominal terms)

£000s	2018-19	2019-20	2020-21	Total
DfT funding sought	780	1446	0	2226
Local Authority contribution	500	0	500	1000
Third Party contribution	0	0	0	0
TOTAL	1280	1446	500	3226

Notes:

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

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

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

The local authority funding is Somerset County Council capital maintenance funding that is allocated to traffic signal improvement on an annual basis.

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

None

B5 Economic Case

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

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

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

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

A full report of the economic appraisal can be found in an annex.

The economic appraisal is derived from first principles, based on the average improvements of several exemplar sites recently completed in Bridgwater and Taunton. The improved junction performances form the basis of a proxy; determining the Present Value Benefits, in accordance with WebTag.

The proxy site has reported reduced delay, which can be related to improvements to movements of road users and air quality.

The 11 selected sites all exhibit physical constraints, limiting the opportunities to add traffic lanes and provide a step change in junction capacity. Renewing traffic signal control alone expects to achieve benefits, conservatively estimated at between 10-30%..

Traffic signal modernisation will include the latest smart technology, using MOVA where appropriate, allows the junction to continually monitor the competing demands and allocate the available capacity with the maximum effectiveness. Many decisions will be automated, utilising the infrastructure more efficiently and reacting to the ever changing demands at individual junctions and across the network through improved communications. Where necessary and achievable minor modifications will be made to the junction layout to make best use of available road space for both cars and non-motorised users.

The risk of not implementing the upgrades is that the basic maintenance will only sustain the existing equipment, with increasing difficulties in sourcing and replacing obsolete parts. Other aspects of the junction will be kept as existing, without improvements.

It is anticipated that this scheme will make each trip more reliable, reduce delay and cater for the changing demands of all road users. This project simulates growth, business, and better quality of life.

Present Value of Costs = £4.112m
Present Value of Benefits = £16.915m
Net Present Value = £12.802m
Benefit to Cost Ratio = 4.11

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

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

Has a Project Impacts Pro Forma been appended?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Has a description of data sources / forecasts been appended?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Has an Appraisal Summary Table been appended?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

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

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

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

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

- Significant monetised and non-monetised costs and benefits
- Description of the key risks and uncertainties and the impact these have on the BCR;
- Key assumptions including: appraisal period, forecast years, optimism bias applied; and

- Description of the modelling approach used to forecast the impact of the project and the checks that have been undertaken to determine that it is fit-for-purpose.

NA

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

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

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

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

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

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

Yes No

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

Yes No

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

Positive Neutral Negative

- Please supply further details:

Traffic signal upgrade in Yeovil will minimise vehicular delay and enable movement by NMUs. Fewer start-stops for vehicles will reduce emissions.

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

Yes No N/A

- Please supply further details:

Somerset County Council's Social Value Policy Statement for procurement encourages added value for local communities. The recently procured highways maintenance and engineering contract includes incentives for ensuring the use of the local supply chain and requiring that supply chain to include apprentice opportunities to be made available to local people.

B7. Management Case - Delivery (Essential)

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

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

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

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

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

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

The Yeovil Lysander Cluster has currently been programmed to completed in July 2020, this is due to a major project that is currently at the tendering stage and so the construction programme has yet to be finalised. The programme for this project includes a review to allow for changes to be made to accelerate this element if this is possible.

Table C: Construction milestones

	Estimated Date
Start of works - North Taunton Cluster	Feb 2018
Start of works – Yeovil A30 Cluster	Oct 2018
Start of works – Central Taunton Cluster	March 2019
Start of works – Yeovil Lysander Cluster	January 2020
Opening date	July 2020
Completion of works (if different)	

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

- Taunton Third Way – Delivered on time and to Budget

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

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

Road space has been booked for delivery of the North Taunton cluster of sites to commence in early 2018.

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

Road space will be booked for delivery of the other schemes once the funding package is in place.

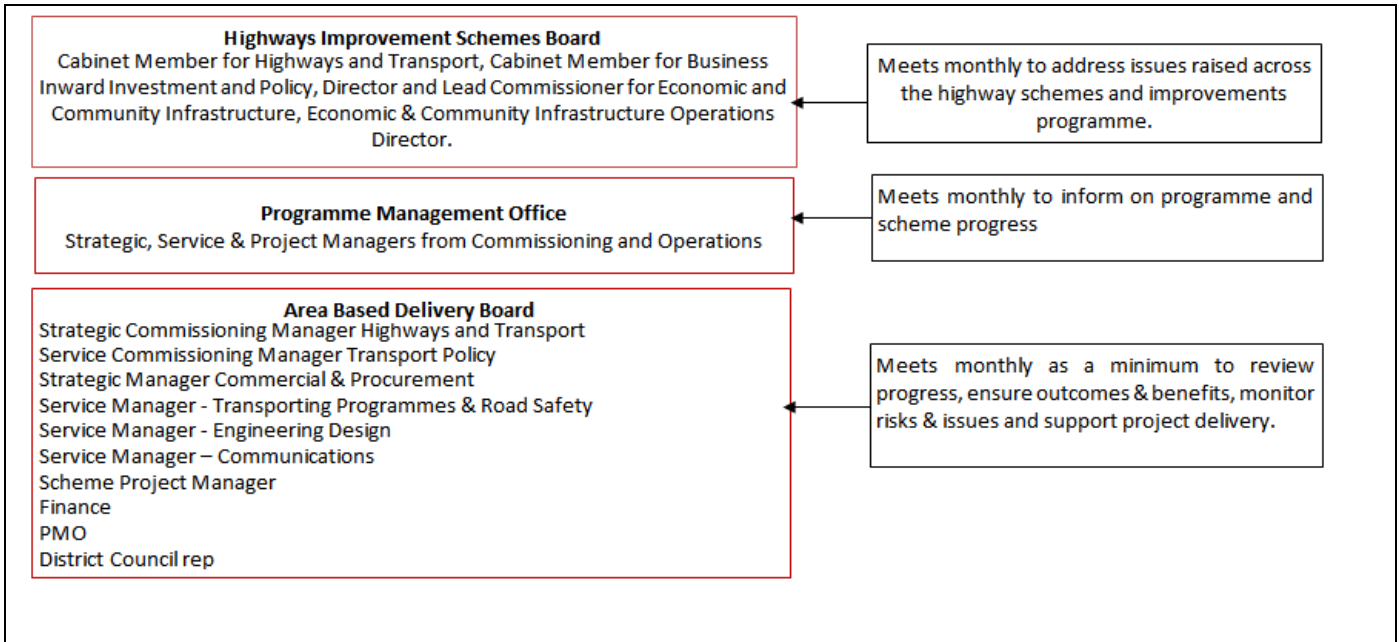
B9. Management Case – Governance (Essential)

Somerset County Council has a robust project management process in place that follows Prince2 principles.

For this project it is envisaged that the following will be the roles and responsibilities –

Senior Responsible Owner	Director for Economic & Community Infrastructure Operations (Alyn Jones)
Project Manager	Service Manager Traffic Management (Bev Norman)

The governance structure is as follows -



B10. Management Case - Risk Management (Essential)

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

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

Has a QRA been appended to your bid? Yes No

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

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

- a) What risk allowance has been applied to the project cost?
A risk allowance of 11% has been included within the project cost based on the QRA and experience of delivering similar sites.
- b) How will cost overruns be dealt with?
Whilst not anticipated any cost over-runs will be managed by using SCC budgets. The design of the scheme will focus early work on exploring the more risky elements to understand the implications of these on cost.
- c) What are the main risks to project timescales and what impact this will have on cost?
The project is relatively low risk however the main risk has been assessed as the licence to deliver the elements of the project where other works are also planned to take place. The cost of this is assessed to be low (£5000) to re-plan the works however this will be mitigated by early application for the licence once funding has been confirmed for the project.

B11. Management Case - Stakeholder Management (Essential)

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

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

Stakeholder	Interest
Taunton Deane Borough Council / South Somerset District Council	Ensuring efficient movement around the Taunton Garden Town and Yeovil whilst mitigating impacts of planned growth; ensuring accurate and timely information to road users about impact of works.
County, Borough and Parish Councillors	Scheme impact on communities / network – timely and accurate information about

	impact of works.
Local communities	Interest in mitigating impacts of planned growth on their local community. Scheme impact on journeys during construction and post construction -
Taunton Area Cycling Campaign	Cycling improvements that could be included in Taunton elements.

b) Can the project be considered as controversial in any way? Yes No

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

Works are not considered controversial but may cause some disruption on the road network during construction and will therefore need to be carefully planned to minimise this. Effective communication with road users is required. SCC will use Travel Somerset, social media and local print media to provide timely information.

c) Have there been any external campaigns either supporting or opposing the project?

Yes No

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

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

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

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

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

B12. Management Case – Local MP support (Desirable)

e) Does this proposal have the support of the local MP(s); Due to the general election there has been a delay approaching the local MP; they have been approached and we are awaiting a response.

Name of MP(s) and Constituency

1 **Rebecca Pow, Taunton Deane** Yes No

2 **Marcus Fysh, Yeovil** Yes No

3 Yes No

etc.

B13. Management Case - Assurance (Essential)

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

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

SECTION C – Monitoring, Evaluation and Benefits Realisation

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

Surveys, supported by analyses, will be undertaken to determine journey time, road users' volume and delay, queuing at the sites before and after the improvement. In addition, air quality and noise level will be monitored. Operating costs, energy efficiency and maintenance will be reported periodically. Junction performance will be monitored, reviewed and adjusted periodically.

Planning permissions, occupation of new residential units and office spaces are indicators to unlock growth, facilitate major development sites and urban expansions. Prosperity of towns will be monitored through uptake of shop floors and retail footfall where this is available.

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

SECTION D: Declarations

D1. Senior Responsible Owner Declaration	
As Senior Responsible Owner for Somerset Smart Signals Scheme 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 Manager Highways and Transport Commissioning	

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

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

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