

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)*: [Bournemouth Borough 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: [Adrian Hale – LTP Engineer - Major Bids](#)

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

Contact telephone number: [01202 451349](#)

Email address: adrian.hale@bournemouth.gov.uk

Postal address:

[Development Services](#)
[Bournemouth Borough Council](#)
[Town Hall Annexe](#)
[St Stephen's Road](#)
[Bournemouth](#)
[BH2 6EA](#)

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:

Contact telephone number:

Email address:

Postal address:

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:

<https://www.bournemouth.gov.uk/travelandtransport/projectsconsultationslocaltransportplans/funding-bids.aspx>

SECTION A - Project description and funding profile

A1. Project name: Wallisdown Crossroads Congestion, Pedestrian and Cycling Improvements

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

The scheme involves reconfiguring the existing roundabout to enable it to operate more efficiently and safely. The central island and approach lanes will be amended and new pedestrian crossing facilities provided on desire lines. Improvements will also be made to the corridor east of the junction, providing better cycling facilities.

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

Wallisdown is a village centre located in the middle of the highly congested A3049 County Distributor road (26,000 veh.s/day). The result is considerable conflict between motorised traffic and pedestrians and cyclists, leading to 30 casualties over five years in the area plus secondary casualties nearby, particularly resulting from 'rat-running' movements.

OS Grid Reference: 406411; 94095

Postcode: BH10 4AQ

A Location Plan is attached at **Appendix A**, and an outline Scheme Layout at **Appendix B**.

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 Borough of Poole – neighbouring authority with land ownership and adjacent roads;

Bus Operators - involved in the layout and operation of bus facilities.

The Bournemouth Cycle Forum - providing input on cycle facilities.

Disability groups – providing design input in the layout for pedestrians, mobility scooters and wheel chair users.

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

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 – Removing conflicts between motorised traffic and pedestrians and cyclists and enhancing the sense of community through public realm improvements.

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

a) What is the problem that is being addressed?

Long-standing congestion, road safety and local severance issues exist along the A3048 Wallisdown Road corridor, resulting from the failure to secure the Wallisdown Relief Road 25 years ago. The road is a key corridor between Poole and Bournemouth serving the two universities and large, adjacent employment sites. Bournemouth's population has grown by 15% over the past 8 years which is exacerbating the congestion and road safety issues. The cost to the economy of the road casualties in the vicinity of Wallisdown Crossroads has been calculated at £1.498m over a five-year period. The scheme is identified in the Dorset LTP.

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

Do Nothing: No intervention does not address the congestion, severance and road safety issues:

Do Minimum 1: Improvements at Boundary Roundabout – this provides very high VfM but is already potentially funded from Growth Deal 3 as it directly relates to the expansion of the Universities;

Do Minimum 2: Improvements at University Roundabout – this provides moderate congestion and road safety benefits;

Do Minimum 3: Improvements to Wallisdown Crossroads – this provides extremely high congestion and road safety benefits;

Do Something 1: This 'sustainable transport' corridor approach has potential for significant future benefits but is outside the scope of NPIF funding.

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.

Modelled reduction in peak-hour journey times of 3.5% in opening year of 2020;

Assessed reduction in accidents of approximately 40% around Wallisdown Crossroads;

Reduced congestion will lead to better air quality in the centre of Wallisdown 'village';

Improvements to bus, walking and cycling facilities should encourage greater use of more sustainable, lower cost modes of transport. This will improve access to jobs and education, particularly for those on low incomes.

Built environment improvements at Wallisdown should encourage regeneration and the provision of additional housing;

The proposals help to facilitate projected growth at the universities and the proposed 'Digital Village'.

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?

This scheme can be delivered independently and does not require any third party private land. It forms part of a 'corridor-wide' package of measures that aims to reduce congestion, significantly improve road safety, encourage walking, cycling and bus use and that improve the 'sense of place'. Funding has already been secured for improvements elsewhere on the corridor, probably at Boundary Roundabout.

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

A £10.3m bid was made for Growth Deal 3 monies to fund comprehensive improvements along the Wallisdown Road corridor. In the event, only £1.335m was granted which is topped up to approximately £2m through local contributions. It is likely that £1.4m works at Boundary Roundabout will be prioritised due to the casualty record and predicted growth at the adjacent universities and proposed Digital Village. The remaining £0.6m could potentially be ear-marked for Wallisdown Crossroads which would help address the congestion issues at the roundabout but is insufficient to address the road safety issues or provide the necessary sustainable transport improvements.

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.

The area is not a Local Air Quality Management Zone as the adjacent buildings are set back and quite low level, however the scheme will lead to improved air quality.

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

Table A: Funding profile (Nominal terms)

£000s	2018-19	2019-20
DfT funding sought	600	1400
Local Authority contribution	0	0
Third Party contribution	600	0
TOTAL	1200	1400

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.

It is anticipated that £0.6m will be identified from the allocated Growth Deal 3 award as a 30% contribution from local funds. Part of this local contribution will be used to complete the detailed design, procurement and other preparatory activities in readiness for a start on site in September 2018. These funds are already available for 2018/19. This contribution is supported by the Dorset LEP as indicated in the letter of support attached to this bid.

- 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.

A £10.3m bid was made for Growth Deal 3 monies to fund comprehensive improvements along the Wallisdown Road corridor to address the long-standing congestion, road safety and severance issues. This bid included continental style roundabouts at Boundary Roundabout, Wallisdown Roundabout, University Roundabout and Talbot Roundabout as well as good quality cycle links in between to encourage cycling, and so reduce congestion, as well as the very high casualty rate among cyclists. Only £1.335m was awarded which is believed to be simply the result of available funding, but which means that the full aspirations for Wallisdown Crossroads cannot currently be delivered.

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

The various options have been assessed against the following two main criteria:

a) journey time and other benefits and dis-benefits – based upon modelling conducted using ‘PARAMICS’ and analysis using ‘PEARS’;

b) accident benefits – based upon assessment undertaken by BBC’s Road Safety Team (refer to **Appendix F**).

An Options Appraisal table is reproduced below, indicating that the preferred option is DM3 Wallisdown Crossroads, which produces a **BCR or 18.45** which represents **very high value for money**.

Option Ref	Option	Year of Opening	Accident Savings Included	BCR
DM1	Boundary Roundabout	2020	Yes	8.23
DM2	University Roundabout	2020	Yes	-9.43
DM3	Wallisdown Crossroads	2020	Yes	18.45
DS1	Univeristy Rbt, Wallisdown Rbt + Link	2020	Yes	0.78
DM1	Boundary Roundabout	2020	No	3.6
DM2	University Roundabout	2020	No	-10.7
DM3	Wallisdown Crossroads	2020	No	16.36
DS1	Univeristy Rbt, Wallisdown Rbt + Complete Eastern Link	2020	No	-0.97

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

Has a **Project Impacts Pro Forma** been appended? Yes No N/A

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

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

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

The following additional information is attached as Appendices: -

Appendix A: Location Plan

Appendix B: Scheme Layout

Appendix C: NPIF Scheme Impact Pro Forma

Appendix D: Appraisal Summary Table

Appendix E: Option DM3 – Wallisdown Crossroads – TEE Impacts

Appendix F: Accident Savings Assessment

Appendix G: Project Programme

Appendix H: Risk Assessment

Appendix I: Risk Management Strategy

Appendix J: Current Situation - Photographs

Appendix K: Governance Structure

Appendix L: Equality Impact Needs Assessment

Appendix M: Letter of Support from Dorset LEP

** 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.

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:

The scheme will significantly reduce queuing and stationary vehicles thereby reducing the impacts of pollutants from vehicle emissions.

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

Yes No N/A

- Please supply further details: As part of the Council's standard procurement assessment process for civil engineering works a quality element will be included, which specifically tests prospective contractors' approach to supporting skills through their supply chain, typically through apprenticeships.

B7. Management Case - Delivery (Essential)

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

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

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

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

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

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

Table C: Construction milestones

	Estimated Date
Start of works	September 2018
Completion of Works date (existing live road)	February 2020

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)

Bournemouth Borough Council has successfully delivered the outcomes on two major LSTF programmes costing in excess of £5m, namely:

- The 3 Towns Corridor – Large LSTF Project £18.895m,
- BESMaRT - Tranche 2 LSTF Project £7.3m

These programmes delivered a number of innovative projects, on time and within 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.

The park land to the south of the scheme is already in Bournemouth B.C.s ownership and permission has previously been obtained to remove/transplant the hedge and widen the highway to accommodate the proposed new cycle lane. Borough of Poole have previously consented to the construction of the widened footway (within its control) and new cycleway on the south side of Wallisdown Road. All other areas of the scheme are within the highway boundary.

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

None

B9. Management Case – Governance (Essential)

Please name those who will be responsible for delivering the project, their roles (Project Manager, SRO etc.) and responsibilities, and how key decisions are/will be made. An organogram may be useful here.

The SRO will be Mr Ian Kalra and the Project Manager will be appointed from within the In-House Design Team. The Project Manager will be responsible for the day-to-day management of the project referring any issues in the first instance to the SRO and as necessary to the Project and Executive Boards. The project will run on PRINCE 2 management principles with a Project Board overseeing operational progress and the Executive Board ensuring that strategic outcomes are delivered. Key decision making authority will be delegated to the SRO and the Project Manager as appropriate to ensure the timely and successful delivery of the project.

A Governance Organogram is attached at Appendix K.

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?

44% Optimism Bias

b) How will cost overruns be dealt with?

In the following priority order: -

(i) attract more third party investment;

(ii) vary the specifications of materials;

(iii) vary the design;

(iv) reduce the scale of one or more elements of the project.

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

(i) Statutory undertakers diversions – has potential to cause delay and large cost increases which would be dealt with under b)(iii) initially and b)(iv) if absolutely necessary.

(ii) Traffic management - measures during the course of the Works has potential to cause significant disruption on the highway network – alternative working methods may be required which could cause delays.

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.

The scheme is identified within the Dorset LTP which was subject to extensive consultation with stakeholders. Key stakeholders will be engaged throughout the project stages ensuring that their views and knowledge are used to inform any final design decisions. Typical stakeholders will include local Elected Members; the Borough of Poole; Bus Companies; the universities; statutory undertakers; local businesses and shop keepers, disability and other representative groups. Regular stakeholder meetings (typically bi-monthly) will be held to keep stakeholders

informed of progress, including during the construction works, and to help manage their expectations. Bournemouth Borough Council's in-house communication team will assist throughout.

- 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

(The only issue to be aware of is the need to carefully manage traffic during construction)

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

Yes No

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

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

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

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

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

B12. Management Case – Local MP support (Desirable)

- e) Does this proposal have the support of the local MP(s);

Name of MP(s) and Constituency

Mr Conor Burns MP Bournemouth West, Alderney and Branksome East

(a response to the request for a letter of support is currently awaited) Yes No

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.

There are two significant outcomes anticipated from the project: -

- (i) Reduced congestion – which will be measured by monitoring queue lengths and journey times (typically using Trafficmaster GPS and site surveys);
- (ii) Reduced road casualties – which will be measured by monitoring 5-year accident data on a rolling 12 month basis

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 [Wallisdown Crossroads Congestion, Pedestrian and Cycling Improvements](#) I hereby submit this request for approval to DfT on behalf of [Bournemouth Borough Council](#) and confirm that I have the necessary authority to do so.

I confirm that [Bournemouth Borough Council](#) will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: <u>IAN KALRA</u>	Signed: 
Position: <u>HEAD OF TRANSPORTATION SERVICES</u>	

D2. Section 151 Officer Declaration

As Section 151 Officer for [Bournemouth Borough Council](#) I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that [Bournemouth Borough Council](#)

- 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: <u>SHAUN DARC</u>	Signed: 
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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