

Eastern Access to Southampton A3024 Bursledon Road Junctions

**Southampton City Council bid to
DfT National Productivity Investment Fund**



June 2017

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)*: Southampton City 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: Iain Steane, Strategic Transport Planner

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

Contact telephone number: 023 8083 2283

Email address: iain.steane@southampton.gov.uk

Postal address: Southampton City Council
Civic Centre
Civic Centre Road
Southampton, SO14 7LY

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:

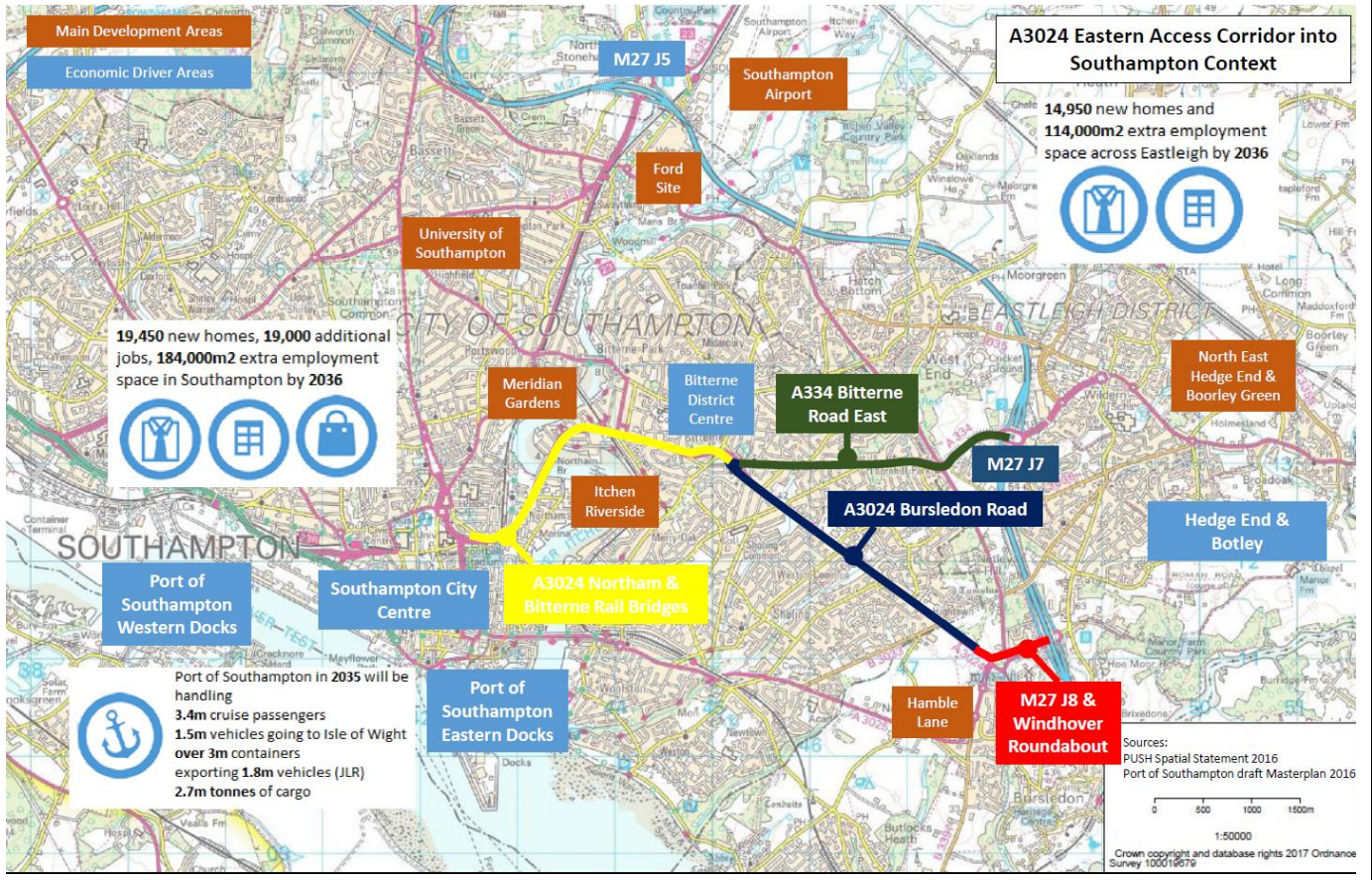
<http://www.southampton.gov.uk/roads-parking/transport-policy/transport-funding-bids.aspx>

SECTION A - Project description and funding profile

A1. Project name: Eastern Access to Southampton – A3024 Bursledon Road Junctions

A2 : Please enter a brief description of the proposed project (no more than 50 words)
 A package of highway junction improvements aimed at boosting productivity and supporting delivery of housing and jobs by easing congestion and improving journey time for all modes along the A3024 Bursledon Road in Southampton. Measures include making better use of the highway at 10 traffic signal junctions, a new cycle 'Freeway' route, pedestrian facilities and C-ITS.

A3 : Please provide a short description of area covered by the bid (no more than 50 words)
 The A3024 Bursledon Road connects Southampton City Centre and Port with the M27 Junction 8 (in Hampshire). It is a key cross boundary multi-modal corridor that serves the wider Southampton Travel to Work area covering the residential areas of Southampton of Bitterne, Sholing and Thornhill and the housing and economic activities in Hedge End, Botley and Hamble.
 OS Grid Reference: From 447,356.8-111,349 to 445,298.6-112,990.7
 Postcode: SO18 5EE to SO19 8NH



A4. How much funding are you bidding for? (please tick the relevant box):
Small project bids (requiring DfT funding of between £2m and £5m) **X**
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 – Appendix A

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.

Highways England – promoter of the M27 Southampton Junctions project which is part of the Roads Investment Strategy 1 – this bid is a complementary component of the project and work in collaboration on design resource and network planning

Hampshire County Council – neighbouring highway authority who will be engaged on the design and land requirements for B3033 Botley Road junction which is on the administrative boundary

Bus Operators – A3024 is a major public transport corridor with 18 buses per hour using the route, we will work with the two main bus operators on that route – First and Bluestar – on installing innovative bus priority along this corridor. This includes at signal and in bus equipment to create a C-ITS corridor.

A7. Combined Authority (CA) Involvement

Have you appended a letter from the Combined Authority supporting this bid? **N/A**

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

Have you appended a letter from the LEP supporting this bid? **Yes – Appendix B**

SECTION B – The Business Case

B1: Project Summary

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

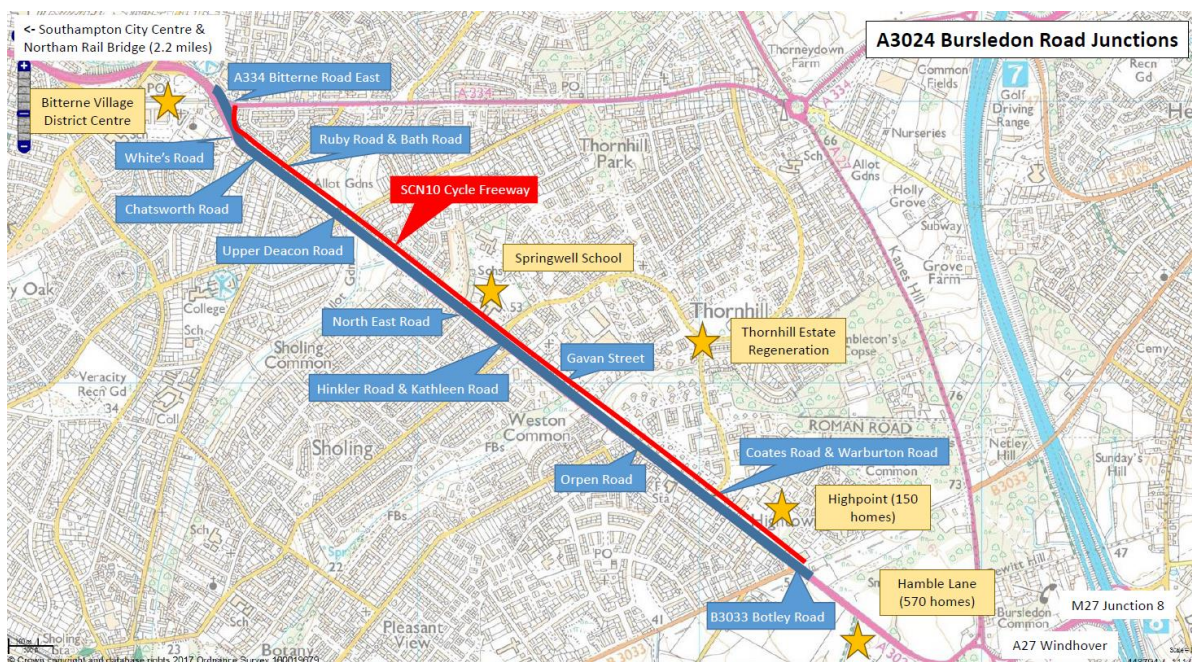
Essential

- 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

B2 : Please provide evidence on the following questions (further information in Appendix C Wider Strategic Case):



Map 2 – A3024 Bursledon Road Junctions Scheme

a) *What is the problem that is being addressed?*

- Economic productivity in Southampton per head is 18.3% lower than the SouthEast average; in an economy worth £5,873m centered on the Port of Southampton traffic congestion, which contributes to low productivity, costs the city's economy £100m pa;
- A3024 corridor is a busy multi-modal corridor (15,000 vehicles/day, 18 buses/hour) into Southampton from M27 at Junction 8 on a 2 miles stretch there are 10 traffic signal controlled junctions creating local pinch points, queuing, congestion and poor journey times compared to other routes from the M27 (25% slower than via M27 J5);
- Ambitious plans for growth in Southampton City Centre (5,500 homes, 210,000m² employment space), in Eastleigh - Hedge End, Botley, Boorley Green and Hamble (2,570 homes), and the Port of Southampton (doubling of containers and cruise patronage by 2035), all of which utilise this corridor; and
- Southampton is in exceedance of NO₂ values and will be introducing a Clean Air Zone in 2019.

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

Other options have been considered for this bid:

- Do-Minimum – traffic signal technology upgrades only to the 10 signalised junctions – no wider benefits for journey times and other modes (cycles and buses);
- Do-Something 1 – Dual the whole A3024 corridor from M27 J8 to Southampton city centre including replacement of Northam Rail Bridge – this would provide the capacity and journey time improvements but is outside the scope of NPIF (over £100m) and require significant land outside highway;
- Do-Something 2 – Carry out improvements at M27 Junction 8, A27 Windhover Roundabout, junction improvements on A3024 Bursledon Road-Bitterne Road West and Northam Road, and replacement of Northam Rail Bridge as per Highways England RIS1 project – this would provide capacity and journey times but is outside scope of NPIF (over £75m).

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.

- Create a more free flowing network with new technology to ease congestion and creating more reliable journey times on an important local road – a 44% improvement in journey times in AM westbound for all vehicles, and maximise the capacity for public transport to reduce carborne trips;
- Better links between the M27 and the planned growth in Southampton City Centre, Eastleigh, and the Port of Southampton;
- Support Solent LEP's GVA growth targets (3% by 2020) with more productive roads reducing costs for businesses;
- Improved safety for pedestrians and cyclists along an identified Southampton Cycle Network¹ 'Freeway' to support use of sustainable modes and aim increase numbers cycling by 15%; and
- Improve air quality and support the introduction of the Clean Air Zone.

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?

- No land or other consents/permissions are required as it is within the SCC highway boundary;
- The scheme directly complements the Highways England RIS1 projects around Southampton - M27 Southampton Junctions (consisting of M27 J8, A27 Windhover Roundabout, A3024 Bitterne Road West & Rail Bridge, and A2034 Northam Rail Bridge) and M27 Junction 7 improvements.

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)?

- Other sources of funding would be investigated including LTP (currently £2.2m pa), Developer Contributions or submissions to Solent LEP or continue with the wider Highways England RIS1 project. However, these would not provide sufficient funding to deliver the complete project.
- A lower-cost solution (~£2m) could be implemented using SCC LTP funding which would carry out minor traffic signal changes and technology upgrades (MOVA and alterations to signal timings) at the junctions without any carriageway changes, this would provide some benefits in improved journey times compared to current but not to the aspired degree that the full project would and utilise a large proportion of the annual LTP funding which could not be used on other transport priorities in Southampton;

¹ Cycling Southampton Strategy 2017-2027 - <http://www.southampton.gov.uk/roads-parking/transport-policy/cycling-strategy.aspx>

- The proposed cycle and pedestrian facilities would be implemented in phasing over subsequent years using available LTP and Developer Contributions.
 - The enhanced bus priority and C-ITS could be implemented using available budgets but would not include the VMS element.
- 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 cycle facility passes adjacent to Sholing Common SINC as could impinge on approximate 0.1ha of the 2ha site and would require the facility to be adjusted to mitigate at this point;
 - The scheme is adjacent to the Bitterne Road West Air Quality Management Area but changes in technology, modal switch to sustainable and active travel, the introduction of the Clean Air Zone in 2019 will cover this corridor and is expected to see improvements in air quality.

B3 : Please complete the following table. Figures should be entered in £000s

Table A: Funding profile (Nominal terms)

£000s	2018-19	2019-20	Total
DfT funding sought	1,649	2,081	3,730
Local Authority contribution	800	800	1,600
Third Party contribution			
TOTAL	2,449	2,881	5,330

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 :

- 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.

Southampton City Council has allocated the £1.6m of match funding from our LTP Integrated Transport Block and other local funding sources e.g. S106 contributions for 2018/19 and 2019/20.

- 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.

The A3024 Junctions forms part of the wider Highways England's RIS1 scheme M27 Southampton Junctions, which is currently proceeding through PCF Stage 2 (Preliminary Design). The M27 Southampton Junctions project, which aims to improve strategic access into Southampton from the east via M27 Junction, A27 Windhover Roundabout and the A3024 corridor. This includes capacity upgrades at Junction 8 and Windhover Roundabout and the replacement/widening of two rail bridges (Northam and Bitterne). This bid is a complementary project that will enable early benefits of the HE scheme to be realised in advance of the main works. This would bring forward an element of the overall scheme. Highways England strongly supports this application, please see attached letter of support in Appendix B, given the strategic importance of the A3024 corridor and its importance to the Solent and wider UK economies as a vital access to the Port of Southampton and enabler of productive growth across the sub-region. It presents a standalone deliverable that would deliver benefit in isolation of the HE RIS1 scheme albeit not to the full potential.

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

Positive impacts of the scheme include:

- Improved journey times and reliability – in AM peak westbound journeys decreased by 51% and eastbound PM by 147% with reduced vehicle operating costs,
- Additional capacity at pinch points such as Botley Road (PRC improvement from -2.8 to 38.4),
- Support the delivery of 1,070 homes along the corridor and over 2,000 in the wider area including Hedge End, Botley and Boorley Green,
- Improve physical activity rates in a deprived area of Southampton and reduce accident severity

Negative impacts of the scheme include:

- Slight impact on air quality with improvements from easing of congestion being outweighed by potential increases in traffic volumes,
- Minor adverse impact on noise due to potential additional traffic and closer proximity of widened sections of road to residential properties, and
- Minor adverse impact on landscape with the removal of some vegetation (trees and shrubs) close to junctions where widening is proposed.

There are some risks and uncertainties around the delivery and funding of the wider Highways England RIS1 project. This bid provides the opportunity to deliver some early benefits associated with the M27 Southampton Junctions scheme in advance but is also scaleable to funding availability. Detailed assessment on the impact on air quality through further detailed modelling is required.

The traffic impact of the proposed improvements at the A3024 junctions contained in this bid were assessed using a VISSIM model for the number of trips affected, total travel time and distance for both highway and public transport. To understand the impacts for each junction LinSig v3 Base Models were used. Both models incorporated all the junctions proposed and were considered suitable to test and report the highway network performance. The Base Year for both models is 2016 validated with traffic data collected in 2016, Forecast Year was 2020 using DfT TEMPRO v7.2 dataset with growth factors calculated by time period for AM and PM peak peaks for Southampton area in 2016 and 2020 for car driver and public transport. For LGV/OGV1/OGV2 DfT's Road Traffic Forecast 15 for large urban areas in South East England for 2016 was used.

The Do-Minimum scenario for the VISSIM model is equivalent to the Base (2016) year network models with matrices increased by derived traffic growth factors. The Do-Something scenario reflects the proposed 11 junction improvements (10 signal, 1 priority) for the bid. The results of the VISSIM assessment were summarised for the AM and PM peak periods for journey times and information to complete the Project Pro-Forma.

The LinSig assessment remodelled the junctions and used forecast 2020 AM and PM peak traffic flows. The 2020 flows were compensated for pedestrian demand and then fully optimised for green and cycle times.

Further detail on the economic case modelling methodology and data sources can be found in Appendix E.

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

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

Has a **Project Impacts Pro Forma** been appended? **Yes – Appendix D**

Has a description of data sources / forecasts been appended? **Yes – Appendix E**

Has an **Appraisal Summary Table** been appended? **Yes – Appendix F**

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

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?

X 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

X Yes No

The scheme is not located within an Air Quality Management Area (AQMA), but is adjacent to the declared Bitterne Road West AQMA. Southampton has been nominated by DEFRA as one of five authorities nationally who will not meet national NO₂/NO_x emission reduction targets by 2020.

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

Positive **X Neutral** Negative

The aim of the scheme is to ease congestion and smooth traffic flows along the A3024, therefore it may result in some minor adverse traffic related air quality impact. A simple assessment based on DMRB Vol 11:3 indicates that the current roadside mean along the majority of A3024 Bursledon Road is between 20-30µg/m³ (2013), the projected global data to 2020 with the improvements will be below 32µg/m³. It could be anticipated that increase in mass of pollutants released arising from increased in traffic flows and volumes could exceed the reduction in vehicle emission rates due to congestion improvements. However, it is unclear at this stage without more detailed modelling to know what the changes in traffic flows will impact on air quality on Bursledon Road but it is likely to be neutral when combined with the impact of the Clean Air Zone in 2019.

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

X Yes No N/A

Through the SCC 10 year Highways Service Provider contract with Balfour Beatty Living Places (BBLP) there is an Apprenticeship programme. Performance against this programme is a Key Performance Indicator (KPI) in the contract. This includes delivery of a Health, Safety, Environment & Sustainability Events for SMEs in 2017. Local investment in apprentices and people Not in Education Employment or Training through a commitment to '5% Club' and support for young NEETs in Southampton. Two people each year are employed as apprentices on the HSP contract each year and provided with on the job experience and training.

B7. Management Case - Delivery (Essential)

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 – Appendix G**

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 **X 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	Q2 2018/19
West Junctions (A334, White's Road, & Bath Road/Ruby Road) Start	Q2 2018/19
West Junctions Finish	Q4 2018/19
Central Junctions (Upper Deacon Rd/Deacon Rd, North East Rd, Hinkler Rd/Kathleen Rd & Gavan Street) Start	Q1 2019/20
SCN10 Cycle Freeway Start	Q1 2019/20
Central Junctions Finish	Q2 2019/20
East Junctions (Orpen Rd, Coates/Warbuton Rd, Botley Rd) Start	Q2 2019/20
C-ITS Element Bluetooth & VMS Installed	Q3 2019/20
SCN10 Cycle Freeway Finish	Q3 2019/20
East Junctions (Hinkler Rd/Kathleen Rd, Gavan St, Orpen Rd, Coates/Warbuton Rd, Botley Rd) Finish	Q4 2019/20
Opening date	Q4 2019/20

- 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)

In the last 5 years, SCC has successfully delivered a number of large scale transport infrastructure projects in the city within timescales and budget, these included:

- Platform for Prosperity scheme (£12m - 2014) – a large reconfiguration of the local highway network with reconfigured junctions, cycle and pedestrian facilities and enhanced public realm to provide improved access to Port of Southampton Eastern Docks;
- Station Quarter North (£8m - 2015) – a large public realm scheme to provide an attractive gateway to the city at Southampton Central station with new public spaces, closer integration with public transport and cycle route and facilities;
- £5m Southampton Sustainable Travel City LSTF programme (2011-16) – a multi-faceted behaviour change programme that includes cycle infrastructure, developing an award winning brand for sustainable travel – My Journey, large scale activities and events in the city, and engagement with residents, businesses and schools; and
- SCC has also delivered large maintenance schemes to time and budget including work on the Itchen Bridge (£1.05m), A33 Western Approach Flyovers (£2.4m), and Bridges to Prosperity (£4.5m Pinch Point) as well as our Roads Programme which has a value of £6-8m pa.

These were primarily delivered through the Highways Service Partnership with BBLP and other service providers.

Through these projects we have learnt that they are best delivered through a partnership based approach, with multi-agency project teams co-located in shared offices to deal with issues quickly and meet the critical success criteria. Establishing project boards is essential for the effective management of the projects which involve key stakeholders. Key aspects such as Early Contractor Involvement, a clear governance framework and appropriate placement of project risk are vital to ensure a successful project is delivery. Each project has benefited from a clear communication strategy and close liaison with network management to ensure major works can be coordinated effectively across the City. SCC has a defined project management system that follows the principles of PRINCE2 and uses a staged gateway system.

We will build on the successes and experiences of our project delivery over the last 5 years in major transport schemes to ensure the A3024 Bursledon Road Junctions project is a success.

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.

All works are within the highway boundary (SCC & HCC). No changes are planned to the carriageway extents. Works can be implemented under the statutory powers of the Highway Authority (SCC).

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

N/A

B9. Management Case – Governance (Essential)

Governance arrangements will be based on the existing structure between Southampton City Council and BBLP. Southampton City Council and Balfour Beatty Living Places are fully resourced to project a major scheme such as this. Progression of the project will be through the SCC Integrated Transport Board (ITB) which is aligned closely to the PRINCE2 gateway process. This will use the existing agreed roles and responsibilities and act as Project Board, ITB meets monthly to monitor the progress on individual capital transport projects and involves officers from both SCC and BBLP.

The Project Board, who also attend ITB consists of:

- SCC Director – Growth (Senior Responsible Officer),

- SCC Strategic Manager – Strategic Transport
- SCC Client Project Manager – Transport Delivery Team Leader,
- SCC Sustainable City Team Leader/Transport Policy Team Leader,
- BBLP Urban Design Manager,
- BBLP ITS Team Manager, and
- Stakeholders – Highways England, Bus Operators (First & Bluestar), Hampshire County Council and University of Southampton (monitoring).

The Senior Responsible Officer (SRO) is Pete Boustred, Service Manager – Strategic Transport of SCC who will report to SCC Cabinet Member for Environment & Transport on the project. The SCC Client Project Manager is Iain Steane of SCC. The Project Manager takes direct responsibility for the delivery of the project according to the budget, as authorised by the ITB/Project Board, and within the parameters agreed by the DfT. The SRO will also report to the Solent Transport Senior Management Group to ensure strategic objectives and synergies across the partnership are being met.

Southampton City Council is the Client for the works that will be designed and delivered through the existing framework with the Council’s Highways Services Partner Balfour Beatty Living Places (BBLP). Balfour Beatty Living Places has the resources to provide the ITS technical design, supervision and implementation of the works. Where specialist support is required this is already in place or will be obtained via open tenders following SCC’s standard procurement process. The nature of the HSP contract (Based on the NEC3 Target Cost mechanism) means the works will be delivered with appropriate risks transferred to Balfour Beatty Living Places.

An organogram for this project can be found in Appendix H.

B10. Management Case - Risk Management (Essential)

Has a QRA been appended to your bid?	Yes – Appendix I
Has a Risk Management Strategy been appended to your bid?	Yes – Appendix I
What risk allowance has been applied to the project cost?	

An optimism bias of 44% has been assumed into the costs at this stage in line with Highways England best practice for a budget estimate at preliminary design stage. The optimism bias also covers risk and design costs.

a) *How will cost overruns be dealt with?*

The scheme will be a standalone Target Cost, and procured and delivered via the existing Highways Service Partnership (HSP) between SCC and the Maintenance Service Provider: Balfour Beatty Living Places (BBLP). Any cost overruns will be shared between SCC and BBLP. The terms of this contract limit the financial exposure to scheme financier of any overspend which is not covered by Compensation Events to approximately 1.5% of the scheme value.

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

There are few risks to the delivery of this project, however the main ones that do exist have been detailed below (and are included in the Quantified Risk Register in Appendix I).

B11. Management Case - Stakeholder Management (Essential)

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.

Identified in Highways England’s RIS1 2015-20 there is a ministerial commitment through the Autumn Statement 2014 for the wider M27 Southampton Junctions project. A wider public and stakeholder consultation will be held in Autumn 2017 on the M27 Southampton Junctions scheme and this will include the elements within this bid. Throughout this period and beyond the City Council will work with the main stakeholders, listed below, to ensure their views are included. Once the consultation is held comments and responses will be taken into account and the preferred package of measures developed for implementation from 2018. More detailed public consultation will be required for any Traffic Regulation Orders (TROs) required for pedestrian facilities, parking restrictions or banned turns.

The main stakeholders are:

- Highways England – co-promoter of the M27 Southampton Junctions project,

- Hampshire County Council – neighbouring highway authority with interest in Botley Road junction,
- Eastleigh Borough Council – neighbouring planning authority with large development areas in Hedge End, Botley, Boorley Green and Hamble who will use this route to access Southampton,
- ABP – owners of Port of Southampton, large employer and a customer of this route
- Bus Operators – First Southampton and Bluestar – main bus operators on a primary public transport corridor and bus priority user,
- Solent LEP – improving skills, employment and delivery of housing in South Hampshire
- Solent Transport – co-ordinating body of four South Hampshire & Isle of Wight transport authorities²,
- University of Southampton – Transport Research Group – lead on monitoring & evaluation
- Sustrans & Southampton Cycle Campaign – design and quality of the cycle facility and partnership working on design and legibility of cycling in Southampton.

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

c) Have there been any external campaigns either supporting or opposing the project?
 Yes **X No**

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 **X 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 **X 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 – **X No**

B13. Management Case - Assurance (Essential)

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

SECTION C – Monitoring, Evaluation and Benefits Realisation

C2.

Monitoring and evaluation of the project will be undertaken primarily by the Transportation Research Group at the University of Southampton through the Centre for Sustainable Travel Choices.

Outcome monitoring will take place at the project level and will centre on high level, aggregate Local Transport Plan data collected by SCC, supplemented by appropriate national data sets (Census Journey to Work, National Travel Survey, and Economic Activity etc.). The emphasis will be on changes in traffic volumes, journey times for car and public transport and modal split.

Output monitoring for the overall project level will use data collected by SCC for air quality, saturation, number of jobs created across the city and housing delivered. A post implementation report will be produced and published on the SCC website.

By submitting this bid, we agree to work with the Department to provide monitoring to enable the measurement of outputs and, where appropriate, evaluation of outcomes.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Eastern Access to Southampton – A3024 Bursledon Road Junctions I hereby submit this request for approval to DfT on behalf of Southampton City Council and confirm that I have the necessary authority to do so.

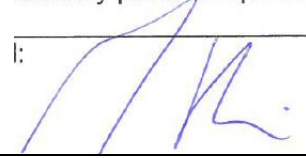
² Solent Transport consists of Hampshire County Council, Isle of Wight Council, Portsmouth City Council & Southampton City Council.

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

Name: Mike Harris

Signed: _____

Position: Service Director, Growth



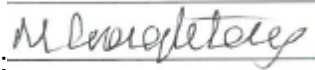
D2. Section 151 Officer Declaration

As Section 151 Officer for Southampton City Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Southampton City 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: Mel Creighton

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