

Local Highways Maintenance Challenge Fund



Department
for Transport

Application Form

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, for a small scheme we would suggest around 10 to 15 pages including annexes would be appropriate and for a larger scheme, 15 to 30 pages.

A separate application form should be completed for each scheme up to a maximum of one large bid and one small bid for each local highway authority.

Applicant Information

Local authority name(s)*: West Berkshire District Council

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

Bid Manager Name and position: Jon Winstanley, Projects Manager.

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

Contact telephone number: 01635 519087 **Email address:**
jwinstanley@westberks.gov.uk

Postal address: Council Offices
Market Street
Newbury
Berkshire
RG14 5LD

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://info.westberks.gov.uk/index.aspx?articleid=27889>

SECTION A - Scheme description and funding profile

A1. Scheme name: A339 Newbury, Delivering a High Quality Corridor.

A2. Headline description:

Please enter a brief description of the proposed scheme (in no more than 50 words)
Detrunked in 2001, the A339 is the busiest road in West Berkshire and the main route through Newbury. This bid outlines a three year plan to invest in the long term condition of this essential asset combined with a number of infrastructure improvements critical to Newbury's economic and housing growth.

A3. Geographical area:

Please provide a short description of area covered by the bid (in no more than 50 words)
The bid concerns the A339 (formerly the A34 trunk road), from it's junction with the A34 Newbury Bypass in the north, to the West Berkshire/Hampshire boundary in the south.
OS Grid Reference: **447328 166925**
Postcode: **RG14 5BY**

Please append a map showing the location (and route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.

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

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

Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures

Major maintenance or renewal of carriageways (roads)

Major maintenance or renewal of footways or cycleways

Major maintenance or renewal of drainage assets

Upgrade of Street Lighting

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

Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures

Major maintenance or renewal of carriageways (roads)

Major maintenance or renewal of footways or cycleways

Major maintenance or renewal of drainage assets

Upgrade of Street Lighting

A5. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? Yes No

SECTION B – The Business Case

B1. The Scheme – Summary/History (Maximum 200 words)

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

This invest to save scheme on the A339 through Newbury, focuses on using asset management principles to provide targeted surfacing interventions, essential maintenance of critical bridge infrastructure and a number of junction and transport improvements over the next 3 years to support existing and future economic growth and housing delivery. This will also generate long term savings in the management of this vital asset.

One of the main strengths of Newbury as a regional hub is its access to the strategic road network. The A339 provides that access and is central to providing housing and economic growth over the life of the current West Berkshire Local Plan. As detailed in the West Berkshire Core Strategy 10,500 houses must be delivered across West Berkshire by 2025, 5,400 of these will be in Newbury in and around the A339. Newbury is also the main focus for business and industrial development within West Berkshire. The A339 also acts as a diversion route for the strategic road (the A34) network in the event of an incident.

The scheme consists of 64,215m² of surface dressing, 90,019m² of inlay surfacing, refurbishment/ maintenance of 9 structures, 4 key junction improvements that directly support and provide access to regeneration and housing sites, and the provision of 1km footway/cycleway (see Annex B1 for a scheme overview)

B2. The Strategic Case (Maximum 650 words)

This section should set out the rationale for making the investment and evidence of the existing transport problems, set out the history of the asset and why it is needed to be repaired or renewed. It should also include how it fits into the overall asset management strategy for the authority.

In particular please provide evidence on the relevant questions/issues at paragraph 15 onwards of the accompanying Challenge Fund guidance.

Supporting evidence may be provided in annexes – if clearly referenced in the strategic case. This may be used to assist in judging the strength of your strategic case arguments but is unlikely to be reviewed in detail or assessed in its own right. So you should not rely on material included only in annexes being assessed.

What are the current problems to be addressed by your scheme? (Describe any economic, environmental, social problems or opportunities which will be addressed by the scheme.)

This is a comprehensive route management project to address multiple issues and deliver benefits for all Newbury road users. The bid falls into 3 areas of work that are interconnected in the problems they are resolving:

- 1) Surface treatments**
- 2) Bridge/Structure Maintenance and Improvements**
- 3) Junction and Transport Improvements**

The proposed works are detailed on drawing 81311-041-01 in Annex B1 and are described below.

1) Surface Treatments

The surface of the A339 is beginning to become worn. Much work has been carried out in recent years with the Pinchington Lane and Swan Roundabouts being resurfaced, also large patches have been carried out to the north of the Vodafone roundabout. The Council would like to use sound asset management principles by using the most cost effective solution at the right time to get the most life out of the existing surface.

2013 & 2014 SCANNER RCI data was analysed to assess the current condition and predict future deterioration rates (See Annex B2a - Surfacing – 10 Yr Cost Profile.xls) and performance of the pavement. Current RCI values, averaged over the whole scheme are 92.2% GREEN, 4.8% AMBER, 1.7% HIGH AMBER & 1.3% RED. However, SCANNER surveys inability to detect cracking and fretting, as is well documented, is a major factor in the RCI results being weighted heavily towards green. Visually, the pavement is showing signs of fatigue in many places, with cracking evident throughout (see Annex B2e for photos). Fretting of the existing HRA surface course is also of major concern. With these types of deterioration on a heavily trafficked road such as the A339 through Newbury, the on-set of surface course failure is likely to be accelerated and sudden, maybe 2-3 years. Working to sound asset management principles, we would consider it essential to resurface throughout within this timescale. The A339 is a fully designed ex-trunk road and as such can be treated as a “long-life” pavement. Protecting the underlying layers and the foundation by sealing/replacing the surface course is the most cost effective treatment to ensure structural reconstruction and removal of lower layers is kept to a minimum.

2) Bridge/Structure Maintenance

A number of critical structures exist along this route, either carrying the road itself or providing a route for more vulnerable users above or below.

Nine structures are in need of urgent maintenance on this route. Inspection reports and photographs of the condition of the structures can be seen in Annex B2b. The structures and required treatment, along with the cost of the treatment are listed in Annex B2c.

Failure of any of these structures could result in lane or full closure of this busy route. It could also result in closure of subways or over-bridges which would impact on thousands of pedestrians accessing Newbury town centre. For example, Bear Lane subways carry approximately 2500 pedestrians on an average weekday (between the hours of 7am to 7pm).

3) Junction and Transport Improvements

The junction and transport improvements are mainly concerned with catering for the future economic and housing growth. There are a number of proposed key developments in Newbury which will access directly onto the A339. These are outlined on drawing 81311-041-01 in Annex B1. Annex B2d lists the details and outline drawings of the junction and transport improvements along the route along with the desired impact.

Why the asset is in need of urgent funding?

The A339 was detrunked in 2001 and handed over to West Berkshire Council. As part of the de-trunking process much work was carried out along the route to ensure the asset was handed over in a serviceable condition. 14 years later, the carriageway surface throughout the A339 is now beginning to fail and funding does not exist within the Council's Maintenance Block allocation to undertake the large scale surfacing and bridge maintenance projects.

No direct funding has been received for maintenance of the A339 since 2006 and Council resources have concentrated on keeping this vital route safe and in a serviceable condition. Programmes of maintenance work are now needed which are beyond the scope of the Council's available budgets. In carrying out a comprehensive route overhaul, combining the works with a number of planned junction/transport improvements, significant savings will be realised both in future maintenance and the efficiency of carrying out the works at the same time.

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

No other options have been considered. If the funding is not secured then the Council will look at a do minimum, low cost option outlined below.

What are the expected benefits / outcomes?

The benefits of this project are wide ranging. Combining this programme of work over the next 3 years in a coordinated series of projects will deliver significant benefits to the travelling public. It will also result in a reduced cost of multiple visits to this section of road using repeated traffic management layouts.

It is estimated that the surfacing element will save £1,387,127 over a 10 year period (compared to a do minimum situation – see Annex B2a) and in preventing a further deterioration of the surface, savings of £497,676 per annum will be realised in accident reduction.

Investment in the bridge/structures stock will also realise long term financial savings. It is anticipated that investing £1.3m in the next 3 years in accordance with this bid will generate savings of £1.75m over the next 10 years over a do minimum option (reactive safety maintenance – based on net present values). Annex B2c gives further details.

Please provide information on the geographical areas that will benefit from your scheme. You should indicate those areas that will directly benefit, areas that will indirectly benefit and those areas that will be impacted adversely.

The A339 is a strategic link between the A34/M4 and Oxfordshire to the north and Basingstoke/ Hampshire to the south. It is the main north/south route through Newbury and the upkeep of this vital asset will benefit Newbury as a whole.

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

If funding were not secured the Council would have to draw on its limited Capital resources and DfT Maintenance block to undertake minimal safety maintenance to keep this route in a serviceable condition. It would not be possible to coordinate the works with the proposed transport improvements along this route which would represent an opportunity missed.

What is the impact of the scheme?

The immediate impact will be a high quality improved transport corridor with benefits for all road users.

B3. The Financial Case – Project Costs

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the Department’s maximum contribution.

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

Table A: Funding profile (Nominal terms)

£000s	2015-16	2016-17	2017-18	Total
DfT Funding Sought	2486	1753	1371	5609
LA Contribution	150	300	150	600
Other Third Party Funding	2520	830	1150	4500

Notes:

- 1) Department for Transport funding must not go beyond 2017-18 financial year.
- 2) A minimum local contribution of 10% (local authority and/or third party) of the project costs is required.

B4. The Financial Case - Local Contribution / Third Party Funding

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

- a) The non-DfT contribution may include funding from organisations other than the scheme promoter. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.

The total project value is £10,709k. We are seeking £5,609k (52%) from the DfT Challenge fund. The remaining contributions consist of a combination of Council, S106 Developer Contributions, DfT Integrated Transport Block Allocation and Local Growth

Fund through the Berkshire Local Enterprise Partnership (LEP). Further details as follows:

Council Funding – The Local Authority will contribute Capital as detailed in table A above for the duration of the project.

S106 Contributions – A total of £2,350k S106 will be used to support this bid. £370k is in the form of existing (banked) Newbury and Greenham S106 and agreements are available on request. £1,980k will also be received from the Racecourse Development (currently under construction, programmed completion Oct 2015) as per the attached agreement in Annex B4a.

DfT Integrated Transport Block - £250k.

Berkshire LEP Funding - £1900k has been awarded by the LEP Growth Fund towards the construction of a new junction into the London Road Industrial Estate (award letter in Annex B4b). £2,000k has also been provisionally awarded by the LEP Growth Fund towards the construction of a new junction from the A339 to the proposed Sandleford Development, however it is anticipated this will be constructed in the year 2018/19 (year 4 of this programme).

- b) Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.

Have you appended a letter(s) to support this case? Yes No N/A

- c) Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection.
Local Growth Fund bids detailed in a) above.

B5. The Financial Case – Affordability and Financial Risk (maximum 300 words)

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme (you should refer to the Risk Register – see Section B10).

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

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

- a) What risk allowance has been applied to the project cost?
A risk allowance of £380k has been allocated to this project.
- b) How will cost overruns be dealt with?
Cost over-runs will be reported through the project governance group (the Council's Capital Management Group) – see section B9 for further details.
- c) What are the main risks to project delivery timescales and what impact this will have on cost?
Given the majority of work is within the Highway the associated risks to delivery are limited. This is demonstrated by the relatively low risk allowance in relation to the size of the overall project/programme.

The main risks are associated with fluctuations in construction prices, public relations, planning/land acquisition and coordinating such a large programme with other works within Newbury. Mitigation for each of these is covered in turn below.

Much of the work involves resurfacing, which is susceptible to the volatility of oil prices. To mitigate against this the early works will be procured through the Council's term contract which will give certainty of price on already tendered rates. A contingency has also been allowed for price fluctuation.

A comprehensive public relations strategy will be written to ensure clear communication with stakeholders throughout the life of the project. A number of PR measures will be employed including social media, drop-in sessions, targeted stakeholder interaction and once the work commences a blog will be updated weekly to ensure stakeholders have the latest information (we have found this very useful on the A4 Calcot Pinch Point funded project – www.westberks.gov.uk/a4calcot)

Planning approval was awarded for the new junction from the A339 to the London Road Industrial Estate on 4th February 2015. No further planning approval is required for the delivery of the project. Land is required for A339/LRIE junction and for the Newtown Road footway/cycleway and negotiations for both these are at an advanced stage. All other works are within the highway.

Provisional Advanced Major Works Notifications have been submitted with regards the year 1 scheme, effectively booking the highway space. If this bid is successful, notices will be submitted for years 2 & 3 immediately on award.

B6. The Economic Case – Value for Money

- a) If available for smaller scheme bids, promoters should provide an estimate of the Benefit Cost Ratio (BCR) of the scheme.
- b) For larger schemes costing £20 million or more we would expect the bid to include a BCR and this should align with WebTAG - <https://www.gov.uk/transport-analysis-guidance-webtag>

Where a BCR is provided please provide separate reporting in the form of an Annex to the bid to enable scrutiny of the data and assumptions used in deriving that BCR. This should include:

- A description of the key risks and uncertainties in the data and assumptions and the impact these have on the BCR;
- Key assumptions including (but not limited to): detail of the data used to support the analysis, appraisal period, forecast years, level of optimism bias applied; and
- A description of the modelling approach used to forecast the impact of the scheme and evidence to demonstrate that it is fit-for-purpose.

c) Please provide the following data which may form a key part of our assessment: Note this material should be provided even if a BCR estimate has been supplied (unless already covered in a VfM Annex).

A description of the do-minimum situation (i.e. what would happen without Challenge Fund investment).

The surface and structures would continue to deteriorate. The Council's limited funding would be spent on reactive safety maintenance reducing the amount of

	available funding for the remainder of the road network.
Details of significant monetised and non-monetised costs and benefits of the scheme (quantified where possible)	<ul style="list-style-type: none"> - Pavement longevity; - Improved safety; - Accident reduction £497k per annum; - Savings in future carriageway maintenance £1.38m; - Savings in future bridge maintenance £1.75m; - Journey time reductions; - Economic benefits of combining and coordinating works; - Reduction in traffic management costs and impact on the travelling public; - Housing delivery; - Regeneration; - Economic growth; - Air quality improvements; - Reduced noise pollution; - Reduced severance; - Reduced rat running on adjacent routes.
Length of scheme (km)	See VfM Pro-forma (Annex B6a)
Number of vehicles on affected section (AADT in vehicles and if possible split by vehicle type) – to include details of data (age etc.) supporting this estimate.	See VfM Pro-forma (Annex B6a)
d) Other VfM information where relevant - depending on type of scheme bid:	
Details of required restrictions/closures if funding not provided (e.g. type of restrictions; timing/duration of restrictions; etc.)	See VfM Pro-forma (Annex B6a)
Length of any diversion route, if closure is required (over and above existing route) (km)	See VfM Pro-forma (Annex B6a)
Regularity/duration of closures due to flooding: (e.g. number of closures per year; average length of closure (hrs); etc.)	Not applicable.
Number and severity of accidents: both for the do minimum and the forecast impact of the scheme (e.g. existing number of accidents and/or accident rate; forecast number of accidents and or accident rate with and without the scheme)	See VfM Pro-forma (Annex B6a)
Number of existing cyclists; forecasts of cycling usage with and without the scheme (and if available length of journey)	See VfM Pro-forma (Annex 6a)

B7. The Commercial Case (maximum 300 words)

This section should set out the procurement strategy that will be used to select a contractor and, importantly for this fund, set out the timescales involved in the procurement process to show that delivery can proceed quickly.

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

The works will be packaged and procured in accordance to risk. Surface dressing and the bridge works are classed as high risk in terms of the limited time frame during the year that they can be implemented and the limited specialist contractors that can undertake this work. These elements will be delivered through the West Berkshire Council Term Contract in order to guarantee contractor availability, delivery and certainty of cost during the essential summer months. The Council has worked collaboratively with Term Contractor Volker Highways over last 8 years and delivered over £500k per annum of efficiency savings. This contract currently processes over £9m of work annually and runs until April 2017. The re-tendering of this contract has been identified as a risk. Using the Term Contract will deliver procurement savings and value engineering savings through early contractor involvement. Removing the need for prolonged procurement will reduce the lead in time required and allow all the surface dressing and some bridge works to be delivered in year 1, allowing maximum financial return.

Other works will be packaged together based on geographical area (as per the phasing on drawing 81311-041-02 in Annex B7) and our intention is to let this through the South East (IESE) construction framework for major projects. This is a framework of 8 contractors, administered by Hampshire County Council. The framework has been in place since 2011. It is built on an ethos of collaboration and has delivered £52m of savings whilst achieving a combined project value of over £1.5bn. Using this framework will again dramatically reduce the procurement time and allow early contractor involvement to deliver added value. We are already in contact with Hampshire County Council about the use of this framework for the delivery of the new access from the A339 to the London Road Industrial Estate (phase 4 of this programme).

**It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department with confirmation of this, if required. An assurance that a strategy is in place that is legally compliant is likely to achieve the best value for money outcomes is required from your Section 151 Officer below.*

B8. Management Case - Delivery (maximum 300 words – for b)

Deliverability is one of the essential criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

- a) An outline project plan (typically in Gantt chart form) with milestones should be included as an annex, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any contingency periods, key dependencies (internal or external) should be explained.

Has a project plan been appended to your bid?

Yes

No

- b) Please summarise any lessons your authority has learned from the experience of delivering other DfT funded programmes (such as pinch point schemes, local majors, Local

Sustainable Transport Fund, and Better Bus Areas) and what would be different on this project as a result.

West Berkshire Council has successfully delivered Pinch Point (A4 Calcot Journey Time Improvements) and Local Sustainable Transport Fund (in partnership with Reading Borough Council) projects.

Successful delivery of these programmes within tight timescales demonstrates that WBC is realistic when programming the delivery and execution of complex projects.

The main lesson learned surrounds procurement. The A4 Calcot was procured through a tender process using a NEC Contract Option B. The timescale to deliver this project was limited due to conditions placed on the funding. Going through a lengthy conventional tender route meant the contractor was only appointed relatively late on in the delivery process and opportunities for collaboration and value engineering may well have been missed. This is particularly relevant where engagement with the statutory undertakers was concerned. The scheme required the contractor to manage the work of 3 utility companies part way through the project which took careful programme management and coordination. This would have gone more smoothly if the contractor had been engaged at an earlier stage and further discussion with the utility companies taken place when developing the initial programme.

As a result of the above the Council will look to deliver the works through existing term and framework contracts (see section B7 for further details). This will allow greater early contractor involvement and efficiency savings.

B9. Management Case – Governance (maximum 300 words)

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and set out the responsibilities of those involved and how key decisions are/will be made. An organogram may be useful here. This may be attached as an Annex.

Responsibilities relating to the Project Controls are summarised below:

The Project Manager is responsible for the day to day management of the project, the application of the appropriate project controls, regular reporting to The Project Board, Governance Groups and other project stakeholders and for the maintenance and issue of all project documentation (in consultation with Project Assurance).

The Senior Responsible Officer (SRO) carried overall responsibility for the project and will be the Highways and Transport Head of Service.

The Project Board is responsible for making decisions at key project stages. The Board will be chaired by the SRO and at each key stage the Board will agree resource and project plans, and deal with risks/issues escalated by the design teams and Project Manager.

The Governance Group is responsible for overseeing the project from a corporate perspective. The Governance Group for this project will be the Council's Capital Management Group which is chaired by the Environment Director and supported by the Portfolio Holder for Finance, along with the Head of Finance and a number of key Heads of Service. The Governance Group will be called upon to assess significant risks escalated from the Project Board, and consider exceptions which will result in extensions of time the budget tolerance being exceeded. A

budget tolerance of 10% is set for this project. The Governance Group has the scope and authority to consider any overspends in relation to the Council's overall capital programme.

Refer also to the organograms in Annex B9.

The overall project will be managed in accordance with the West Berkshire Project Management Methodology and all contracts administered in accordance with the Contract Rules of Procedure.

B10. Management Case - Risk Management

A risk register covering the top 5 (maximum) specific risks to this scheme should be attached as an annex including, if relevant and in the top 5, financial, delivery, commercial and stakeholder issues.

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

Has a risk register been appended to your bid?

Yes

No

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation (maximum 250 words)

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

The benefits fit into the following categories:

- **Improved surface condition;**
- **Improved safety (accident reduction);**
- **Structural longevity of the pavement;**
- **Financial savings due to reduced future maintenance;**
- **Journey time improvements north and southbound along the A339;**
- **Economic benefits of combining programmes of work;**
- **Improved coordination and reduction in traffic management costs and impact on the travelling public.**
- **Air Quality;**
- **Noise reduction;**
- **Reduced severance;**
- **Improved junction capacity, reduced queue lengths;**
- **Unlocking economic growth;**
- **Supporting the delivery of development in the West Berkshire Council Core Strategy (in particular housing and employment)**
- **Reduced rat-running on adjacent routes to avoid this heavily used route.**

The above benefits will be owned by West Berkshire Council and the thousands of stakeholders that use the A339 on a daily basis.

C2. Monitoring and Evaluation (maximum 250 words)

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme

SCANNER surveys will continue to be undertaken on an annual basis to measure the performance and deterioration of the surface. SCRIM surveys will also be carried out annually to assess the skid resistance. Monthly visual safety inspections will also be undertaken. Monitoring of accident statistics will also be undertaken.

The structures will be inspected every 2 years in accordance with the approved code of practice.

Comprehensive traffic flow and journey time information is available for the A339 and the route forms part of validated VISSIM and Saturn models which have been used in the design of the junction improvements. These surveys will be repeated and compared following completion.

Stakeholder feedback will also be sought on the works and the completed scheme.

Pedestrian and cycle statistics have also been gathered and will be compared once the programme is complete.

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

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

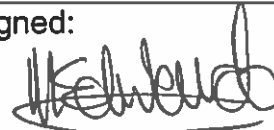
As Senior Responsible Owner for A339, Newbury – Delivering a High Quality Corridor I hereby submit this request for approval to DfT on behalf of West Berkshire Council and confirm that I have the necessary authority to do so.

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

Name: **Mark Edwards**

Signed:

Position: **Head of Highways and Transport**



D2. Section 151 Officer Declaration

As Section 151 Officer for West Berkshire Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that West Berkshire Council:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- will allocate sufficient staff and other necessary resources to deliver this scheme on time and on budget

- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested
- has the necessary governance / assurance arrangements in place
- has identified a procurement strategy that is legally compliant and is likely to achieve the best value for money outcome
- will ensure that a robust and effective stakeholder and communications plan is put in place

Name: **Andy Walker**

Signed:



Submission of bids:

The deadline for bid submission is 5pm, **9 February 2015**

An electronic copy only of the bid including any supporting material should be submitted to:

roadmaintenance@dft.gsi.gov.uk copying in steve.berry@dft.gsi.gov.uk