

Local Pinch Point Fund Application Form



Department
for Transport

Guidance on the Application Process is available at:

<https://www.gov.uk/government/organisations/department-for-transport/series/local-pinch-point-fund>

Please include the [Checklist](#) with your completed 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 25-35 pages including annexes would be appropriate.

One application form should be completed per project.

Applicant Information

Local authority name(s)*: Wokingham Borough 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: Matt Gould

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

Contact telephone number: 0118 974 6460

Email address: Matthew.gould@wokingham.gov.uk

Postal address: Wokingham Borough Council
Shute End,
Wokingham RG40 1BN

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:

www.wokingham.gov.uk/localpinchpointfund/

SECTION A - Project description and funding profile

A1. Project name: A329 Coppid Beech Junction Improvement

A2. Headline description:

Coppid Beech roundabout is located on the principal access point from the A329(M)/ M4 for Wokingham town centre, the western Bracknell employment area (including 3M, Cable & Wireless, Hewlett Packard and Panasonic), existing major residential areas in Wokingham and Bracknell. It provides direct access to Local Plan employment and residential growth areas established in the Local Plans for Wokingham and Bracknell Forest Boroughs.

The junction is wholly located on the Borough boundary between Wokingham Borough and Bracknell Forest (although the whole of the junction is located within Wokingham). It is on the sub-regionally important route of the A329 that connects the M4 and M3, providing the main point of access to regionally significant employment opportunities and housing growth areas. Wokingham and Bracknell Forest Councils have three designated Strategic Development Locations (SDL's) that have been allocated to accommodate 7,550 new homes in the years up to 2026 and a town centre regeneration scheme in Wokingham. All of these are due to rely on Coppid Beech junction for access to the wider transport network.

An improvement scheme is due to be delivered at this junction to mitigate existing congestion and facilitate forecast growth in travel demand associated with employment and housing growth. The junction, in its current form, is a barrier to growth as it requires third party funding to progress the scheme to completion and this is one factor that reduces the viability of new housing development. A successful funding allocation will improve:

- Viability for new housing and bring forward its supply across the plan period
- Access to a major employment centre
- Access to a revitalised Wokingham town centre
- Cross boundary sustainable transport measures across Wokingham and Bracknell

The small scheme for which funding is requested has already been progressed to a preliminary design stage and lies wholly on land owned by the Council. As a result it can be delivered by 2015 demonstrating that it provides an early opportunity to be of economic and planning benefit across local authority areas.

The scheme forms part of the overall improvements to the A329/A322 corridor improvements which are included in the Local Investment Plan for improving links between the M3 and M4. This is supported by the LEP and promoted by the Berkshire Strategic Transport Forum. Members of the forum include all six Berkshire Unitary Authorities, Dft, Highways Agency Network Rail and Heathrow Airport Ltd

A3. Geographical area:

Please provide a short description of area covered by the bid (in no more than 100 words)

The bid focuses on improvement to access to Wokingham and western Bracknell Forest, for which the main point of access is Coppid Beech Junction. It is currently regularly congested due to demand for travel to existing land uses, including headquarters for major technology and retail companies.

The surrounding areas are planned to support major development proposals, including 7,550 new homes at Strategic Development Locations located close to the junction. The area is not well served by public transport links and therefore the pressure to accommodate economic growth will be placed on the road network and in particular Coppid Beech junction.

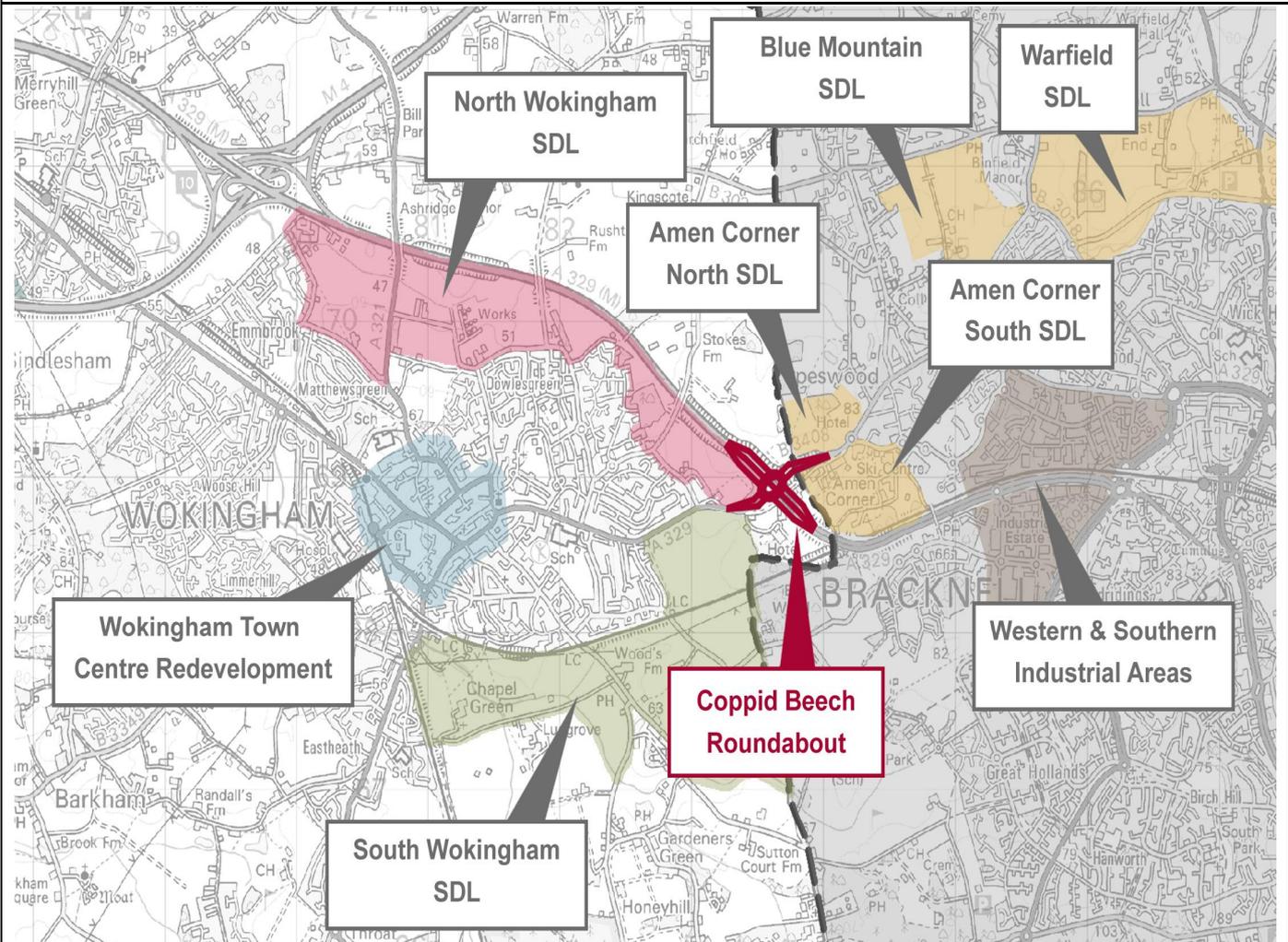


Figure 1

OS Grid Reference: SU 836 689

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

Small project bids (requiring DfT funding of between £1m and £5m)

- Scheme Bid
- Structure Maintenance Bid

A5. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? **Yes**

A WBC form of EqIA has been attached

A6. Partnership bodies

Wokingham Borough Council will lead the development and the co-ordination of improvements to Coppid Beech junction Improvement in partnership with Bracknell Forest Council, the Highways Agency and developers located in strategic development locations north and south of the junction. This will be achieved through a Delivery Steering Group (see B12).

Wokingham Borough Council will be responsible for the delivery of the project, including refining junction capacity modelling, junction detailed design, stakeholder exhibition and contractor procurement ensuring the project is delivered to time and in accordance with all legislative and technical regulations.

Wokingham Borough owns and controls all of the land needed to progress the scheme significantly reducing delivery risks.

A detailed delivery programme is included with this bid proposal which includes for statutory undertaker plant diversions, preparation of design, tender and procurement and main construction period.

A supporting letter is attached from Bracknell Forest Council towards the development of the scheme and their willingness to support WBC in the delivery of this junction improvement.

A7. Local Enterprise Partnership / Local Transport Body Involvement

Have you appended a letter from the LEP / LTB to support this case? **Yes**

See attached supporting letter from the Thames Valley LEP

SECTION B – The Business Case

You may find the following DfT tools useful in preparing your business case:

- [Transport Business Cases](#)
- [Behavioural Insights Toolkit](#)
- [Logic Mapping Hints and Tips](#)

B1. The Scheme - Summary

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

- Improve access to a development site that has the potential to create housing
- Improve access to a development site that has the potential to create jobs
- Improve access to urban employment centres
- Improve access to Enterprise Zones
- Maintain accessibility by addressing the condition of structures
- Ease congestion / bottlenecks
- Other(s), Please specify -

B2. The Strategic Case

This section should set out the rationale for making the investment and evidence on the strategic fit of the proposal. It should also contain an analysis of the existing transport problems, identify the barriers that are preventing growth, explain how the preferred scheme was selected and explain what the predicted impacts will be. The impact of the scheme on releasing growth potential in Enterprise Zones, key development sites and urban employment centres will be an important factor in the assessment process.

In particular please provide evidence on the following questions (where applicable):

a) What is the problem that is being addressed, making specific reference to barriers to growth and why this has not been addressed previously?

Constraints at Coppid Beech junction are preventing housing and employment developments from coming forward at strategic development locations in Wokingham and Bracknell (see figure 1) to support the local economy.

Currently, the junction does not have enough capacity to accommodate all planned housing growth and therefore needs to be improved. The cost associated with improving capacity is preventing housing developers from submitting planning applications. This unwillingness to submit planning applications is in effect causing a development 'bottleneck' and a real barrier to sustainable growth. If this 'bottleneck' can be removed by a successful application to the Local Pinch Point Fund, then development can come forward in a sustainable way, that is beneficial to the growth of Wokingham and Bracknell Boroughs and the associated businesses that are located in the immediate area.

Wokingham and Bracknell Forest Council's have adopted confident and ambitious growth and regeneration programmes which will ensure that new strategic development locations and town centre re-developments are carefully planned, well designed and include appropriate infrastructure to deliver good quality places for people to live and work. There are clear benefits

to the economy from development on this scale. Developers and major land owners are actively bringing forward proposals and are keen to secure the delivery of new homes as soon as possible as the housing market in Wokingham is still buoyant. Substantial infrastructure investment, including on major transport projects, is required to support this level of growth and development of new homes will rely on successful delivery of these items at certain trigger points. Therefore, availability of funding for these projects is critical to development coming forward and the economic growth that this will bring. Whilst the Councils are committed to this growth and have invested heavily in developing the schemes to an advanced stage, there is a limit to the resources that the Councils are able to invest. Developer contributions are being sought where appropriate but again, there is a limit to the amount of infrastructure that can be viably funded by developers through Section 106 obligations and in the future, Community Infrastructure Levy (CIL). Further barriers to growth result from of a lag between the requirement for advance investment in infrastructure and the financial return from the completed development. The Local Pinch Point Fund would remove this barrier through unlocking upfront costs to the developer/council. This would allow the construction of essential infrastructure to commence and in doing so unlock economic growth.

Additionally, this scheme would remove a well-known barrier to sustainable travel. Coppid Beech junction was designed and delivered by Berkshire County Council in the mid 1980's and had extremely limited provision for cyclists and pedestrians. Its current design prevents retrofitting of any pedestrian and cycling improvements without significant costs being incurred.

A successful Local Pinch Point Fund application will complement the work currently being delivered by the Council and its partners through the Local Sustainable Transport Fund Project. Wokingham Borough's LSTF project is designed to provide a behavioural change legacy that can be sustained within the one strategy delivery period. Wokingham Borough Council could deliver long term transport behaviour change in the same fashion as other successful highways authorities such as Cambridge, however if the development does not come forward as planned due to a one-off cost or a bottleneck then the whole project's legacy could be truncated.

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

Since the building of Coppid Beech Junction in the 1980's there have been a number of small plans to improve conditions for sustainable transport users which have not been progressed beyond the concept stage due to their cost. Additionally, there has not been the need for additional highways capacity improvements, as the junction is operating just above acceptable capacity limits and does not cause extreme and unacceptable levels of congestion. However, this situation will change with the delivery of 7,550 new homes and new employment areas in both Boroughs.

The Councils have high hopes for the junction improvement to be delivered by developers, through a consortium approach to development in the selected strategic development locations in Wokingham Borough. However, these hopes have not been realised and developers acting individually are not willing to submit a planning application that might facilitate a rival developer paying less in highways contributions, since the improvements would have already been made. If the Council can achieve a successful bid to the Local Pinch Point Fund and deliver coordinated highway improvements at Coppid Beech, this development pinch point can be removed and economic growth can be realised to maintain the vitality of the local and Thames Valley economy.

c) What are the expected benefits / outcomes? For example, job creation, housing numbers and GVA and the basis on which these have been estimated.

The expected benefits and outcomes for job creation, housing numbers associated with junction improvement at Coppid Beech has been calculated using the criteria listed below. The estimated total GVA figure is valued at £1,803,428,692, see below.

The following table has been calculated using:

- HM Treasury data for construction jobs in the economy and
- An Economic Impact Assessment for Wokingham Town Centre carried out by Hunt Dobson Stringer. This equates to similar estimates made in planning applications for other retail and leisure facilities in the borough
- Home Builders Federation jobs multiplier for house building
- ONS average Weekly Wages by Sector
- Office space jobs multiplier produced by Roger Tymms and Partners 1997 SERPLAN

Site	Number of Houses	Sq m of Employment land (sq.m)	Number of jobs (FTE)	GVA Additional Earnings (£ pa)
Wokingham Town Centre Regeneration	154	16,210	1,962	£46,458,984
North Wokingham SDL	1,272	22,900	11,397	£314,072,148
South Wokingham SDL	2,500	0	18,750	£527,475,000
Amen Corner South	1027	35,000	10,396	£282,452,560
Amen Corner North	400		3,000	£84,396,000
Blue Mountain	400	0	3,000	£84,396,000
Warfield	2200	0	16,500	£464,178,000
TOTALS	7,553	74,110	62,005	£1,803,428,692

d) What is the project's scope and is there potential to reduce costs and still achieve the desired outcomes? For example, using value engineering.

This scheme is a 'low cost' option, addressing need at key congestion points. More expansive improved junction layouts were examined, at higher cost, but these were not considered to be necessary to ensure that local growth objectives could be met in the period up to the planning horizon year. The forecasts of traffic growth are based on realistic assumptions of trip generation and usage of sustainable modes of transport. Modelling assessments are contained in the LMVR and Forecast reports contained in the background information (on CD only).

e) Are there any related activities, that if not successfully concluded would mean the full economic benefits of the scheme may not be realised. For example, this could relate to land acquisition, other transport interventions being required or a need for additional consents?

There are no other related activities that the Coppid Beech scheme is reliant upon to deliver its benefits. All land is available (within adoptable highway areas).

f) 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)?

The position at Coppid Beech is such that capacity improvement is needed to permit development to go ahead, therefore delays to the scheme would limit the extent of development possible. An alternative scenario could apply, with funding responsibility tending to move more onto the developers, if a short term solution was needed. However this is not practical as there are no current developer consortiums in place to ensure delivery. It would also be contrary to the national approach to addressing economic needs, which seeks to control such burdens on development, and local planning appeal approvals (Kentwood Farm East) have endorsed this. Direct funding support from DfT would allow limited WBC and BFC capital funds to be directed to support other development delivery issues in the authority areas where LPPF is less applicable.

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

The impact of the scheme is closely focused on the key junction itself and the immediate roads feeding it. There are no AQMA implications from the work and no other formal environmental constraints have been identified (see AST)

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). Will be done nearer the time, left in full for clarity

Table A: Funding profile (Nominal terms)

£000s	2013-14	2014-15	2015-16	Total
DfT funding sought (70% of total)	£491k	£1368k		£1859k
Local Authority contribution	£210k	£586k		£796k
Third Party contribution				
TOTAL	£701k	£1954k	£0	£2655k

Table B: Cost estimates (Nominal terms)

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Main Works	£1557k	February 2013	Priced Bills of Quantities
Utilities	£393k	February 2013	Priced Bills of Quantities
Preparatory works	£402k	February 2013	Priced Bills of Quantities
Design development costs	£303k	February 2013	Priced Bills of Quantities
TOTAL	£2655k		

Notes:

- 1) *Department for Transport funding must not go beyond 2014-15 financial year.*
- 2) *A minimum local contribution of 30% (local authority and/or third party) of the project costs is required.*
- 3) *Costs in Table B should be presented in outturn prices and must match the total amount of funding indicated in Table A.*

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. If the scheme improves transport links to a new development, we would expect to see a significant contribution from the developer. 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.

Section 106 agreement from Buckhurst Park local development site (Outline Planning Approval O/2010/1712) - £75,000 towards design fees on written notice and £210,714 payment one month after Council lets construction contract for Junction Improvement (anticipated July 2014 according to delivery programme).

No further S106 contributions currently available

- 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. Support letter from Bracknell Forest Council attached.

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

- c) The Department may accept the provision of land in the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.

Have you appended a letter to support this case? Yes No **N/A**

- d) 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.

There have been no other funding applications for any other scheme in this area.

B5. The Financial Case – Affordability and Financial Risk

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 / QRA – see Section B11).

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.

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

a) What risk allowance has been applied to the project cost?

P₍₅₀₎ QRA risk level = £149,899

b) How will cost overruns be dealt with?

Careful planning between all parties on traffic management and also detailed cost estimates from tendered Bills of Quantities. The construction contract allows for early warning and negotiations with contractors to seek to minimise cost overruns and offset delays through improved working practices. Approach will include:

(i) early involvement with supplier to minimise risk

(ii) risk + reward sharing form of contract and

(iii) ultimately, risk falls back to WBC, as recognized by S.151 approval

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

The principal risks are delays to securing co-ordination issues arising with the Highways Agency and Bracknell Forest Council and any unforeseen ecological / habitat issues revealed by surveys. Any of these could generate timescale delays, however the programme has a good safety margin built-in, with final completion potentially reached before the end of the 2014 calendar year. Cost implications are only likely if a drift into the post March 2015 period occurs. The initial impact would be small, as the month-by-month cost profile tapers-off naturally as the end is reached, thus the 5 month construction programme is profiled as shown:

Month 1 = 15%

Month 2 = 17.5%

Month 3 = 35%

Month 4 = 17.5%

Month 5 = 15%

As an illustration, the construction costs are estimated at £1.56m, 15% of which (month 5 say) is £234K. Inflation-based cost increases @ 2.5% per year would add less than £1,500 to month 5 costs if expenditure is delayed by one quarter (three months). Delays to month 3 costs add £3,400 per quarter by comparison. These risks are considered to be low level in cost terms.

d) How will cost overruns be shared between non-DfT funding partners (DfT funding will be capped and will not be able to fund any overruns)?

WBC will bear cost overruns from capital funding sources and will seek to “backfill” these from Developer contributions from sites within WBC and BFC administrative areas.

B6. The Economic Case – Value for Money

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

Small project bids (i.e. DfT contribution of less than £5m)

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

Significant positive and negative impacts (quantified where possible);

A description of the key risks and uncertainties;

A short description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.

The Coppid Beech (CB) junction scheme represents an improvement scheme to existing highway, which will improve access to a range of development sites across Wokingham borough and Bracknell Forest.

- The CB scheme assessment has considered the following scenarios:
- Do-minimum 1 (no trips to/from development and no CB scheme)
- Do-minimum 2 (with the trips to/from development but no CB scheme)
- Do-something 1 (no trips to/from development but with the CB scheme)
- Do-something 2 (with the trips to/from development and with the CB scheme)

The assessment of the CB was undertaken using Wokingham Strategic Transport Model 3 (WSTM3) in Saturn and local junction assessment tools LinSig and ARCADY

The Wokingham Strategic Transport Model (WSTM) was originally developed for Wokingham Borough Council (WBC) in 2010 for the 2010 AM, PM and Inter Peak hours with future year networks prepared for 2017 and 2026 for the AM and PM peak hours only. The reports using WSTM were issued as follows:

- WSTM Local Model Validation Report, March 2011
- WSTM Forecasting Methodology, April 2011
- WSTM Forecast Year Results Report, January 2012.

As part of the continuing model refinement WSP were commissioned in 2012 to update the WSTM. This was progressed to address issues that have arisen during a review of the need for mitigation measures and to provide an up to date robust basis for scheme/development assessments to support on-going infrastructure delivery associated with housing delivery in the borough. Following the base year model refinement a new version of the base year strategic model, WSTM3, has been produced. Development, calibration and validation of the WebTAG compliant WSTM3 to 2010 conditions is fully reported in the “WSTM3 Local Model Validation Report (LMVR), January 2013”.

The do-minimum and do-something forecast scenarios have been prepared using the latest WSTM3 for 2017 (which serves as a proxy for the scheme opening year) and 2026 (which is the final year of the WBC’s Core Strategy).

Overall demand for travel across the network is expected to change from the base year (2010) to a forecast year. The basic approach for the construction of the forecast matrices is that the significant developments are modelled explicitly but the overall level of growth is constrained to NTEM forecasts. This is followed by the application of the fuel and income adjustment factors as per WebTAG guidance. All the scenarios take into account planned and committed development inside and outside Wokingham borough including the on-site and off-site infrastructure provision. However, the do-minimum 1 and do-something 1 scenarios exclude all the trips associated with the developments in Bracknell and Wokingham that are likely to benefit from the improvements at CB. These are developments in Wokingham town centre, North and South Wokingham SDLs and developments in Bracknell town centre and west of the town centre. Further information on the developments excluded from the do-minimum 1 and do-

something 1 can be found in tables 1 and 2. The associated vehicle trip generation can be found in table 3.

Table 1 CB Scheme. The quantum of development Developments excluded from the do-minimum 1 and do-something 1 in 2017 but included in the do-minimum 2 and do-something 2.

	Land Use	Wokingham Town Centre	North Wokingham SDL	South Wokingham SDL	Bracknell
Housing (no.)	C3	191	977	970	522
Retail (m2)	A1+A2+A3	16,600	0	0	48,466
Hotel (m2)	C1	3,000	0	0	227
Employment (m2)	B1+B2+B8	0	0	0	82,774
Primary School (unit)	D1	0	0	1	1
Secondary School (unit)	D1	0	0	0	1

Table 2 CB Scheme. The quantum of development Developments excluded from the do-minimum 1 and do-something 1 in 2026 but included in the do-minimum 2 and do-something 2.

	Land Use	Wokingham Town Centre	North Wokingham SDL	South Wokingham SDL	Bracknell
Housing (no.)	C3	191	1,500	2,490	1,525
Retail (m2)	A1+A2+A3	16,600	0	0	48,966
Hotel (m2)	C1	3,000	0	0	227
Employment (m2)	B1+B2+B8	0	2,290	0	86,794
Primary School (unit)	D1	0	1	2	1
Secondary School (unit)	D1	0	0	0	1

Table 3 Trip generation by the developments excluded from the do-minimum 1 and do-something 1 but included in the do-minimum 2 and do-something 2.

Trip generation, veh	AM		PM	
	2010 - 2017	2010 - 2026	2010 - 2017	2010 - 2026
Vehicles	4,218	5,648	4,499	5,690

Further details on the forecast scenario assumptions are given in the “WSTM3 Forecasting Report for the LPPF”, February 2013.

- To assess the impact of the CB the network covering the whole WSTM3 study area was used. This is to recognise the wide area coverage of the development sites that may benefit from the improvements at Coppid Beech and the network wide impact of the traffic reassignment. To illustrate, the 2026 AM flow difference plot between the do-something 2 and do-something 1 is shown in figure 1.

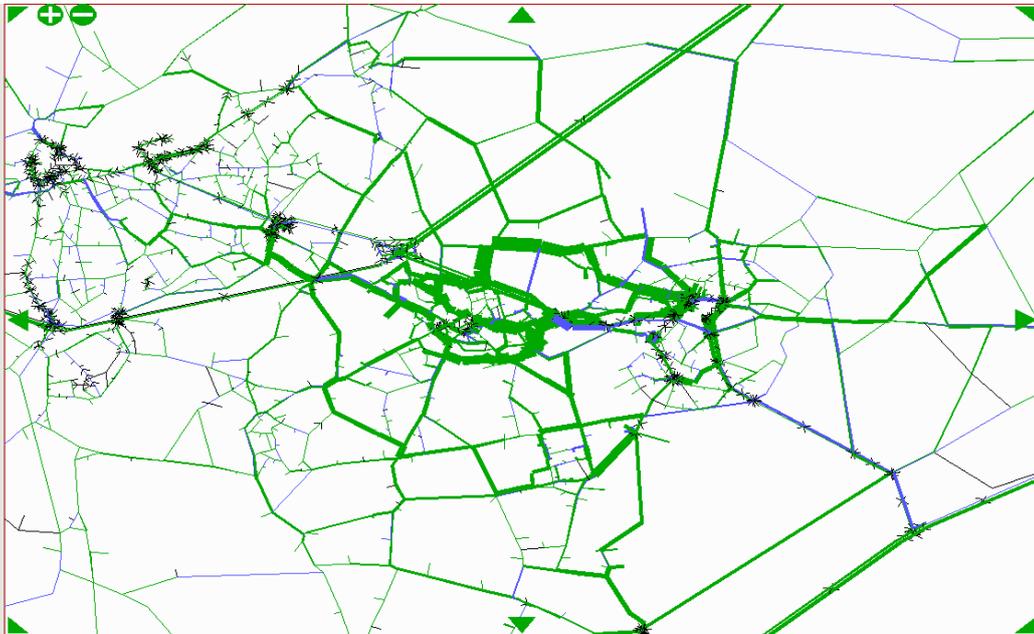
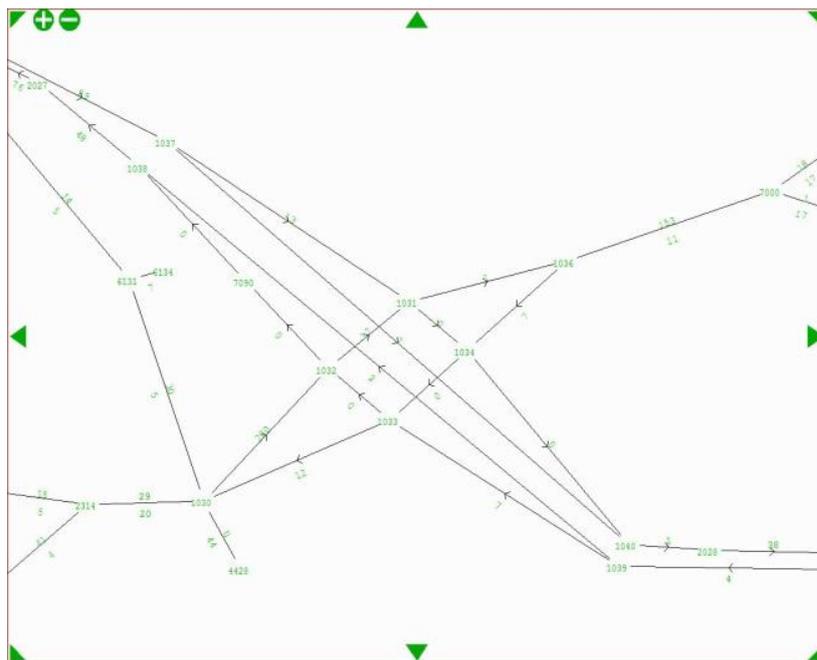


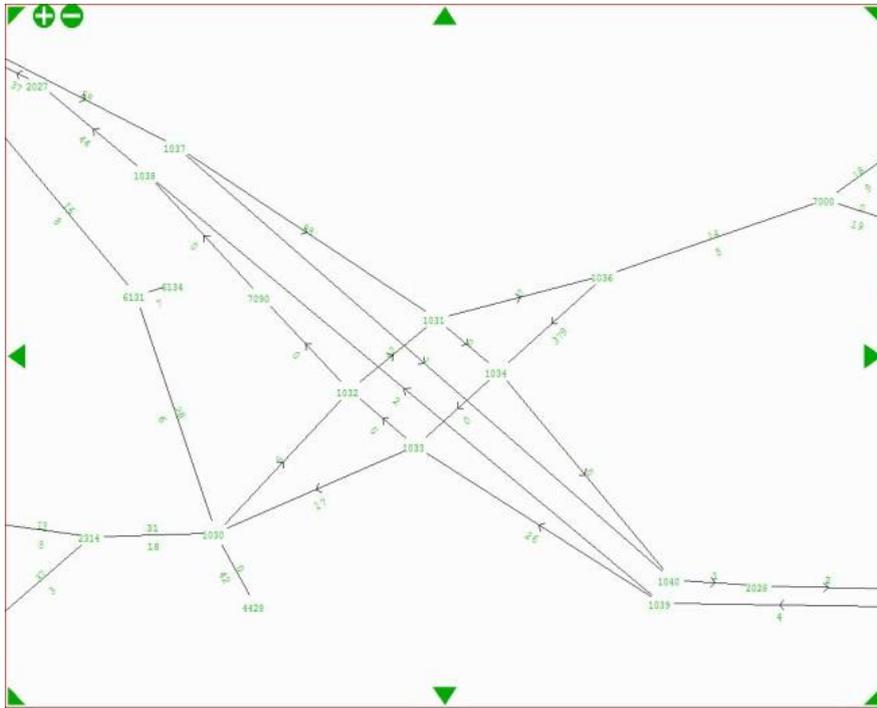
Figure 1 CB scheme. 2026 AM Actual flows. Do-something 2 minus do-something 1.

The model outputs were extracted from the 2017 and 2026, AM and PM peak hour WSTM3 models and include actual link flows and delays. The model outputs are graphically presented in figures 44 - 91 in Appendix F of the forecast report. The figures show the modelled values for each of the scenarios as well as changes in actual link flows and delays between the do-minimum and do-something scenarios (i.e. with and without CB improvements) with increases shown in green and reductions shown in blue. Values are shown in passenger car units (pcu) per hour.

The modelling undertaken in WSTM3 shows that traffic is forecast to increase when all the committed development in Wokingham borough and Bracknell Forest comes forward in 2026 with the current roundabout having insufficient capacity to cope with future flows, resulting in nearly 4 minutes delays on the approach from the A329 London Road in the AM and almost 6.5 minutes delays on the approach from the B3408 London Road in the PM (figures 75 and 87 in Appendix F of the forecast report, which are reproduced below).

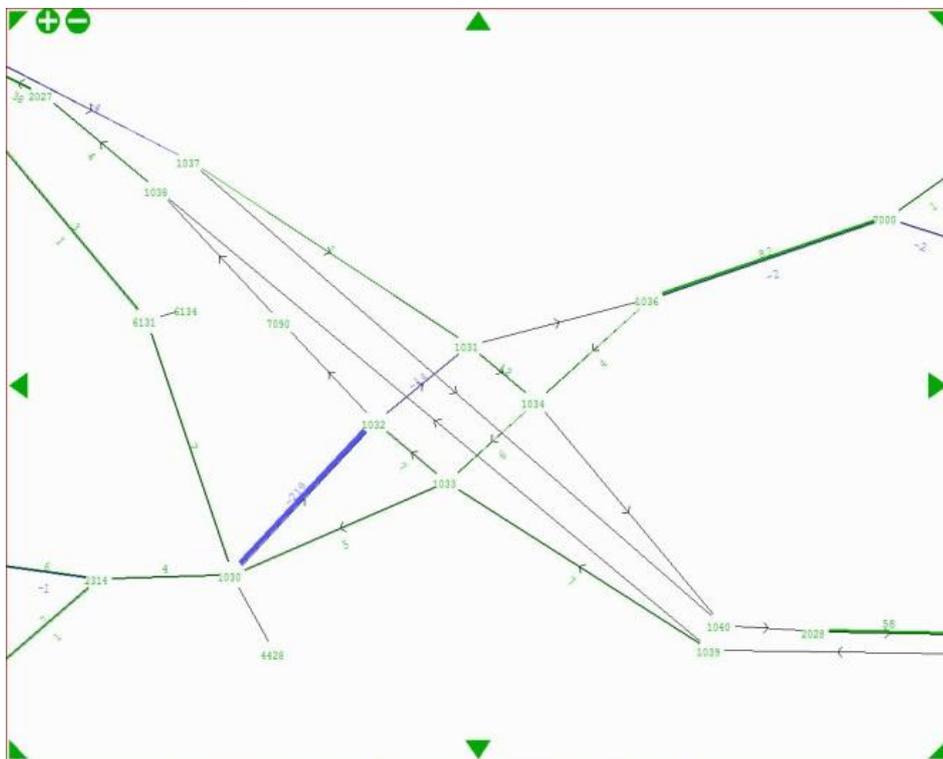


Delays, (seconds). CB scheme, do-minimum 2, 2026 AM (Figure 75 in Appendix F)

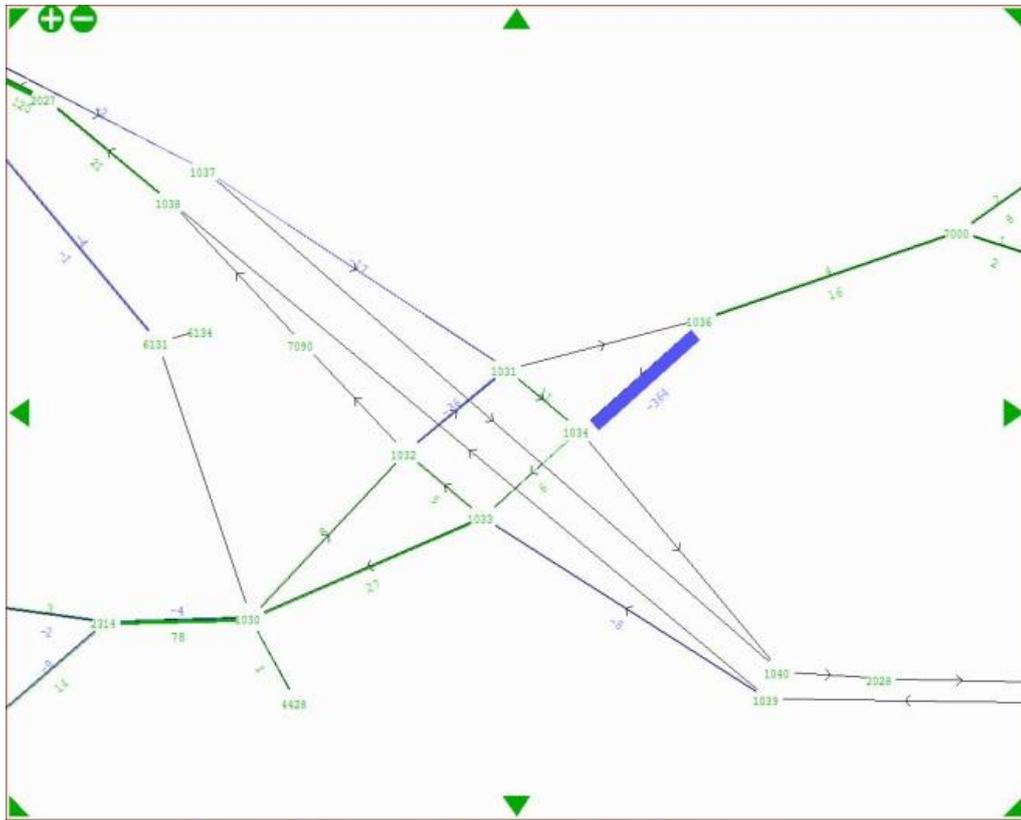


Delays, (seconds). CB scheme, do-minimum 2, 2026 PM (Figure 87 in Appendix F)

The full signalisation of the Coppid Beech roundabout would ease congestion at the junction and allow traffic to go where it wants to rather than seek rat runs through local roads. In the 2026 do-something 2 scenario (with the trips to/from development and with the CB scheme) the delays on the A329 and B3408 London Road approaches are predicted to drop to less than 16 seconds in both peaks, which is a significant improvement in comparison with the do-minimum scenarios (figures 79 and 91 in Appendix F of the forecast report, which are reproduced below). This is despite the junction throughput increasing with new development coming forward.



Delays, (seconds). CB scheme, do-something 2 minus do-minimum 2, 2026 AM (Figure 79 in Appendix F)



Delays, (seconds). CB scheme, do-something 2 minus do-minimum 2, 2026 PM (Figure 91 in Appendix F)

In addition to the SATURN assessment a detailed analysis has been completed using junction assessment tools to assess delays and congestion.

Coppid Beech Traffic Assessment Using LinSig and ARCADY

Methodology

The existing junction is a partially signalised four arm gyratory. It intersects between the A329 (M) running between Bracknell and Reading, the B3408 exiting Bracknell and the A329 London Road exiting Wokingham. Three arms operate under priority control and the A329 (M) SB off slip is signalised. Due to the part signalisation it was decided that the junction should be modelled in both ARCADY for the three priority arms and LinSig for the signalised arm and the results combined from the outputs.

Traffic flows were taken from the WSTM model. Demand flows were used so as to fully appraise the potential delay created by the junction. Three scenarios were modelled in both AM and PM;

- Existing 2012
- Do Minimum (DM2 2026)
- Do Something (DS2 2026)

Both the existing 2012 and the DM2 2026 were modelled in ARCADY and LinSig with the results combined as shown in the tables in Figure 1 (AM 2012, PM 2012, DM2 AM 2026 – Demand Flow and DM2 PM 2026 – Demand Flow). Whereas for DS2 2026, shown in the results tables in Figure 2 (DS2 AM 2026 – Demand Flow and DS2 PM 2026 – Demand Flow) all arms were only modelled in LinSig as they are all signalised in this scenario.

Results

Arm Labels:

Arm A: A329(M) SB Off Slip

Arm B: B3408

Arm C: A329(M) NB Off Slip

Arm D: A329 London Road

Figure 1: Results tables 2012

	AM 2012				PM 2012		
	Queue (PCU)	Delay (s)	RFC / PCU(%)		Queue (PCU)	Delay (s)	RFC / PCU(%)
Arm A	15.2	22.1	75.80%	Arm A	9.3	10.1	52.55%
Arm B	2.06	5.39	0.68	Arm B	87.29	134.12	1.08
Arm C	0.58	4.08	0.37	Arm C	1.59	16.76	0.62
Arm D	16.25	36.65	0.96	Arm D	1.37	5.22	0.58

Figure 2: Results tables Do Minimum 2026

	DM2 AM 2026 - Demand Flow				DM2 PM 2026 - Demand Flow		
	Queue (PCU)	Delay (s)	RFC / PCU(%)		Queue (PCU)	Delay (s)	RFC / PCU(%)
Arm A	24	70.45	98.50%	Arm A	185.4	609	144.70%
Arm B	49.27	114.49	-	Arm B	62.09	268.13	-
Arm C	1.13	5.96	-	Arm C	0.99	5.72	-
Arm D	122.5	192.47	-	Arm D	2.97	5.6	-

Figure 3: Results tables Do Something 2026

	DS2 AM 2026 - Demand Flow				DS2 PM 2026 - Demand Flow		
	Queue (PCU)	Delay (s)	DoS		Queue (PCU)	Delay (s)	DoS
Arm A	22.77	6.73	69.37%	Arm A	26.77	11.33	83.73%
Arm B	25.03	5.60	65.53%	Arm B	31.30	10.70	84.63%
Arm C	9.7	2.9	33.90%	Arm C	23.8	4.4	56.60%
Arm D	14.75	7.7	66.85%	Arm D	26.525	5.5	65.70%

In DM2 AM 2026 the junction has a total demand flow of 5,333pcu. As can be seen from the results table in Figure 2, there is significant delay of 192s on Arm D (A329 London Road) which is overcapacity with a queue of 123pcu. Arm B (B3408) also experiences 114s of delay and a queue of 49pcu. Arm A (A329(M) SB Off Slip) is also close to capacity at 98.5% DoS and delay is high at 70s.

In DM2 PM 2026 the junction has a total demand flow of 5,111pcu. As can be seen from the results table in Figure 2, Arm A is greatly oversaturated at 144% DoS with delay and queuing also very high at 609s and 185pcu respectively. Arm B also has significant delay at 268s and a queue of 62.pcu.

In DS2 AM 2026 the junction has a total demand flow of 5,699pcu and increase of 7%. The results table in Figure 3 shows all arms with plenty of spare capacity and delays are minimal. Queuing is on average greatly reduced over the DM2 scenario.

In DS2 PM 2026 the junction has a total demand flow of 5,791pcu. The results table in Figure 3 shows all arms performing within the recommended design capacity of 85% DoS. Delays are also minimal and queuing is on average significantly reduced from the DM2 scenario.

Summary

The modelled scheme (Scenario DS2 2026) accommodates a travel demand of 5,699pcu in the AM peak hour, with considerable spare capacity. The modelled scheme (Scenario DS2 2026) in the PM accommodates a travel demand of 5,791pcu with reasonable spare capacity. This is 366pcu and 680pcu respectively more throughput than is achieved by the modelling of the Do Minimum scheme (scenario DM2 2026) and also has minimal associated delay. These results show the proposed Coppid Beech scheme to have a significant operational benefit when compared to the Do Minimum scenario.

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

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

- A completed [Scheme Impacts Pro Forma](#) which summarises the impact of proposals against a number of metrics relevant to the scheme objectives. It is important that bidders complete as much of this table as possible as this will be used by DfT – along with other centrally sourced data – to form an estimate of the BCR of the scheme. Not all sections of the pro forma are relevant for all types of scheme (this is indicated in the pro forma).
- A description of the sources of data and forecasts used to complete the Scheme Impacts Pro Forma. This should include descriptions of the checks that have been undertaken to verify the accuracy of data or forecasts relied upon. Further details on the minimum supporting information required are presented against each entry within the pro forma.

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

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

- A completed [Appraisal Summary Table](#). Bidders are required to provide their assessment of all the impacts included within the table and highlight any significant Social or Distributional Impacts (SDIs). Quantitative and monetary estimates should be provided where available but are not mandatory. The level of detail provided in the table should be proportionate to the scale of expected impact with particular emphasis placed on the assessment of carbon, air quality, bus usage, sustainable modes, accessibility and road safety. The source of evidence used to assess impacts should be clearly stated within the table and (where appropriate) further details on the methods or data used to inform the assessment should be attached as notes to the table.

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

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

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

B7. The Commercial Case

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.

- a) Please provide evidence to show the risk allocation and transfer between the promoter and contractor, contract timescales and implementation timescales (this can be cross-referenced to your Risk Management Strategy).

The preferred form of contract aims to transfer all construction-related risks identified in the final pre-construction risk workshop to the contractor, retaining ownership of the residuals as Employers' risks (see supporting text). The scheme is small in scale with a limited scope of works and no complexity in terms of construction tasks, site access etc. Some of the work can be undertaken off-line, simplifying the traffic management issues: overall, the risks associated with delivering the project are considered to be straightforward and amenable to well-understood management practices.

The development programme has been de-risked as far as possible in allowing eight months for undertaking procurement, following completion of the detailed design.

The main works contract is expected to be mobilised on-site in June 2014 and be completed by the end of November 2014. This allows the scheme to be formally opened well before the end of March 2015.

- b) What is the preferred procurement route for the scheme and how and why was this identified as the preferred procurement route? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

WBC proposes to follow a conventional procurement route, using a Pre-Qualification stage, followed by tendering under the New Engineering Contract (NEC3 option B – priced contract with Bills of Quantities). This is considered to provide the best balance of client control and risk transfer for a small job of this type, where the Bills of Quantities have been estimated to a high degree of detail and the scheme context is well known and almost entirely under the control of the client.

Alternative methods of procurement are expected to generate disadvantages in terms of contract preparation and assessment complexity, for comparatively little additional advantage to the client in terms of risk management.

- c) A procurement strategy will not need to form part of the bid documentation submitted to DfT. Instead, the Department will require the bid to include a joint letter from the local authority's Section 151 Officer and Head of Procurement confirming that a strategy is in place that is legally compliant and is likely to achieve the best value for money outcome.

Has a joint letter been appended to your bid? **X Yes** No

**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.*

B8. Management Case - Delivery

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) A detailed project plan (typically in Gantt chart form) with milestones should be included, 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 key dependencies (internal or external) should be explained. Resource requirements, task durations, contingency and float should be detailed and easily identifiable. Dependencies and interfaces should be clearly outlined and plans for management detailed.

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 in order 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

Land acquisition is not required for the delivery of the scheme and the outline design has been completed which requires no third party land.

- c) Please provide summary details of your construction milestones (at least one but no more than 5 or 6) between start and completion of works:

Table C: Construction milestones

	Estimated Date
Preliminary & detailed design	March 2013 (end) – December 2013 (mid)
Main works tender process	October 2013 – June 2014 (start/finish)
Utility diversions (advance works)	December 2013 – June 2014 (start/finish)
Start of main works contract	June 2014 (mid)
Completion of works	November 2014 (mid)
Opening date	December 2014 (start)

- d) Please list any major transport schemes 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)

Completed in Partnership with Reading Borough Council M4 Junction 11 - £65M contract for major junction upgrade completed on time and within budget

B9. Management Case – Statutory Powers and Consents

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

The scheme does not require Planning Permission

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

No formal statutory powers are required, although agreement with Bracknell Forest Council and discussion with Highway Agency will be required. See support letter from Bracknell Forest Council.

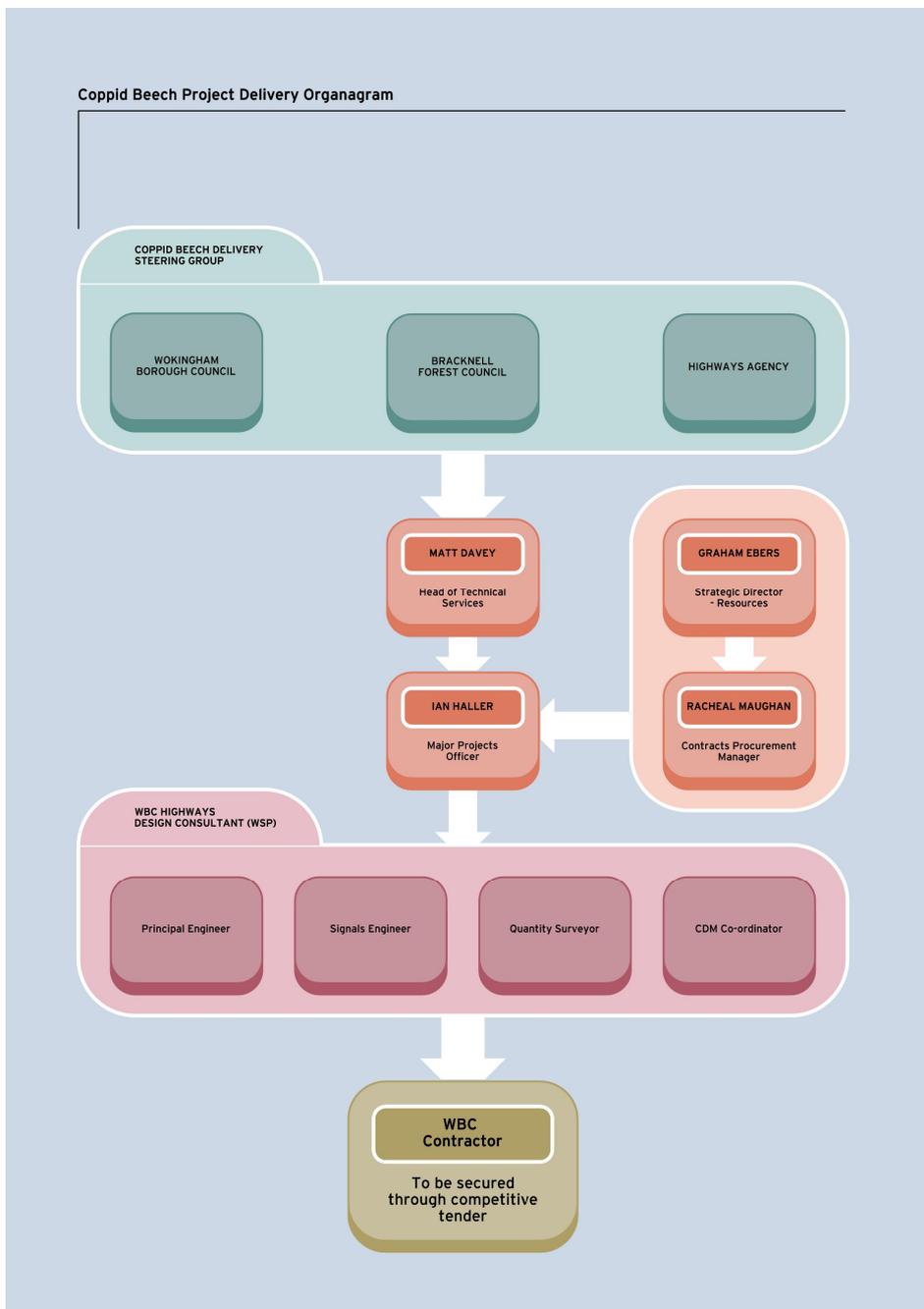
B10. Management Case – Governance

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and responsibilities of those involved, and how key decisions are/will be made. An organogram may be useful here. Details around the organisation of the project including Board accountabilities, contract management arrangements, tolerances, and decision making authorities should be clearly documented and fully agreed.

Senior Responsible Officer Matt Davey (WBC)
 Project Manager Ian Haller (WBC)

WBC and BFC will form a joint Steering Group led by a Senior Director who will track project spend, project delivery, monitor risk and will be accountable to elected Councillors from both authorities.

Project finance, procurement and assurance scheme will be led by Graham Ebers.



B11. Management Case - Risk Management

All schemes will be expected to undertake a thorough Quantified Risk Assessment (QRA) and a detailed risk register should be included in the bid. The QRA should be proportionate to the nature and complexity of the scheme. A Risk Management Strategy should be developed and should outline on 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? **X Yes** No

Has a Risk Management Strategy been appended to your bid, **X Yes** No
See section 2.3 of the supporting document for details

B12. Management Case - Stakeholder Management

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 Agency, 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 of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

Key Stakeholders will be the Highways Agency and Bracknell Forest Council and they have been provided positions on the Overall Delivery Steering Group.

There is significant stakeholder interest in the scheme as it closely affects delivery of planned growth, although the Coppid Beech project does not itself directly impact on landowners and does not require planning permission to be secured.

SDL development has involved a sizeable element of community engagement, with workshops, 'Planning for Real' exercises and option consultation, followed by formal consultation, as the SDLs form part of the Local Plan for Wokingham (SPDs). The aim of this engagement was to assist in the setting out of the SDL master plans, highlighting areas of concern and what would be needed by way of mitigation. There was an acceptance of the principle of development in the community, although with some concern on the extent proposed and some details of supporting infrastructure.

As statutory documents, the SPDs were also subject to formal consultation with the Highways Agency, Environment Agency and other statutory bodies.

Delivery of the SDLs is being taken forward by development consortia involving affected landowners, development companies and the neighbouring local authority (Bracknell). Separate dialogue is taking place with these organisations on an ongoing basis.

A stakeholder exhibition would be undertaken for 3 days in Wokingham and Bracknell Town Halls to show residents and businesses the planned works. This is shown in the project programme.

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

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

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

Yes **X No**

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

N/A

d) For large schemes 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 schemes 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**

B13. Management Case - Assurance

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

See supporting document for details 2.3.10 Section 151 Officer (G Ebers) is part of Project Delivery Team, see Organogram and B10 text.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation

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

The baseline benefits of this scheme are derived from the (above) traffic characteristics associated with this scheme, i.e. (i) numbers benefitting, (ii) total time saved and (iii) total delays reduced.

In addition to the basic traffic characteristics above, associated with this scheme, development benefits also need to be taken into account with the Coppid Beech scheme. These are (i) size of development, (ii) its delivery phasing and (iii) trip generation, particularly by mode. These metrics represent the 'value added' by the development, so achieving the intended level of benefits.

Highway benefits are owned by and confined to the Councils (WBC and BFC) as Highway Authorities and the development benefits by the development consortium delivering against the SDL masterplans in Wokingham and the other nearby schemes located in Bracknell (committed and SADPD sites).

All other benefits, e.g. travel time savings to commuters / other users are assumed to be captured under the local authority heading.

Relevant data from the bid pro-forma can be found in the supporting business case document.

C2. Monitoring and Evaluation

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

We propose to prepare a post-completion evaluation report two years after scheme opening. This will be no more than 25-30 pages in length, similar to the original business case proposal, and will address the aspects noted below.

Scheme Objectives

The Coppid Beech scheme has five main objectives

- (1) Facilitation of SDL and Bracknell development quanta;
- (2) No worsening in traffic conditions between the do-something position (DS2) and the present day;
- (3) An improvement in traffic conditions between the do-something (DS1) and future year do-minimum (self-evident);
- (4) An improvement in traffic conditions between the do-something (DS2) and future year do-minimum;
- (5) Reduction in accidents and improved provision for pedestrian and cycle connectivity across the junction

Scheme inputs and outputs

A descriptive assessment of scheme delivery covering:

- (A) Issues arising during the scheme delivery period;
- (B) Comments and inputs from stakeholders during the process;
- (C) Assessment of the effectiveness of the risk management process and programme accuracy;
- (D) What was ultimately built and the outturn costs, with an explanation of any significant variations from estimates;
- (E) Any changes to the design after the funding bid was submitted

Scheme impacts

Road traffic flows around the Coppid Beech junction will be tabulated and compared to the pre-construction situation. As the full impact cannot be judged until over 10 years post-opening, this would be impractical, but a view will be taken on likely future performance based on conditions two years after opening, and whether the scheme is on track to deliver the anticipated benefits.

Travel times on key routes running through the junction will be assessed post-opening alongside the above, analysing the difference between outturn and pre-opening results;

It is not proposed to look at travel demand from a sustainability point of view, as the Coppid Beech scheme does not seek to control total traffic flows using the junction.

Economic impact

Delivery of the Coppid Beech scheme is linked to progress with a number of developments in Wokingham and Bracknell.

These are defined in terms of commercial floorspace (with implied employment levels), numbers of new residential units and associated community facilities.

The impact of the scheme will be assessed by setting out what has taken place since scheme opening and the timetable of future milestones and likelihood of achievement (bearing in mind market conditions dictate the pace at which new developments can be implemented).

Carbon

Though reducing carbon emissions is a national objective for transport, we do not propose to consider the scheme's performance, as this is not one of its specific objectives.

More information can be found in the supporting business case document

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

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

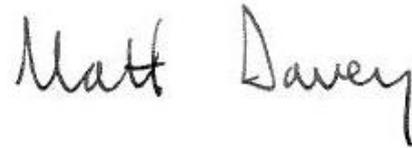
As Senior Responsible Owner for [*scheme name*] I hereby submit this request for approval to DfT on behalf of [*name of authority*] and confirm that I have the necessary authority to do so.

I confirm that [*name of authority*] will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Matt Davey

Signed:

Position: Head of Technical Services



D2. Section 151 Officer Declaration

As Section 151 Officer for [*name of authority*] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [*name of authority*]

- has allocated sufficient budget to deliver this scheme 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 scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name: Graham Ebers

Signed:



Submission of bids:

For both small bids and large bids the deadline is 5pm, **21 February 2013**

One hard copy and a CD version of each bid and supporting material should be submitted to:

Steve Berry
Local Transport Funding, Growth & Delivery Division
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

An electronic copy should also be submitted to steve.berry@dft.gsi.gov.uk