

Why are councils gambling on bypasses and ring roads while making cuts to services?

A briefing on the 45 Development Pool projects.

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Introduction

To decide where the remaining £630m of government funding for Local Authority Major Transport Schemes will go, 45 schemes are currently in a 'Development Pool' and bidding for a share of the money. Final bids have just been revealed, and ministers in the Department of Transport will decide which projects to fund in December. DfT page here: <http://www.dft.gov.uk/publications/local-major-transport-schemes>

Some of these schemes are sustainable ideas, such as a new trolley bus service for Leeds or a range of bus and active travel measures for Worcester, but there are still plenty of harmful and expensive new roads in the pool, many of which have been lurking around for decades.

This briefing is the first analysis of all the data in the final bid documents for the whole Development Pool.

1. The schemes proposed in the Development Pool are overwhelmingly road based

Overall:

- 20 roads, 10 bus, 3 train, 3 tram, 4 mixed, 1 mixed – sustainable, 5 maintenance to roads and bridges.
- Road schemes costing £898m in total are being proposed – nearly half the total.
- 44% of schemes in the Development Pool are roads.

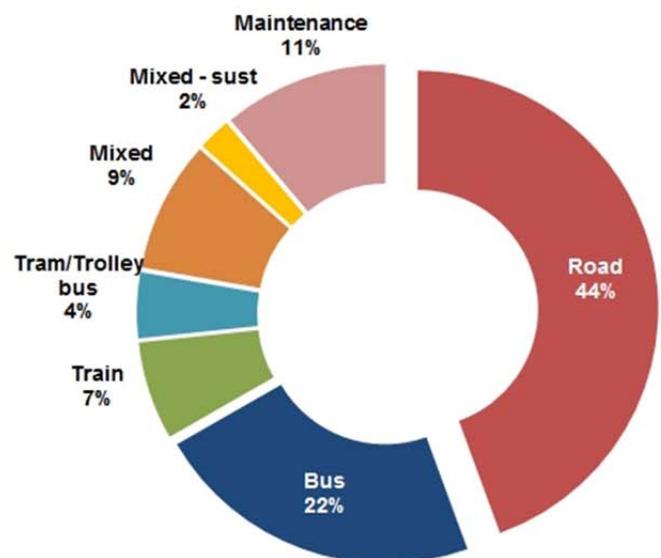
The Development Pool includes projects proposed by local councils and by Passenger Transport Executives (PTEs).

Only looking at schemes proposed by council, excluding those proposed by PTEs:

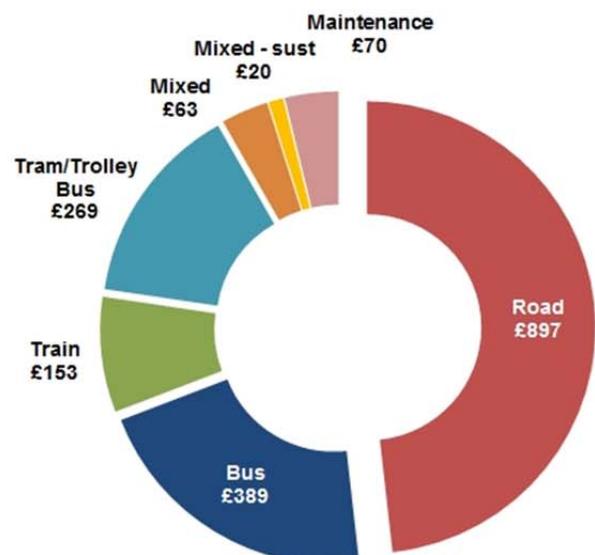
- Roads are more than half the schemes proposed by councils – 51% of remaining schemes.
- No tram or trolley bus schemes are being proposed by councils.
- Councils are proposing 2 train schemes and 7 bus schemes.

The PTE schemes are 2 bus projects, 1 trolley bus and 2 rail.

Types of schemes proposed (percent)



Types of schemes proposed (by cost, £m)



2. Local authorities are committing a huge amount of money to the Development Pool

Total council money committed in Best and Final Bids: **£625m – up from £413m in January 2011**

Total confirmed Third Party funding to Local Authorities: **£149m**

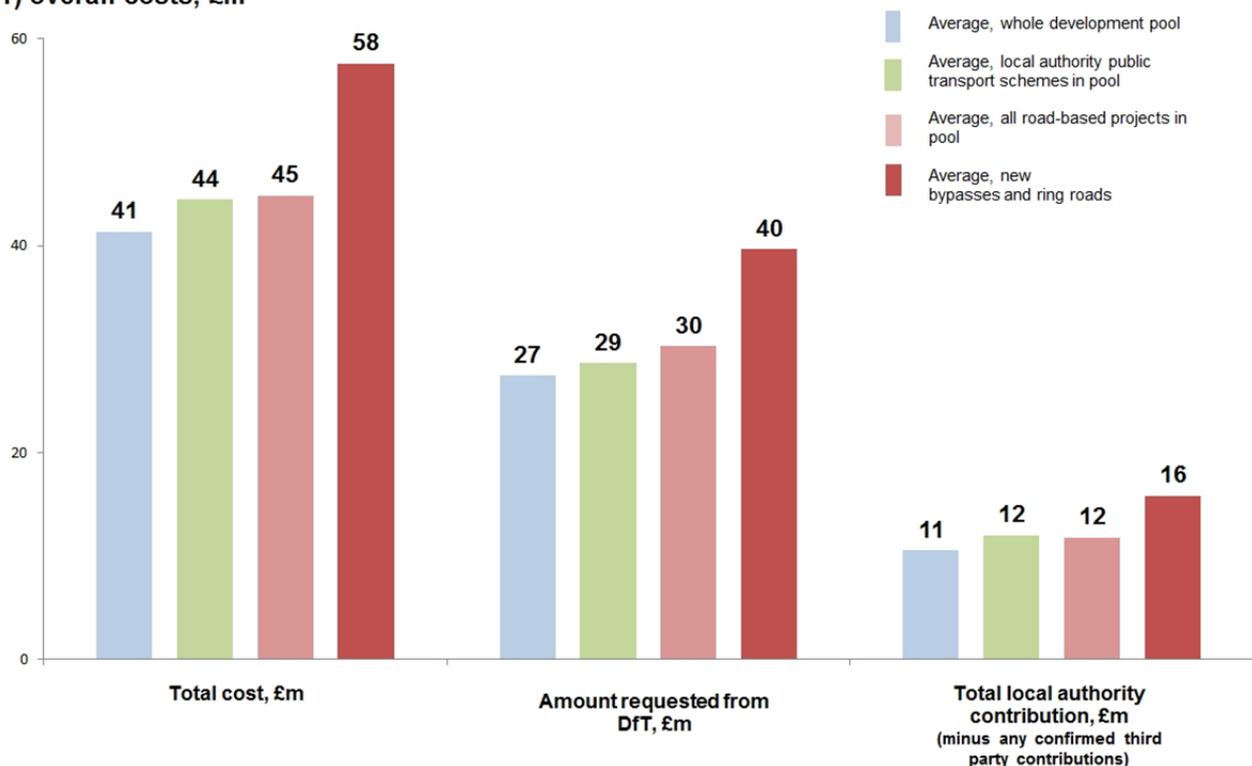
Shortfall being underwritten by LAs: **£475m**

3. Bypasses and ring roads stand out as some of the most expensive projects, and have also attracted a higher increase in local authority spending on them since January

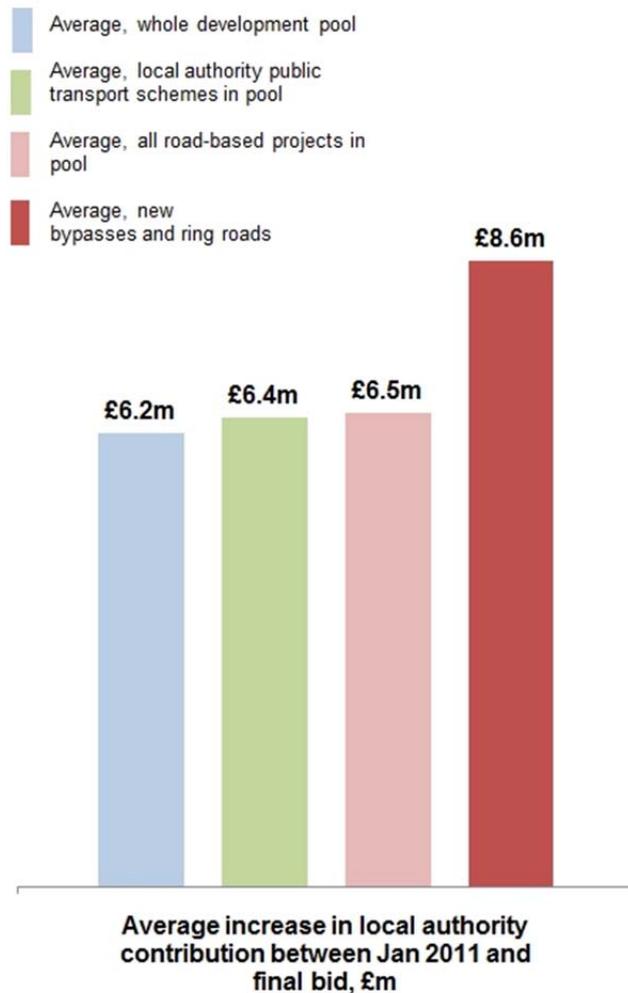
Figures for these charts are drawn from the data table at the end of this document.

Bypass and ring-road schemes stand out from the pool, and from other road projects

1) overall costs, £m



2) Recent increases in LA contributions



4. The five bypass or ring-road schemes with the highest council contributions are also the most opposed by environmental campaigners

Bexhill-Hastings Link Road

Total cost: **£85.9m**

Length: **5.6km**

Cost per metre: **£15,339**

Amount committed by East Sussex County Council: **£29m**

Increase in LA contribution since before Jan 2011: £19.7m

Opposed by [Hastings Alliance](#)

Norwich Northern Distributor Route

Total cost: **£112.5m**

Length: **14km**

Cost per metre: **£8,036**

Amount committed by Norfolk County Council: **£26m**

Increase in LA contribution since before Jan 2011: £7.3m

Opposed by [Norwich and Norfolk Transport Action Group](#), [Norwich Green Party](#) and others

Kingskerswell Bypass

Total cost: **£107.7**

Length: **5.5km**

Cost per metre: **£19,582**

Amount committed by Devon County Council and Torbay UA: **£31.3**

Increase in LA contribution since before Jan 2011: £22m

Opposed by [Kingskerswell Alliance](#)

South Bristol Link Road

Total cost: **£43.1**

Length: **5km**

Cost per metre: **£8,620**

Amount committed by North Somerset Council and Bristol City Council: **£15.5**

Increase in LA contribution since before Jan 2011: £6.4m

Opposed by [Transport for Greater Bristol Alliance](#)

Lincoln Eastern Bypass

Total cost: **£95.9**

Length: **7.5km**

Cost per metre: **£12,787**

Amount committed by Lincolnshire County Council: **£45.9m**

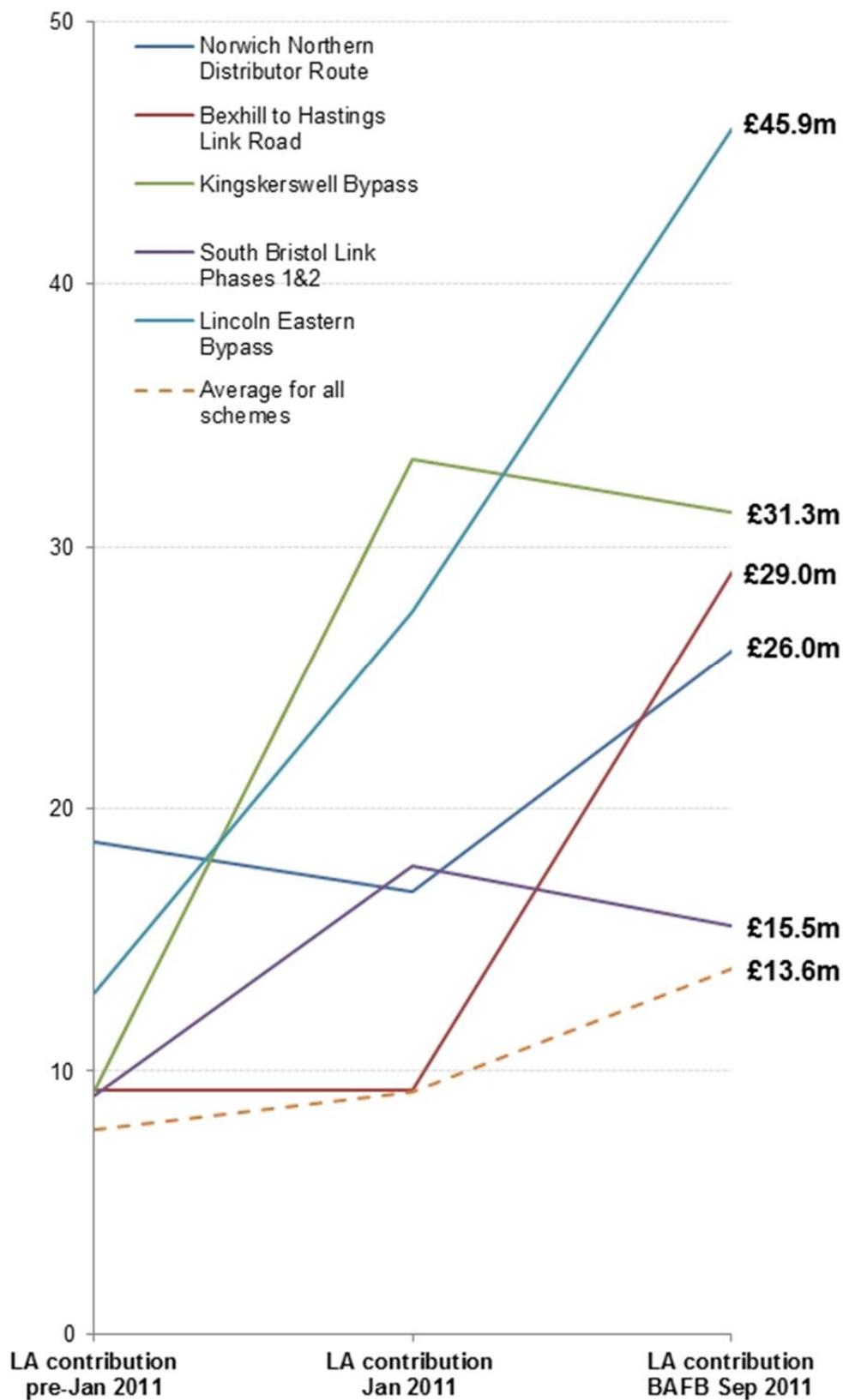
Increase in LA contribution since before Jan 2011: £32.9m

Opposed by [Campaign for Better Transport](#)

On average, these five schemes:

- **Cost £89m** (compared with £41m for the pool as a whole, and £45m on average for the road schemes in the pool)
- **Are asking for £59m from the DfT** (compared with £27m for the pool as a whole and £30m for the average road scheme)
- **Are risking £27m in local authority money not covered by third party contributions** (compared with just £11m across the pool and £12m for the average road scheme)
- **Have increased their local contribution by £18m since January 2011** (compared with £6m across the pool and £7m for the average road scheme)

Local contributions rising for individual road schemes



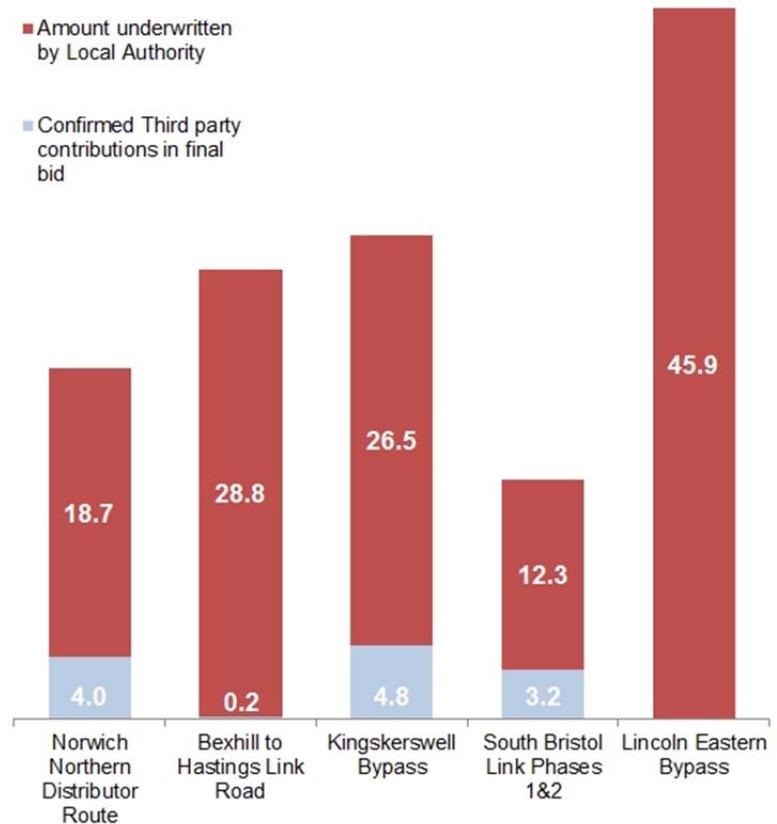
5. The local authorities promoting the five roads are taking huge risks with public money: plans for how they will pay back their borrowing are speculative

Local authorities sponsoring each of the five highlighted schemes are underwriting tens of millions of pounds of public spending on their roads, with no guarantee it will be recouped through 'Third Party' contributions, such as developer payments.

They are pinning their hopes on a range of different funding streams, most of which are highly speculative:

- Lincolnshire County Council is underwriting the highest amount of contributions and putting the most faith in its ability to attract private investment in the future. It has committed nearly £50m in local contributions to the **Lincoln Eastern Bypass**. The council says it is aiming to recover £34m through "CIL [Community Infrastructure Levy] or other funding streams" but, as yet, have no commitments for third party funding at all.
- East Sussex Council shows just £200,000 in confirmed third party contributions in its proposals for the **Bexhill-Hastings Link Road**. However, it claims that the council has landowners and a local regeneration partner 'Seaspace' ready and waiting to start getting proposals together for a business park in the north-east Bexhill area. In the absence of confirmed third party contributions, the council's most recent idea was to propose a windfarm development to help with the finances. However, this did not take off and was dropped from the final proposals.

Local Authorities are taking the risk of underwriting almost all local contributions



- The **South Bristol Ring Road** project has secured £3.2m in third party funding (out of a total LA contribution of £15.5m). North Somerset Council has a Section 106 agreement for this contribution from the expansion of Bristol Airport. However, even these payments depend on the expansion proceeding as planned.
- The £4.0m third party contribution cited for Norfolk is government-backed 'Growth Point' funding via the Greater Norwich Development Partnership (Local Enterprise Partnership).
- The council is hoping to gain contributions from private developers putting up houses in the North East of Norwich to support the **Norwich Northern Distributor Route**. However, two developers in this area have already said that their housing plans can proceed without the distributor road.

- Campaigners have also questioned the viability of the private developer associated with the business park near the Postwick Hub at the eastern end of the Norwich scheme. A registered company is named in the plans, but it has never posted any revenues at Companies House. Legal questions have also been raised about the Council paying all the costs of a joint planning application for the Postwick Hub site.

See this news report on concerns about these payments:

http://www.eveningnews24.co.uk/news/concerns_raised_over_new_business_hub_developers_1_960997

- Devon and Torbay councils are the most honest about their chances of recouping their increased contributions to the **Kingskerswell Bypass**. Documents presented to Torbay Council in July 2011 admit that paying back its half of the £22 million increase in the local contribution will ***“inhibit the Council in its ambitions to provide other infrastructure and in its delivery of services.”***
- The same Torbay Council document estimates that New Homes Bonus (NHB) payments might eventually provide most of the additional money for their loan repayments. However, the council's estimates depend on Torbay receiving far more than its expected share of national NHB spending.

They estimate receiving a total of £11m in NHB payments, with around £6 million during years 2, 3 and 4 of the programme. This would be 0.76% of the total government pot for this period – far outstripping Torbay's 'share' as a proportion of England's population (which would predict just 0.26% of the pot) and a lot more than expected based on Torbay's performance in the first year of NHB payments. In the first year of the scheme (2011), Torbay received only £305,115 in NHB allocations - just 0.16% of the total national allocation of £196 million.

Our blog on the Torbay vote: <http://bettertransport.org.uk/blogs/roads/070711-torbay>

6. Local authorities will have to meet the full cost of any overruns, which are likely to be substantial

It is important to note that the DfT contributions to approved schemes from the Development Pool will be final and capped – local authorities will have to meet the full cost of any overruns on their roads.

In their Best and Final Bid forms (<http://www.dft.gov.uk/publications/local-major-transport-schemes>) each local authority has been required to sign the following statement:

“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 [insert authority name] has the intention and the means to deliver this scheme on the basis of its proposed funding contribution at section 4.3 (a) above, as well as meeting any ongoing revenue requirements on the understanding that no further increase in DfT funding will be considered beyond the maximum contribution requested at 4.3 (c) (including if third party contributions should no longer be available).”

Historically, road schemes have been notorious for going over budget. In a 2007 report for the Department for Transport, the National Audit Office found that, even for roads at a late state of development where the route had been identified and detailed plans made (comparable to the situation for the Development Pool projects), the difference between the planned and final cost was **7%**.

NAO report: <http://www.nao.org.uk/idoc.ashx?docId=11875A43-E927-4BD3-A4A5-5423394EA529&version=-1>

This estimate for likely cost overruns on road schemes is also supported by recent experience. Campaign for Better Transport has collected figures on the cost of 19 recently completed bypasses (including those set to open by the end of 2011). Rising costs over the life of these projects is shown in the chart below.

The cost increases we found for these schemes were:

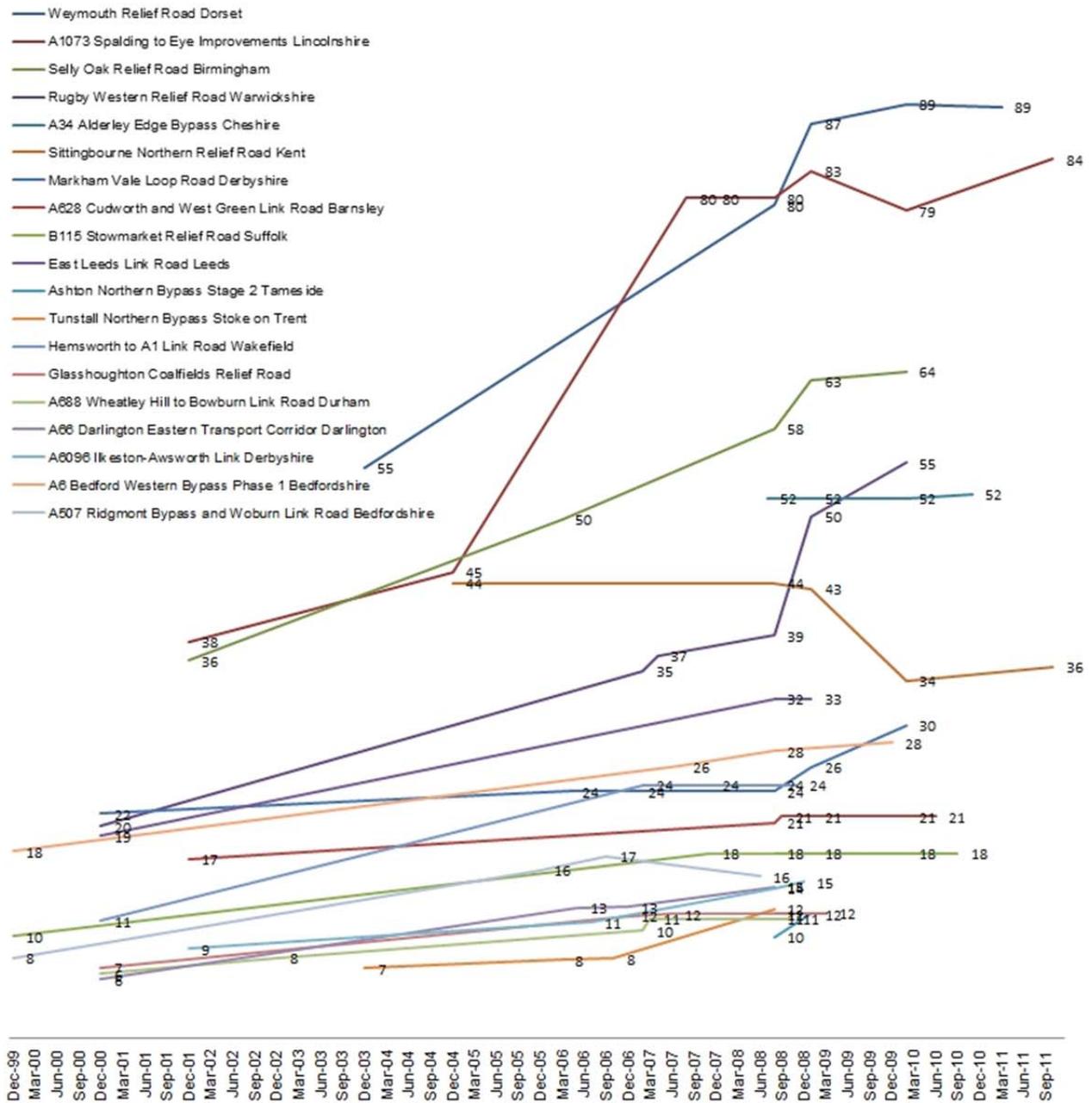
Mean increase from programme entry (initial business plan) to completion	75%
Mean increase from full approval (detailed final plans – comparable to the most advanced schemes in the Development Pool) to completion	13% (median 5%)
Average starting cost	£20.2m (range 5.7 to 54.6)
Average final cost	£32.9m (range 11.4 to 89.0)

With local authorities liable for 100% of the cost of any overruns in the total budgets of their schemes, overruns of a similar size for any of the Development Pool schemes would disproportionately increase the costs falling to the local authorities.

For example, the local authorities backing the Kingskerswell Bypass are currently putting £31.3m towards a total scheme budget of £107.7m. A 7% overrun on this would mean putting an extra £7.5m into the scheme, making the total local authority contribution £38.8m – an increase of 24% on the current amount.

The effect of a 7% increase in total scheme costs for each of the five highest contributors that we have highlighted is shown in the second chart below. For each project, the effect would be substantial and represents a further risk to local authority budgets.

Recently completed Local Authority bypasses cost increases from first approval, £m



[Sources for chart figures: Highways Agency, Parliamentary answers, National Audit Office]

Local contributions with overrun costs



7. Local authorities are committing these huge sums to roads at the same time as cutting jobs and spending on essential services

Most local authorities underwriting large amounts for road schemes plan to raise this through borrowing, and speculate that they will recoup the costs through funding streams such as New Homes Bonus payments or the Community Infrastructure Levy in the future.

The ability to borrow money against expected revenue of this kind is available to councils regardless of whether the money is set aside for expensive road projects. When the economic and congestion benefits of road-building is very doubtful, why are the councils borrowing for their bypasses and, at the same time, ruling out borrowing to prevent job losses and cuts to essential services?

This is particularly short-sighted when many of them are cutting public transport services that help keep additional traffic off the roads in the first place.

Job and budget cuts in the authorities associated with the five schemes:

Bexhill-Hastings Link Road (East Sussex)

Amount underwritten/committed by East Sussex County Council: **£29m**

Budget cut in 2011/12: **£37m**

Job losses within the council: **200**

Local transport cuts: East Sussex reviewed all bus services in early 2011 to reduce funding by £250,000. Several routes and services cut, including some routes to schools.

More about cuts in East Sussex:

<http://www.eastsussex.gov.uk/yourcouncil/finance/budget/news.htm>

<http://www.bettertransport.org.uk/campaigns/save-our-buses/list#2849>

<http://www.bbc.co.uk/news/uk-england-sussex-14198724>

<http://www.eastsussex.gov.uk/yourcouncil/consultation/2011/busreview/default.htm>

Norwich Northern Distributor Route (Norfolk)

Amount underwritten/committed by Norfolk County Council: **£26m**

Budget cut in 2011/12: **£60m**

Job losses within the council: **750**

Local transport cuts: Norfolk County Council are making a wide range of cuts to bus services, including a £1.4 million reduction in Park and Ride funding this year and £1 million from subsidised (mainly rural) bus services in 2012-13. Other transport cuts include the abolition of Norwich bus station's travel information desk and delays to many local road safety schemes.

More about cuts in Norfolk:

http://www.edp24.co.uk/news/politics/updated_norfolk_county_council_sets_out_60m_of_cuts_1_801068

<http://www.bettertransport.org.uk/campaigns/save-our-buses/list#2841>

http://www.eveningnews24.co.uk/news/further_1m_bus_cuts_loom_for_norfolk_1_958708

Kingskerswell Bypass (Devon and Torbay)

Amount underwritten/committed by Devon County Council and Torbay UA: **£31.3m**

Budget cuts in 2011/12: **£63m**

Job losses within the councils: **1740**

Local transport cuts: Devon County Council has cut its public transport support budget by £1.35million out of a total of £7.75million. 70 rural routes are facing the axe under these plans.

More about cuts in Devon and Torbay:

<http://www.thisisdevon.co.uk/Budget-protesters-incensed-8216-raised-glass-8217-gesture/story-11673515-detail/story.html>

<http://www.bettertransport.org.uk/campaigns/save-our-buses/list#2869>

<http://www.thisissouthdevon.co.uk/Bus-service-cuts-matter-county-government/story-12855511-detail/story.html>

South Bristol Link Road (Bristol and North Somerset)

Amount underwritten/committed by North Somerset Council and Bristol City Council: **£15.5m**

Budget cut in 2011/12: **£47m**

Job losses within the councils: **870**

Local transport cuts: Bristol City Council has cut its transport budget by £2.2m, including cuts to buses and ferry services. Park and Ride service frequencies will be reduced and night buses are also in jeopardy. North Somerset Council is making £440,000 cuts to its bus subsidies.

More about cuts in Bristol:

<http://www.bbc.co.uk/news/uk-england-bristol-12549410>

<http://www.bettertransport.org.uk/campaigns/save-our-buses/list#2867>

<http://www.bbc.co.uk/news/uk-england-bristol-13719922>

More about cuts in North Somerset:

<http://www.bbc.co.uk/news/uk-england-bristol-12550677>

<http://www.bettertransport.org.uk/campaigns/save-our-buses/list#2872>

http://www.northsomersettimes.co.uk/news/major_cuts_planned_for_bus_services_1_981900

Lincoln Eastern Bypass (Lincolnshire)

Amount underwritten/committed by Lincolnshire County Council: **£45.9m**

Budget cut in 2011/12: **£15m**

Job losses within the council: **2000**

Local transport cuts: The Council has cut £1 million from its bus budgets, which will see over 45 bus services cuts and school transport charges almost double. The annual pupil contribution will rise to almost £300.

More about cuts in Lincolnshire:

<http://www.bbc.co.uk/news/uk-england-humber-12564336>

<http://www.bettertransport.org.uk/campaigns/save-our-buses/list#2822>

Job figures from GMB/linked press reports. GMB reference:

<http://www.gmb.org.uk/pdf/JOBS%20UNDER%20THREAT.pdf>

8. Certain characteristics of bypass and ring-road projects have led local authorities to take more risks with funding

All five of the road schemes we are highlighting are examples of traditional, large ring road or bypass projects, building whole new roads through undisturbed land.

These new road schemes:

- Have been developed by local authorities largely on their own without much scrutiny or consultation
- Are often very old schemes which counties have been pushing for years (sometimes decades) at all costs
- Have been put forward without any real consideration of alternatives

These kinds of projects are by their nature expensive, and have a 'bottom line' specification (building a road from A to B) that means cutting scheme costs is difficult.

The councils promoting these roads had little ability to reduce the scope of their projects when they were thrown into the competitive Development Pool last February and were asked to reduce the amount of money they are requesting from the DfT. So, the way they have made reductions in DfT contributions is generally to increase their own contributions by a higher amount than other schemes in the pool.

In contrast, integrated public and sustainable transport programmes – involving, for example, improved bus infrastructure and information – are packages that can be reduced in scope piecemeal, meaning that DfT requests can be reduced without pushing up LA contributions to excessive levels (see the example of Worcester Transport Strategy in the full data table below).

In addition, these schemes can often recoup significant amounts of spending through fares and other revenue streams, rather than taking a chance on risky deals with developers.

The figures and analysis from the Development Pool shown in this report confirm that these conclusions are likely to be correct; local authorities that are backing bypasses and ring roads in the pool are spending more money now, and are risking more in the future on their pet projects.

9. Councils and Passenger Transport Executives (PTEs) that are promoting buses, trams and trains can have confidence in paying back any money borrowed

New public transport routes, especially those run by PTEs, can be confident in recouping a proportion of the money via fares and operator fees so they can borrow against this income with more confidence.

In addition, PTEs:

- Have a track record of delivering public transport schemes
- Have strong professional skills and expertise built up over time
- Have an income stream from fares revenue so are less reliant on risky deals based on out of town developments
- Have developed their proposals through a process of scrutiny from their constituent local authorities

Development Pool of Local Major Transport schemes - full data (interactive version available)

	£m	Modes selected	Road	Bus	Train	Tram/ Trolley Bus	Mixed	Mixed - sust	Maintenance	Total
DfT total spend (£630m available):	£1,235		20	10	3	2	4	1	5	45
Local Authority total funding commitment:	£625	Regions selected	SW	WM	NW	NE	YH	E	EM	SE
Third Party funding committed to LAs:	£149		8	6	3	2	13	4	6	3

Scheme name	Type of scheme	Primarily a new road?	Bypass or ring road	Region	Include in totals above? <small>(use check boxes to switch between TRUE and FALSE. NB reordering data will break the links between the schemes and these controls - make a copy of this sheet first)</small>	Length (if scheme is a new road), m	Cost per metre (if a new road), £	BAFB total cost, £m	BAFB DfT request, £m	BAFB LA funding, £m (includes Third Party contribs)	BAFB Confirmed Third Party contributions, £m	Increase in LA funding contribution since pre-Jan 2011 estimate	LA funding minus confirmed Third Party contribs, £m	Evaluation costs (also borne by LA), £m ***	BAFB benefit: cost ratio (BCR)	Local Authority sponsors	Total Council budget cuts 2011-12 from press reports, £m	Council job losses (figs from GMB Apr 2011 or press)*	Brief description	References for cuts	Best and Final Bid documents link
Access York Park and Ride	Bus			Yorkshire and the Humber	TRUE			21.9	15.3	6.6	1.1	2.2	5.5	0.005	5.17	York	21	650	Increases the number of Park & Ride sites from 5 to 7 and parking spaces from 3,750 to 5,350 with expansion of existing sites. Also capacity enhancements to the A59/A1237 roundabout and bus priorities along the corridors.	http://www.yorkpress.co.uk/news/8875348/Lib_Dem_Tory_alliance_seals_York_council_budget/	http://www.york.gov.uk/transport/Parking/Park_and_Ride/new/
Bath Transportation Package	Bus			South West	TRUE			31.9	11.7	20.2	2.4	12.9	17.8	0.06	2.51	Bath & North East Somerset	16	300	Expansion of Park and Ride, new BRT including dedicated route, expansion of pedestrianised areas, improved bus services, active traffic management for cars.	http://www.bbc.co.uk/news/uk-england-bristol-12462897	http://www.travelplus.org.uk/best-and-final-bids
Bus Rapid Transit North Fringe to Hengrove	Bus			South West	TRUE			97	51.1	45.9	14	22.6	31.9	0.15	3.6	South Gloucestershire*	9	300	Bus rapid transit service linking the north fringe of Bristol with the south of the city. Would include ticket machines at stops, electronic information displays, and high quality stops with CCTV and lighting. Includes a new (approx 3km) stretch of road between UEW and Bradley Stoke.	http://www.bbc.co.uk/news/uk-england-bristol-12564079	http://www.travelplus.org.uk/best-and-final-bids
Elmbridge Transport	Bus			South West	TRUE			16.5	14.1	2.4	1.4	-0.1	1	0.05	1.85	Gloucestershire	108	1000	New park and ride scheme and BRT between Cheltenham and Gloucester. Plus remodelling of existing A40 bypass junctions.	http://www.thisisgloucestershire.co.uk/Council-chiefs-approve-massive-budget-cuts/story-11921332	http://www.gloucestershire.gov.uk/index.cfm?articleid=14944
Pennine Reach (East Lancs Rapid Transit)	Bus			North West	TRUE			39.8	31.9	7.9	5.6	2.9	2.3	0.39	4.1	Blackburn with Darwen	25	1700	New rapid bus services between between Accrington, Blackburn and Darwen, including buses, dedicated bus priority, improved cycling infrastructure, new bus station, innovative ticketing solutions, real time bus information and linkage with the strategic East – West / North – South rail network.	http://www.bbc.co.uk/news/uk-england-lancashire-12673169	http://www.blackburn.gov.uk/server.php?show=ConWebDoc.56549
South Essex Rapid Transit	Bus			Eastern	TRUE			32.2	27	5.3	1	-0.7	4.3	0.16	5.5	Essex*	98	450	New bus rapid transit service with level boarding, GIS and CCTV and some dedicated lanes. Vehicles will be able to trigger green lights as they approach junctions, services will be frequent , with high quality stops and real time information displays, as well as a dedicated control centre.	http://www.bbc.co.uk/news/uk-england-essex-12542988	http://www.sert.org.uk/bid_docs.asp
A45 South Bridge Replacement Scheme	Maintenance			West Midlands	TRUE			12.1	8.5	3.6	1.6	1.9	2	0	30.6	Solihull	15	0	Replacement of a road bridge over the West Coast Mainline railway on the A45 in Solihull.	http://www.bbc.co.uk/news/uk-england-birmingham-12618727	http://www.solihull.gov.uk/transport/A45SouthBridge/default.htm
Leeds Inner Ring Road Maintenance	Maintenance			Yorkshire and the Humber	TRUE			25	18.5	6.5	0	3	6.5	0	114.2	Leeds	90	3000	Maintenance to three large highway structures on the A58M Leeds Inner Ring Road – Woodhouse Tunnel, New York Road Viaduct and Lovell Park Road bridge.	http://www.guardian.co.uk/leeds/2011/feb/24/leeds-council-budget-cuts-and-the-debate	http://www.leeds.gov.uk/Transport_and_streets/Roads_highways_and_pavements/Roads_bridges/inner_ring_road_essential_maintenance_scheme.aspx
London Road Bridge	Maintenance			East Midlands	TRUE			6.9	4.4	2.5	0.5	1.3	2	0.025	20.3	Derby	25	750	Replacement of the London Road rail bridge in Derby.	http://www.bbc.co.uk/news/uk-england-derbyshire-12632334	http://www.derby.gov.uk/TransportStreets/LondonRoadBridgeReplacement.htm
Hucknall Town Centre Improvement Scheme	Mixed			East Midlands	TRUE			12.4	8.5	3.9	1.4	0.9	2.5	0.035	3.57	Nottinghamshire	87	2500	Town centre remodelling, including pedestrianised high street, new road parallel with high street, bus-only link road between the old and new roads and a new signalised junction	http://www.thisisnottingham.co.uk/County-Council-s-ruthless-cuts-total-163-150m-years/story-12223124	http://www.nottinghamshire.gov.uk/home/traffic_and_travel/strategy_policy/transportimprovements/hucknallimprovements.htm
Loughborough Town Centre Transport Scheme*	Mixed			East Midlands	TRUE			18.9	14.8	4.1	0.69	2.1	3.41		3.4	Leicestershire	32	1000	Inner Relief Road completion, junction changes, new pedestrian street in town centre and new bus facilities.	http://www.leics.gov.uk/number_1_2011-12_budget_summary_-_as_approved_by_cc.pdf	http://www.leics.gov.uk/index/highways/road_pathway_maintenance/road_schemes/major_transport_projects/loughborough_town_centre_transport_proposals.htm
Nottingham Ring Road	Mixed			East Midlands	TRUE			16.2	12.8	3.4	0.175	-2.2	3.225		6.1	Nottingham	34	800	Changes to Nottingham Ring Road (A6514) between the Queen's Medical Centre (A52T) and Mansfield Road (A60). Junction improvements, new high quality stops to help interchange with radial buses, new cycle and pedestrian facilities, upgraded speed cameras.	http://www.nottinghamcity.gov.uk/index.aspx?articleid=13814	http://www.nottinghamcity.gov.uk/index.aspx?articleid=2789
Weston Super Mare package - phase 1	Mixed			South West	TRUE			15	10.4	4.6	1.4	1.9	3.2	0.019	6.16	North Somerset	19	130	Motorway junction changes, bus station improvements for new services, road widening within the town.	http://www.bbc.co.uk/news/uk-england-bristol-12550677	http://www.travelplus.org.uk/best-and-final-bids

Worcester Transport Strategy	Mixed - sustainable		West Midlands	TRUE		19.6	14.7	4.91	0.79	-0.19	4.12	0.08	6.34	Worcestershire +	40	1500	A sustainable transport strategy for the city centre, including station upgrades, station park and ride, and improvements to 2 radial road routes, including walking improvements, cycle priority measures and bus rapid transit. Quality bus measures include bus priority, passenger facilities and information enhancements, and a Real Time Information System for local bus users. Also includes Variable Message Signing (VMS) on the local road network to reduce congestion.	http://www.bbc.co.uk/news/uk-england-hereford-worcester-12503138	http://www.worcestershire.gov.uk/cms/transport-and-highways/transport-schemes/worcester-transport-strategy.aspx		
A18-A180 Link	Road	Yes	Bypass	Yorkshire and the Humber	TRUE	1000	£6,300	6.3	4.9	1.3	0	0.5	1.3	0.035	6.42	North East Lincolnshire	9	200	1km single-carriageway road between port of Immingham and an existing road (B1210/A1173) that connects with the A18 at Riby Cross Roads. Known locally as the 'Immingham bypass'.	http://www.thisisgrimsby.co.uk/SAVINGS-START-TODAY/story-11539537-detail/story.html	http://www.nelincs.gov.uk/transport-streets-and-travel/transport-policy/a18-a180-link-road/a18-a180-best-amp-final-funding-bid-september-2011/
A43 Corby Link Road	Road	Yes	Bypass	East Midlands	TRUE	6500	£5,508	35.8	21.2	14.7	8.7	0	6	0.02	5.7	Northamptonshire hire	69	600	A 1.1km long two-lane dual carriageway with a 50 mph speed limit, with segregated footway and cycleway along both sides. Would pass beneath the existing Crewe to Stoke railway via a new under-rail bridge.	http://www.bbc.co.uk/news/uk-england-northamptonshire-12570544	http://www.northamptonshire.gov.uk/en/councilservices/Transport/TP/Pages/A43CorbyLinkRoad.aspx
A452 Chester Road	Road			West Midlands	TRUE			10.5	7.3	2.2	0.2	0.9	2	0.025	3	Birmingham City	212	5000	Works to a 2km stretch of A452 immediately north of M6 Junction 5, including roundabout and junction changes, widening of slip-roads and approaches, and widening of existing dual	http://www.bbc.co.uk/news/uk-england-birmingham-12616144	http://www.birmingham.gov.uk/cs/Satellite?c=Page&childpagename=SystemAdmin%2FCFPageLayout&cid=12230926234008&packedargs=websjete%3D4&pagename=BC%2FCommon%25Wap
A6182 White Rose Way Improvement Scheme	Road			Yorkshire and the Humber	TRUE			17	9.7	7.3	5.6	2.8	1.7	0.075	7.1	Doncaster	30	950	Dualling of 1.9km section of A6182 between A18 and M18 south of Doncaster, and junction changes from roundabouts to signals with crossings, new cycle and pedestrian ways, new	http://www.doncaster.gov.uk/db/chamber/default.asp?Nav=Report&ReportID=13073	http://www.doncaster.gov.uk/transport_and_streets/schemes_and_projects/WRW_Best_and_Final_Bid_Submission.asp
A684 Bedale-Aiskew-Leeming Bar Bypass	Road	Yes	Bypass	Yorkshire and the Humber	TRUE	4800	£10,417	50	43.7	6.3	0	6.3	6.3	0.2	3.85	North Yorkshire	29	500	A 4.8km single carriageway (7.3m) link from the A684 north of Bedale to the A684 east of Leeming Bar.	http://www.northyorks.gov.uk/CHTHandler.aspx?id=7546&p=0	http://www.northyorks.gov.uk/index.aspx?articleid=17531
Beverley Integrated Transport Plan	Road	Yes	Bypass	Yorkshire and the Humber	TRUE	3000	£9,100	27.3	20.7	6.6	0	2.1	6.6	0.08	2.2	East Riding of Yorkshire +	10	145	Road changes including new 3km 'Southern Relief Road'. Park and Ride bus services in original plans have been delayed until a later scheme and dropped from this project.	http://www.eastriding.gov.uk/welcome/news/council-budget-2011-12/	http://www.eastriding.gov.uk/environment-and-planning/planning/forward-planning/transport-policy/dft-best-and-final-bid/
Bexhill to Hastings Link Road	Road	Yes	Bypass	South East	TRUE	5600	£15,339	85.9	56.9	29	0.2	19.7	28.8	0.033	3.46	East Sussex	37	200	A new 5.6km long single carriageway road between the A259 in Bexhill and the B2092 Queensway in Hastings.	http://www.eastsussex.gov.uk/yourcouncil/finance/budget/news.htm	http://www.eastsussex.gov.uk/roadsandtransport/bexhillhastingslinkroad/default.htm
Camborne-Pool-Redruth Transport Package	Road			South West	TRUE			26.8	16.1	10.7	7	2.3	3.7	0.075	2.8	Cornwall	75	2000	A new route from Camborne to Redruth through Pool, largely through brownfield/ex-industrial sites. Includes widening of existing roads, new roads, and some cycling/walking provision along the new route.	http://www.cornwall.gov.uk/default.aspx?page=efault.aspx?page=27563	http://www.cornwall.gov.uk/default.aspx?page=29076
Crewe Green Link Southern Section	Road	Yes	Ring Road	North West	TRUE	1100	£24,091	26.5	15.7	10.8	4.1	2.85	6.7	0.015	11.7	Cheshire East	5	550	A 1.1km long two-lane dual carriageway with a 50 mph speed limit, with segregated footway and cycleway along both sides. Would pass beneath the existing Crewe to Stoke railway via a new under-rail bridge.	http://www.thisisstaffordshire.co.uk/550-JOB-LOSSES-TAX-RISE/story-12538430-detail/story.html	http://www.cheshireeast.gov.uk/business/economic_development_services/crewe_vision/all_change_for_crewe/eglr_consultation/crewe_best_and_final_bid_1.aspx
Darlaston Strategic Development Area Access Scheme	Road			West Midlands	TRUE			26.6	14.3	12.3	6.7	9.3	5.6	0.065	3.75	Walsall	24	438	Junction and bridge improvements to improve access to existing employment sites and development area. Largely rebuilding and increasing clearance heights of bridges; some widening.	http://www.bbc.co.uk/news/uk-england-black-country-12576304	http://cms.walsall.gov.uk/index/transport_and_streets/transorming_walsall_transportation_system/darlaston_and_pleck_highways_proposals.htm
Kingskerswell Bypass	Road	Yes	Bypass	South West	TRUE	5500	£19,582	107.7	76.4	31.3	4.8	22	26.5	0.025	11.6	Devon	54	1700	Also called the South Devon Link Road, this bypass, replacing parts of the A380 between Torbay and Newton Abbot, was first proposed in 1951. It is a new 5.5km dual carriageway through mainly greenfield sites around the village of Kingskerswell.	http://www.thisisdevon.co.uk/Budget-protesters-incensed-8216-raised-glass-8217-gesture/story-11673515-detail/story.html	http://southdevonlinkroad.co.uk/final-bid/
Lincoln Eastern Bypass	Road	Yes	Bypass	East Midlands	TRUE	7500	£12,787	95.9	50	45.9	0	32.9	45.9	0.2	10.5	Lincolnshire	15	1200	A new 7.5 km single carriageway road between the existing ring road at the junction of the A15 and A158 Wragby Road in the north of Lincoln to the A15 Sleaford Road in the south of the city. Includes 5 roundabout junctions and 9 over/underpass bridges (4 of these for pedestrians/cycles).	http://www.bbc.co.uk/news/uk-england-humber-12564336	http://www.lincolnshire.gov.uk/residents/transport-travel-and-roads/highway-improvement/projects-in-planning/lincoln-eastern-bypass/lincoln-eastern-bypass-best-and-final-bid/
Luton Town Centre Transport Scheme	Road	Yes		Eastern	TRUE			23.9	15.9	8.1	6.72	1.1	1.38	0.013	4.9	Luton	13	500	Completion of inner ring road, dualling of part of another road, some pedestrianisation and new cycleways, changes to junctions.	http://www.luton.gov.uk/media%20library/pdf/corporate%208%20customer%20services/ravenues/council%20tax/council%20final%20offer	http://www.luton.gov.uk/internet/Transport_and_streets/Current%20Schemes/Luton%20Town%20Centre%20Transport%20Scheme/Best%20evenues%20final%20offer
Morpeth Northern Bypass	Road	Yes	Bypass	North East	TRUE	3800	£8,421	32	22.4	9.6	0	5.9	9.6	0.134	2.8	Northumberland	47	1000	A new 3.8km single carriageway road to the north of Morpeth stretching from the A1 trunk road in the west to the A197. Accompanying footpath and cycleway along its length.	http://www.northumberlandgazette.co.uk/news/local-news/council_approves_46m_budget_cuts_1_3110824	http://www.northumberland.gov.uk/default.aspx?page=4562

Norwich Northern Distributor Route	Road	Yes	Ring Road	Eastern	TRUE	14000	£8,036	112.5	86.5	26	4	7.3	22	0	7.42	Norfolk	60	750	A47 northern ring road extension consisting of two projects: 1. A 14 km bypass road around the North East of Norwich, passing close to the airport. 2. A major junction remodelling at Postwick (the 'Postwick Hub'). Postwick is a village 3 miles East of Norwich and the work here is primarily intended to connect the proposed by pass to the existing A47. It is also presented as essential for the development of a business park nearby - the Broadland Gate Business Park.	http://www.eveningnews24.co.uk/news/norfolk_county_council_set_for_council_tax_freeze_1_1014821	http://www.norfolk.gov.uk/Travel_and_transport/Transport_future_for_Norfolk/Norwich_Area/Transport_Strategy/Northern_Distributor_Road/DFT_Development_Pool_Bid/index.htm
South Bristol Link Phases 1&2	Road	Yes	Bypass	South West	TRUE	5000	£8,620	43.1	27.6	15.5	3.2	6.4	12.3	1.5	9.65	Bristol +	28	740	A 5km new single carriageway road between the A370 Long Ashton bypass west of Bristol and Hengrove Park in South Bristol. Segregated rapid transit bus lanes in the original plans for the road have now been downgraded to bus lanes only on specific stretches. Pedestrian and cycleways along the length of the route.	http://www.bbc.co.uk/news/uk-england-bristol-12549410	http://www.travelplus.org.uk/best-and-final-bids
Sunderland Strategic Transport Corridor	Road	Yes		North East	TRUE	(new roads ? are a complex of links to a new bridge)		117.6	82.6	35.1	1.9	6	33.2	0.15	4.1	Sunderland	39	0	New dual-carriageway road and 'landmark bridge' between Sunderland's city centre and port and the regional trunk road network (A19 and A1), crossing the Wear river. Aimed at using riverside brownfield areas for regeneration and offices.	http://www.journallive.co.uk/north-east-news/todays-news/2011/03/02/council-cuts-set-to-be-unveiled-today-61634-28261074/	http://www.newsunderlandbridge.com/
Tipner Interchange^	Road			South East	TRUE			33.3	19.8	13.4	0.1	1.1	13.3	0.1	6.63	Portsmouth +	15	1170	A new motorway junction on the M275 on the western approach to Portsmouth, linking to a 22 hectare brownfield ex-industrial site at Tipner, which is being redeveloped as a mixed use housing, employment and leisure district.	http://www.bbc.co.uk/news/uk-england-hampshire-12392824	http://www.portsmouth.gov.uk/living/8781.html
Waverley Link Road	Road	Yes	Bypass	Yorkshire and the Humber	TRUE	1900	£4,526	8.6	7	1.6	0.9	-0.2	0.7	0.05	6.88	Rotherham	31	893	1.9km single carriageway road, with a shared footway/cycleway on each side, linking the B6066 Highfield Spring (northern end) to B6200 Retford Road (southern end).	http://moderngov.rotherham.gov.uk/mgConvert2PDF.aspx?D=40945	http://www.rotherham.gov.uk/downloads/download/846/waverley_link_road_best_and_final_bid_form
Coventry-Nuneaton Rail Upgrade	Train			West Midlands	TRUE			19.3	9.8	9.5	3.7	2.5	5.8	0.075	3.4	Coventry	39	1000	Upgrading of the existing railway line between Coventry and Nuneaton, including two rail new stations at Coventry Arena and Bermuda Business Park, improvements to the existing Coventry and Bedworth stations, increased speed limit to 60 mph, increased frequency of trains (doubling Mon-Sat), and special services for events at Coventry Arena.	http://www.bbc.co.uk/news/uk-england-coventry-warwickshire-12471946	http://www.coventry.gov.uk/downloads/10079/trains-information_and_advice
Croxley Rail Link	Train			Eastern	TRUE			116.8	76.2	40.56	6.86	13	33.7	0.145	2.6	Hertfordshire	57	1000	Diversion of the Watford branch of the Metropolitan Line to Watford Junction via Watford High Street. New stations at Ascot Road and Watford General Hospital. The existing Metropolitan Line link to the Watford terminus will be closed, with services diverted to Watford Junction.	http://www.watfordobserver.co.uk/news/8865835/Council_passes_titanic_budget/	http://www.croxleyrailink.com/about-the-scheme/benefits.aspx
Also sponsoring Coventry-Nuneaton rail upgrade													0			Warwickshire^	33	1855		http://www.bbc.co.uk/news/uk-england-coventry-warwickshire-12463483	
Also sponsoring South Essex Rapid Transit													0			Southend-on-Sea^	16	178		http://www.echo-news.co.uk/news/8889144_Southend_Council_approves_15_5million_cuts/	
Also sponsoring South Essex Rapid Transit													0			Thurrock^	20	292		http://www.essex-fire.gov.uk/Images/plcs/council_tax_explained_2011.pdf	
Also sponsoring the Kingskerswell Bypass													0			Torbay	9	40		http://www.thisisdevon.co.uk/40-council-jobs-threat-budget-cuts/story-11473306-detail/story.html	
TOTAL FOR LA FIGURES																		1584	36941		
AVERAGE (ALL) FOR LAs																		42	972		
AVERAGE (5 ROAD SCHEMES LAs)																		41	729		
AVERAGE (ALL ROAD SCHEMES LAs)																		42	976		
PTE projects:																					
Manchester Cross City Bus	Bus			North West	TRUE			54.5	32.5	22	0	7.8	22	0.3	3.9	Transport for Greater Manchester			Infrastructure for three new bus routes in the North and North West of Manchester, including bus lanes, bus-only sections of routes, changes to junctions, closure of side roads, carriageway widening, bus stops, and parking and other restrictions.	http://www.tfgm.com/tp3/development-schemes.cfm	
Rochdale Interchange	Bus			Yorkshire and the Humber	TRUE			11.5	7	4.5	3	3	1.5	0.05	3.4	Transport for Greater Manchester			Rebuilt and relocated new bus station with more facilities. Includes hydroelectric power plant.	http://www.tfgm.com/tp3/development-schemes.cfm	

South Yorkshire Bus Rapid Transit - Northern Route	Bus		Yorkshire and the Humber	TRUE		34.4	19.4	14.9	12.9	10.9	2	0.069	3.66	SYPTE		New highway under the M1 - the 'Tinsley Link' - with bus priority measures. New low-emission buses and BRT services between the centres of Rotherham and Sheffield. Purpose built stops and real time information.	http://sypte.co.uk/corporate.aspx?id=48
Leeds Rail Growth Package	Train		Yorkshire and the Humber	TRUE		17.1	10.3	6.9	5.5	3.4	1.4	0.08	3.3	Metro (WYPTE)		Construction of two new rail stations, with large park and ride facilities, at Kirkstall Forge and Apperley Bridge and extensions to five existing park and ride sites at stations across West Yorkshire.	http://www.wymetro.com/news/projects/projectdetails/RailGrowthBAFFB
Leeds New Generation Transport	Trolley Bus		Yorkshire and the Humber	TRUE		250.6	163.5	87.1	30	48.7	57.1	0.7	5.6	Metro (WYPTE)\$		New trolleybus rapid transport service. A 14.3km network serving North and South Leeds, 6.1km of which is new NGT-only route where the vehicles are 100% segregated. Also up to 3,000 Park and Ride spaces at Bodington and Stourton.	http://www.ngtmetro.com/documents
Supertram Additional Vehicles	Tram		Yorkshire and the Humber	TRUE		18.3	12.3	6	0	1	6	0.042	5.6	SYPTE		Four new trams for the Sheffield Supertram network. Will also enable increased service frequency and reduce overcrowding.	http://sypte.co.uk/corporate.aspx?id=48

Additional projects from some LAs:

Bus Rapid Transit Ashton Vale to Temple Meads	Bus		South West	TRUE		49.4	34.5	14.9	1.25	9.3	13.65	0.145	6.2	Bristol +	28	740	Bus rapid transit service linking Ashton Vale Park and Ride in the West of Bristol and Temple Meads station. Would include ticket machines at stops, electronic information displays, and high quality stops with CCTV and lighting. The BRT network will also include new footway / cycleways and crossing points.	http://www.travelplus.org.uk/best-and-final-bids
A4184 Evesham (Abbey) Bridge Maintenance	Maintenance		West Midlands	TRUE		12.6	8.6	4	0	0	4	0.01	19.5	Worcestershire +	40	1500	Demolition and replacement of a very weak bridge and viaduct over the River Avon and flood plain on the A4184 at Evesham.	http://www.worcestershire.gov.uk/cms/transport-and-highways/transport-schemes/evesham-abbey-bridge.aspx
Northern Road Bridge	Maintenance		South East	TRUE		13.6	11.1	2.4	0.11	2.4	2.29	0.029	62.4	Portsmouth +	15	1170	Replacement of a weak, crumbling 1927 concrete bridge that carries the A397 4-lane road over the main line railway at Cosham, north Portsmouth.	http://www.portsmouth.gov.uk/living/17447.html
A164 Humber Bridge to Beverley Improvements	Road		Yorkshire and the Humber	TRUE		10	7.7	2.3	0	0.9	2.3	0.08	8.1	East Riding of Yorkshire +	10	145	Changes to the A164 between the Humber Bridge and Beverley. Widening/realignment of a number of roundabouts, turning parts of some roads and approaches into dual carriageways. Changes to central road markings (reducing lane width) aimed at reducing speeds and improving safety. Some new sections of footpath and cycleway.	http://www.eastriding.gov.uk/environment-and-planning/planning/forward-planning/transport-policy/dft-best-and-final-bid-a164/

TOTAL FOR DEV POOL						1861	1235	625	149	281	475						
AVERAGE FOR DEV POOL						41	27	14	3	6.2	11						
AVERAGE (5 ROAD SCHEMES)						89	59	30	2	17.7	27						
AVERAGE (ALL NEW BYPASSES/RING ROADS)						53	36	17	2	8.8	14						
AVERAGE (ALL ROAD SCHEMES IN DEV POOL)						45	30	15	3	6.5	12						
AVERAGE (PUBLIC TRANSPORT SCHEMES FROM LOCAL AUTHORITIES, EXCL PTES)						44	29	16	4	6.4	12						

†Centro (West Mids PTE) also sponsoring
 ‡Coventry also sponsoring
 *Bristol also sponsoring

A + sign next to a council's name indicates that they are sponsoring more than one scheme in the Development Pool
 ^ Figures not in bold are from the earlier 'Expression of Interest' document, Jan 2011. BAFB documents currently only available in redacted form from the LA.
 *Apr Jobs figures from: <http://www.gmb.org.uk/pdf/JOBS%20UNDER%20THREAT.pdf> or from linked press reports
 Jobs in yellow = from linked news reports not GMB
 *** For South Bristol, evaluation costs line also includes their 2011 preparation costs - most LAs are not citing these in their BAFB documents
 \$ Local contribution shared between Metro and Leeds City Council