

Cabinet – 23 October 2013

M6 Junction 10 Major Transport Scheme – Development Funding

Portfolio: Councillor Adrian Andrew, Regeneration and Transport

Service: Regeneration – Strategic Transportation

Wards: All

Key decision: Yes

Forward plan: Yes

1. Summary

- 1.1. The Department for Transport (DfT) plans to devolve major transport scheme funding to Local Enterprise Partnerships (LEPs) starting in 2015. The Black Country LEP has begun to prioritise its major transport schemes for 2015-19, which includes the Walsall M6 Junction 10 highways improvement scheme at an estimated cost of circa £40 million.
- 1.2. Detailed development work, similar to that used to gain approval for the Darlaston Major Transport Project, now needs to take place so that a detailed business case application can be made for resources to implement the scheme in the 2015-19 funding period. The report sets out how officers propose to develop a successful scheme, jointly resourced by the Highways Agency, together with a request to commit capital development resources to the scheme during 2014/15 and 2015/16. If approved this will significantly improve the prospects of scheme delivery in conjunction with the Highways Agency after 2015.
- 1.3. The Highways Agency has acknowledged the importance of a major highways scheme at M6 J10 and its officers are preparing an internal application to access capital resources to part fund the improvement. Initial indications are that this contribution could potentially be in the order of £10 million, subject to the necessary approvals. It is expected that some of these resources will contribute towards the scheme development costs in the next two years.

2. Recommendations

- 2.1. That Cabinet notes the work to date between Walsall Council and the Highways Agency to develop a major transport improvement scheme at M6 Junction 10.
- 2.2. That Cabinet approves the allocation of £350,000 capital in 2014/15 and £300,000 capital in 2015/16 to develop the detailed design and a business case for the scheme, which will facilitate access to implementation resources from the Black Country LEP and the Highways Agency.

- 2.3. That Cabinet delegate authority to the Executive Director for Regeneration, in consultation with the Cabinet Member for Regeneration and Transport, to allocate the resources detailed in paragraph 2.2 to work streams and to manage the work programme accordingly.
- 2.4. That Cabinet notes that if the results of the business case indicate that the project is not viable or if external resources are not subsequently made available, then the project may not progress and the above costs would be abortive.

3. Report detail

Background

- 3.1. This report details an approach for developing the design and business case for a major highways improvement scheme at M6 Junction 10, one of Walsall Council's transport priorities.
- 3.2. The Borough's major transport scheme priorities for 2015-19 were agreed at Cabinet on 12th September 2012. They are very closely aligned to the West Midlands Local Transport Plan (LTP); the Black Country Core Strategy; the Walsall Transport Strategy; and the Black Country Local Enterprise Partnership (BCLEP) transport priorities. They are: -

Highway

- M6 Junction 10 (Walsall Council/Highways Agency promoted)
- A461 (Lichfield Road) Corridor Improvements (Walsall Council promoted)

Bus

- Walsall Town Centre Interchange (Walsall Council/Centro promoted)

Rail & Rapid Transit

- Walsall – Rugeley (Chase Line) Electrification (Centro/Walsall/Staffordshire promoted)
 - Aldridge Electrification and Rail Station (Centro/Walsall promoted)
 - Walsall – Stourbridge Rail Freight Route (Centro/Walsall/Sandwell/Dudley promoted)
- 3.3. These are the schemes that are capable of being implemented in the 2015 – 2019 period (subject to the availability of scheme development and implementation resources).
 - 3.4. Other schemes have been identified that, whilst important to the long-term economic success of Walsall and the Black Country, will not be capable of being implemented until the period 2020 – 2026. These include: -
 - Walsall – Lichfield Freight Railway (Centro/Walsall promoted)

- Walsall – Wolverhampton Passenger Rail, including a new station at Willenhall (Centro/Walsall promoted)
- 3.5. In addition to these schemes, a £0.4 million scheme has recently been implemented at M6 Junction 9 to improve the traffic signals and circulatory capacity, funded from the Highways Agency 'Pinch Point Programme' for sub-£10 million schemes.

Devolved Major Scheme Funding

- 3.6. For a number of years, government has supported a local authority major transport scheme programme, which has been administered by the Department for Transport (DfT). Major transport schemes have been defined by the DfT as schemes costing over £5 million. Securing funding for this type of transport scheme has involved scheme sponsors bidding directly to the DfT by preparing a business case document. DfT have operated a 2-stage approval process (stage 1 – 'programme entry'; stage 2 – 'full approval') and all project risk (for time and cost over-runs) sits solely with the scheme sponsor post-full approval.
- 3.7. The way in which major scheme funding is administered is changing. Following consultation in 2012, the DfT has announced that they will be devolving major scheme funding to Local Enterprise Partnerships (LEPs) from 2015. In the Black Country this will mean that funding will be devolved to the BCLEP and an indicative allocation for 2015-19 of £27.6 million (+/- 33%) was advised by the DfT in January 2013. This would give an indicative range of funding from £18.6m to £36.7m, which is a significant variance.
- 3.8. In order to receive devolved major scheme funding, the DfT have set out the need to establish Local Transport Bodies (LTBs) that will make project- and programme-management decisions. LTBs had to submit proposals for sign-off of governance, financial management, accountability, and meeting/testing value-for-money in February 2013; and the LTB's transport scheme priorities had to be identified and a robust appraisal methodology devised (and applied) in July 2013.
- 3.9. The Black Country LEP Strategic Transport Board (STB) has acted as the shadow Local Transport Body since summer 2012. At its meeting on 9th May 2013, the Board agreed to amend its membership and appoint a new chairperson in line with its Assurance Framework submission to the DfT in February 2013. This means that the STB is now the 'Local Transport Body' for the Black Country LEP.

Black Country Programme 2015-19

- 3.10. Officers made applications to the STB in May 2013 for M6 J10 and A461 (Lichfield Road) Corridor Improvements. Centro officers have led on applications for Aldridge Station/Electrification and Walsall Town Centre Interchange.
- 3.11. Walsall – Rugeley (Chase Line) Electrification has been included in Network Rail's Strategic Business Plan for 2014-19 and is now a committed scheme for delivery in this period. It is rail industry funded and does not require LEP resources.

- 3.12. Walsall – Stourbridge Rail Freight Route does not meet the Black Country LEP funding criteria as it would require in excess of the total LEP funding allocation for 2015-19.
- 3.13. HM Treasury announced on 27th June, 2013 that the devolved major scheme fund (£819m nationally in 2015/16) will be pooled in the Single Local Growth Fund (SLGF) and will not be ring-fenced. Further, the SLGF will also include £100m of Local Sustainable Transport Fund and £200m of Integrated Transport Block in 2015/16, together with further education capital, ESF skills match funding and New Homes Bonus resources. This is both a threat and an opportunity for the major schemes programme – it is possible that more than the pooled resources may be taken from the SLGF in 2015-19 for major transport projects, but equally fewer resources may ultimately be accessed.
- 3.14. On 16th July, 2013 the DfT announced that the final finding allocation for the 2015-19 Black Country LEP major transport scheme programme was £18.4m (this is the indicative allocation of £27.6m less 33%). This resource, which is not ring-fenced, will be pooled in the SLGF.
- 3.15. The outcome of the STB's prioritisation process is that the schemes in the following table have been included in the indicative 2015-19 programme.

Table 1: Black Country Major Transport Schemes 2015-19

Scheme	Local Authority Area	Total Cost (£m)	Requested STB Contribution (£m)	STB Allocation (£m)
A4101 Pensnett High Street	Dudley	5.2	4.2	3.8
Wolverhampton Interchange	Wolverhampton	29.4	10.0	9.0
Aldridge Station and Electrification	Walsall	23.2	5.8	5.2
M6 Junction 10*	Walsall	39.8	21.0	0.3
Birchley Island/M5 Junction 2*	Sandwell	17.4	15.6	0.1
Total		115	56.6	18.4
Other 'Prioritised' Schemes with No Funding Allocation				
A461 (Lichfield Road) Corridor	Walsall	10.2	7.1	-
Snow Hill Lines**	Sandwell, Dudley	23.3	3.8	-

* prioritised for development resources only in the £18.4m scenario; not implementation funding

** requires all three LEPs in the West Midlands to prioritise this scheme

- 3.16. This programme has been agreed by the STB, the Black Country LEP Board and the Association of Black Country Authorities (ABCA). It was submitted to the DfT in late July.
- 3.17. Schemes included in the indicative programme still require a final funding package to be agreed; full business case completion; and a value-for-money assessment of 'high' or 'very high' to be confirmed. Consequently, the actual programme to be delivered may differ from that detailed above.
- 3.18. As M6 J10 has been recognised as a strategic priority for the Black Country and has been included in the programme (£0.3 million for scheme development), there is an expectation that the Council will continue to develop the scheme and move towards the completion of a full business case.

- 3.19. Centro will lead on a similar process for developing the business case for Aldridge Station and Electrification, which they will resource jointly with Network Rail.
- 3.20. Further consideration needs to be given as to whether the Council can resource the development of the A461 (Lichfield Road) Corridor major scheme, as it has no indicative funding allocation from the Black Country LEP (for either development or implementation purposes), and there is no third party resource secured at present. However, it may be possible to implement the scheme in a phased manner using Local Transport Plan or other external grant funding.

M6 J10 Scheme Development

- 3.21. Over the past 12 months, Walsall officers have been working closely with the Highways Agency to develop a congestion-busting solution for M6 Junction 10. Both parties have a strategic interest in this scheme as the HA owns and maintains the two bridges over the motorway that form an integral part of the junction circulatory; and Walsall Council owns and maintains the local roads that interact with the motorway junction, namely A454 Wolverhampton Road; A454 Black Country Route; B4464 Wolverhampton Road West; and Bloxwich Lane.
- 3.22. The Council is also seeking to promote improved highway access to the Black Country Enterprise Zone development sites which straddle the motorway to the south of Junction 10. These employment sites form a key part of the economic ambition of the Black Country LEP, with job creation estimates of 2,000 jobs. Some of the trips generated by the proposed developments will need to be accommodated via Junction 10.
- 3.23. Improved capacity at Junction 10 will also encourage the continued development of the Black Country regeneration corridors, including Regeneration Corridor 6 (A454 Black Country Route and Willenhall, west of Junction 10) and Regeneration Corridor 7 (A454 Wolverhampton Road to Walsall Town Centre, east of Junction 10). Once developed these sites could create 2,048 new houses and 339ha of employment land, and 1,645 new houses and 156ha of employment land respectively.
- 3.24. Junction 10 is situated between Wolverhampton and Walsall. Improvements to this junction will improve connectivity and trade between these strategic centres as well as access to the national road network. Both centres suffer from severance as a result of congestion at Junction 10 and limited alternative routes. Improved journey times and reductions in delay will generate significant benefits for the Black Country economy.
- 3.25. Technical work has been undertaken that examines the need for an improvement scheme; traffic modelling; and design considerations. This has been jointly approved by the HA and Walsall Council and establishes a common understanding of the problem at this location and possible solutions. The preferred option is to build new 4-lane bridges over the motorway; enlarge the circulatory; improve the Bloxwich Lane junction; and better integrate the J10 circulatory with the A454 Black Country Route – see **Appendix A**. A summary cost estimate is also included at **Appendix B**.

- 3.26. The initial traffic modelling indicates the scheme generates £221m (discounted) transport benefits from congestion reduction over a 60-year appraisal period. This represents a benefit to cost ratio (BCR) of 4.9:1 (or at least £4.90 for every £1 invested) and an initial value-for-money assessment of 'very high'.
- 3.27. This work has underpinned the application to the Black Country LEP for implementation resources for the project. However, the resources devolved to the LEP cannot be used for up-front scheme development, which means that the scheme promoters must initially resource this component of the scheme themselves. This involves producing a 3-stage business case document which meets the DfT's WebTAG criteria. All or part of the development costs could be reimbursed to the scheme promoter once the scheme receives full approval from the Black Country LEP, subject to agreement of the LTB. In Table 1 above, £0.3m has been identified for this purpose.
- 3.28. Experience from other major transport schemes in the West Midlands, including the Darlaston Strategic Development Area Access Project, demonstrates that scheme development costs are up to 10% of implementation costs; require full-time officer input; and (by DfT's own admission) can take up to two years to develop. Consequently, considerable resources (well above the £0.3m provisionally allocated) are now required to advance this scheme.
- 3.29. The estimated scheme implementation cost is £39.8m in 2013 prices (adjusted for inflation and assuming delivery between 2016 and 2018). Officers have assessed what development work streams (as an absolute minimum) need to be progressed and these are detailed in Table 2.
- 3.30. Stage 2 costs are already resourced from the Council's Integrated Transport Block (ITB) 2013/14 programme. Stage 3 development costs now need to be resourced, and it is proposed that these costs are met equally by the Highways Agency and Walsall Council. This therefore requires £650,000 to be committed to scheme development by the Council across 2014/15 and 2015/16.

Table 2: Scheme Development Work Streams

Work Stream	Duration* (months)	Indicative Cost (£)
Stage 2 Business Case (Outline)		
Preliminary Design	2	32,500
Utilities Diversions Assessed (C3)	2	10,000
Cost Estimate	2	7,500
Confirm Land Required	2	10,000
Traffic Modelling (micro-simulation)	3	40,000
Environmental Impact Review	2	5,000
Road Safety Audit	1	10,000
Sub-Total		115,000
Stage 3 Business Case (Full)		
Detailed Design and Contract Documents	3	400,000
Utilities Diversions Designed (C4)	3	50,000
Cost Estimate	2	50,000
Traffic Modelling (strategic)	6	300,000
Stakeholder Consultation	2	25,000
Business Case Production	6	400,000
Environmental Impact Assessment	2	75,000
Sub-Total		1,300,000
TOTAL		1,415,000

*some work streams will be delivered concurrently

- 3.31. Whilst a small proportion of total development costs (circa £100,000) could potentially be resourced from the Council's Integrated Transport Block programme in 2014/15 (subject to Cabinet approval in March 2014), this programme will be reduced from 2015/16 onwards as ITB resources at a national level are allocated to the SLGF, meaning less dedicated resource will be available locally.
- 3.32. Recognising the strategic importance and benefits of the scheme, the Highways Agency is preparing an internal application to access capital resources to part fund the improvement. Initial indications are that this contribution could potentially be in the order of £10 million, subject to the necessary approvals. It is expected that some of these resources will contribute towards the required development costs.
- 3.33. It should be noted that without a major highways improvement scheme at M6 J10, there is the potential for the Highways Agency, which is a statutory consultee in the land-use planning process, to object to trip-generating developments close to the congested motorway junction. This would clearly hamper the delivery of the Enterprise Zone and the Council would obviously like to avoid this situation arising.
- 3.34. Staff resources need to be dedicated to a M6 J10 project team from the Strategic Transportation Team. Design inputs will be required from a number of sections across the Regeneration and Neighbourhoods Directorates. The Council is the Highway Authority and Technical Approval Authority for Highway Structures. To meet effectively the current financial challenges the structural engineering team has a reciprocal collaborative arrangement with Sandwell Council where in this case they supplement our structural engineering resources. This will necessitate some resource as part of the design process.
- 3.35. The main output of the stage 2 and stage 3 business case development work will be a valid business case that supports release of implementation resources from the Black Country LEP, the Highways Agency and Walsall Council. This will include detailed designs and contract documents that will enable a civil engineering contractor to be appointed by the Highways Agency to implement the scheme on behalf of the project partners.

4. Council priorities

- 4.1. The delivery of a major transport scheme at M6 J10 underpins delivery against two of the four corporate priorities, including: -
- *Supporting business to thrive and supporting local people into work* – high-quality transport infrastructure is essential to supporting existing businesses and attracting new businesses/investment to the Borough. In turn, this sustains and improves employment opportunities for local people. The proximity of the Enterprise Zone means that development of these sites is to some extent dependent on M6 J10 being improved and capacity increased.
 - *Creating Safe, Sustainable and Inclusive Communities* – roads, public transport, walking and cycling impact upon all of Walsall's communities and

neighbourhoods. Improving transport provision and providing people attractive transport choices helps support our efforts to make the Borough a better place in which to live, work and visit. A major transport scheme at M6 J10 would reduce congestion and improve the opportunities for public transport use, walking and cycling at this busy location, which is a gateway to the Enterprise Zone and town centre.

5. Risk management

- 5.1. The principal risk issue that should be of concern to the Council at this stage is that the utilisation of development resources may not ultimately lead to scheme implementation i.e. development spend is abortive.
- 5.2. Further, if implementation resources are ultimately secured, any risk for time overruns and/or cost escalation on major transport projects sits solely with the scheme promoter. Consequently, if the Council bids and wins major scheme funding for a scheme at M6 J10 through the Black Country LEP programme, the Council will have to agree to underwrite all risk associated with this element of the project resources. This will only become relevant if scheme funding is secured and subsequent Cabinet reports would need to be considered if this were the case.
- 5.3. Additional work is currently ongoing with the Highways Agency regarding how the project is governed and how risk will be managed and shared. If scheme implementation funding is secured, a further Cabinet report will be produced which sets out in detail the risk and liabilities to the Council.

6. Financial implications

- 6.1. The key recommendation (2.2) is to allocate £650,000 capital over 2 years to develop this major transport scheme. There is no budget (capital or revenue) currently allocated for this purpose.
- 6.2. The required funding is for scheme development to facilitate the delivery of a capital project. The intention is that a capital scheme at M6 Junction 10 will ultimately receive full and final approval for implementation, thereby allowing this development expenditure to be capitalised. There is the obvious risk that if a capital project is not ultimately implemented, the abortive development expenditure will have to be met from a revenue budget.
- 6.3. The Black Country 2015-19 major transport scheme programme includes £300,000 for the development of this scheme. As the programme funding is capital, this can only be claimed retrospectively if and when the project receives full approval for implementation. This means that £300,000 of the requested £650,000 could potentially be claimed back as external grant funding at a later date.
- 6.4. As detailed at paragraph 5.1, there is a risk that development spend could be abortive. Even if the development work demonstrates a strong business case for the £40 million investment by generating significant journey time savings and

wider benefits to the Walsall and Black Country economies, there is no guarantee that implementation resources will be forthcoming.

- 6.5. Initial traffic modelling indicates the scheme generates £221m (discounted) transport benefits from congestion reduction over a 60-year appraisal period. This represents a benefit to cost ratio (BCR) of 4.9:1 (or at least £4.90 for every £1 invested) and an initial value-for-money assessment of 'very high'. Wider economic benefits are unknown at this stage. Funding the technical development work will allow this business case to be articulated in greater detail.
- 6.6. Highways Agency officers have stated that they intend to apply for resources of approximately £10 million to help implement the proposed scheme. There is no guarantee that the necessary approvals will be obtained by the HA and no written confirmation of the availability of any budget.
- 6.7. Even if the entire £18.4 million Black Country major transport scheme budget for 2015-19 was allocated to this one scheme and £10 million was available from the Highways Agency, there would still be a substantial shortfall which the Council may have to meet. Further, if this were the case, this could be at the expense of other projects in the Black Country programme that would bring benefit to Walsall residents e.g. Aldridge Station and Electrification.
- 6.8. By confirming development resources to the scheme, Cabinet should be mindful of the potential need to ultimately resource a local contribution to implementation costs (10% or above), should the scheme receive full and final approval for delivery in the Black Country major transport scheme programme and the Highways Agency programme in 2015 – 2019. Precise implementation costs will not be known until the development work described in this report has been completed.
- 6.9. A future Cabinet report will enable the financial implications for the Council to be examined in more detail, should the scheme development work demonstrate a positive business case and attract implementation resources. Essentially this means that a future Cabinet decision could halt the implementation of the scheme if the financial burden to the Council is considered to be too great, but note that any the costs already incurred to date would be abortive.

7. Legal implications

- 7.1. There are no direct legal implications as a result of this report.
- 7.2. It is anticipated that the delivery of a major transport scheme at M6 J10 would be procured through the Highways Agency's supply chain, partly resourced from Black Country LEP and Walsall Council resources. Work is currently underway looking at how the project will be organised and governed, and how risk will be managed and shared through these structures. Any procurement that the Council undertakes for works or services will be carried out in compliance with the Council's Contract Rules and any legislative requirements.

8. Property implications

- 8.1. There are no issues for the Council strategic land/property portfolio based on the information that is currently available. One of the work streams detailed in Table 2 relates to confirming the land required to implement the scheme. Until this detailed work is completed, the potential impact on Council land and property cannot be articulated.

9. Health and wellbeing implications

- 9.1. The existing congestion problems experienced at M6 J10 exacerbate poor air quality in the vicinity, which can impact on the health of individuals. Designing and implementing a major improvement scheme at this location will help promote improved air quality for people living and working close to the junction, whilst also benefiting people passing through this part of the Borough on the road network.

10. Staffing implications

- 10.1. There are no intended implications on staffing by prioritising and developing a major highways project for M6 J10.
- 10.2. There will be an ongoing need for staff resources to be dedicated to a M6 J10 project team from the Strategic Transportation Team in the Regeneration Directorate.

11. Equality implications

- 11.1. As part of the development of a major highways scheme for M6 J10 consideration will be given to ensuring that the needs of all sections of the community are incorporated within designs. Ongoing equality considerations will influence the future development of the project. In particular, the needs of public transport users, pedestrians and cyclists on the A454 Black Country Route and A454 Wolverhampton Road will be taken into account as part of this process.

12. Consultation

- 12.1. A major transport intervention for M6 J10 has been described in the West Midlands LTP, which has been the subject of wide consultation with partners and stakeholders. Major public consultation was undertaken in 2010/11 on the strategies themselves, while partners and stakeholders have been consulted with respect to individual transport projects.
- 12.2. Local consultation always takes place as part of individual scheme development, and stakeholder input to the design process is expected as part of the development of a Stage 3 business case document.

Appendices

Appendix A – Concept Design

Appendix B – Summary Cost Estimate

Background papers

Cabinet report re Major Transport Scheme Priorities, 12th September, 2012

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Simon Neilson
Executive Director
Regeneration

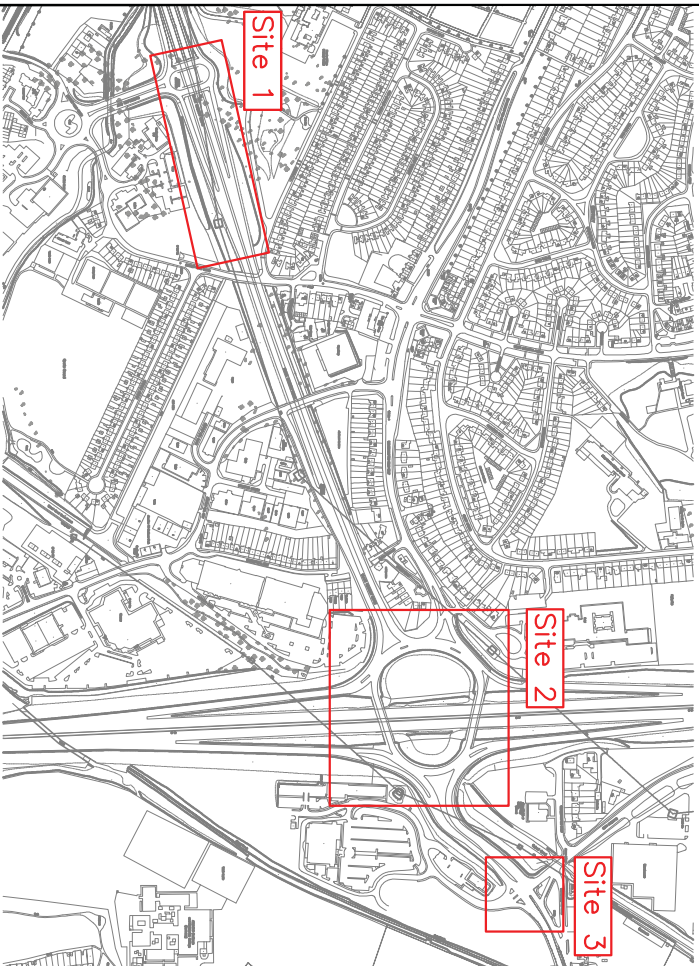


Councillor A Andrew
Deputy Leader Portfolio Holder Regeneration
and Transport

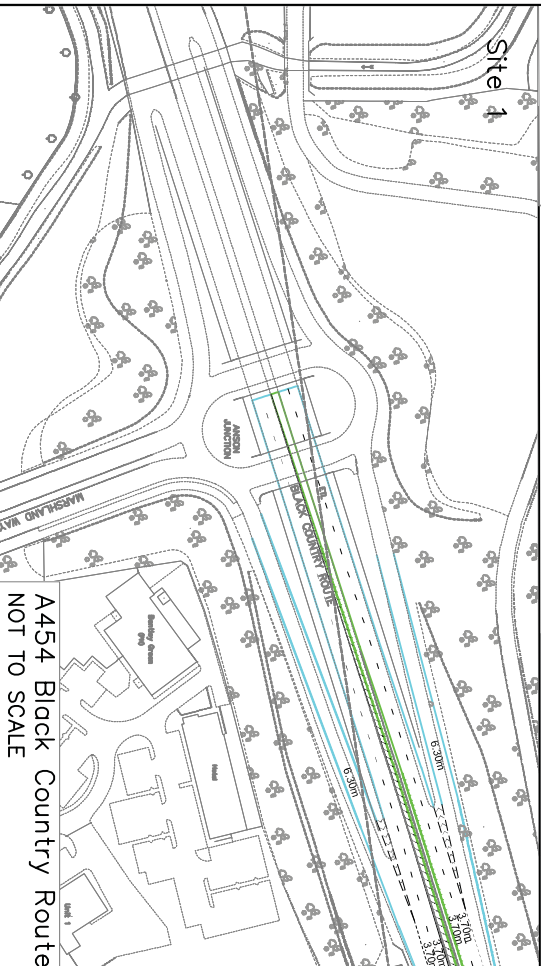
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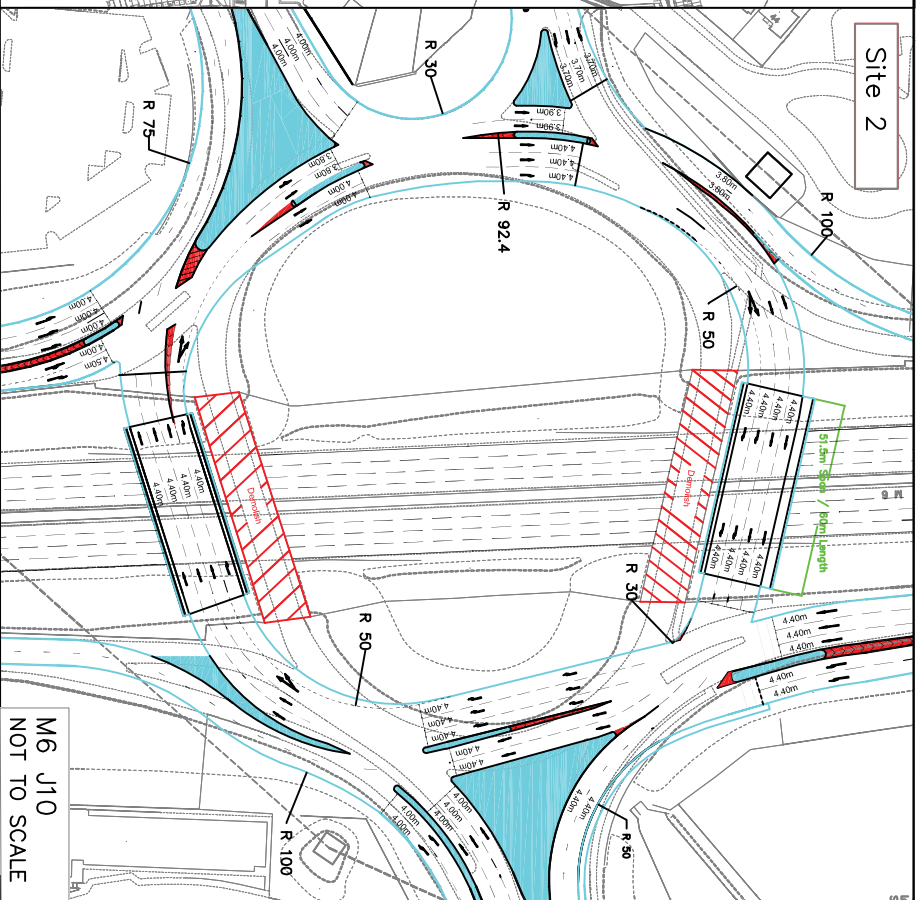
Appendix A



OVERVIEW
NOT TO SCALE

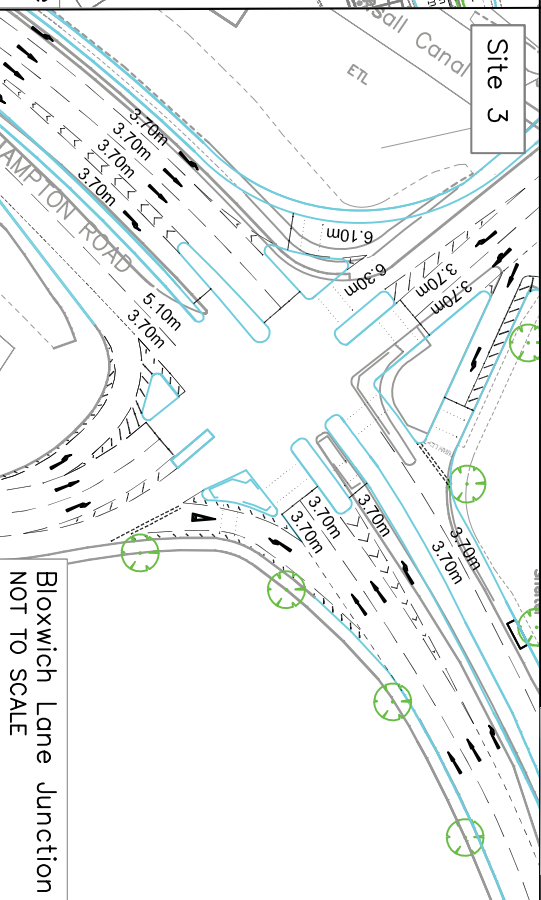


A454 Black Country Route
NOT TO SCALE



Site 2

M6 J10
NOT TO SCALE



Site 3

Bloxwich Lane Junction
NOT TO SCALE

Notes.

Site 1 – A454 Black Country Route.

– Merges before the Anson Junction 400m from Junction 10.

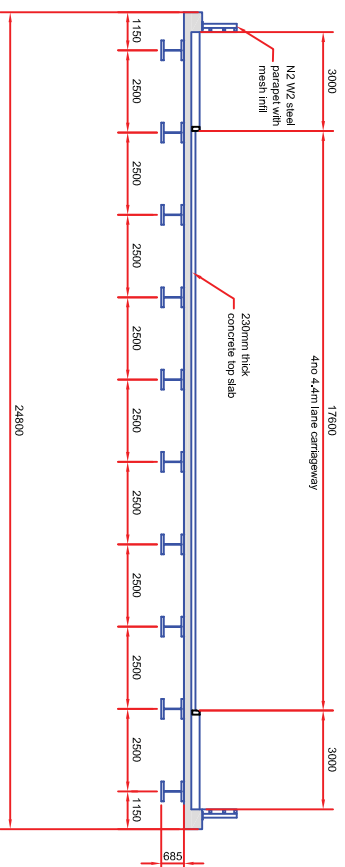
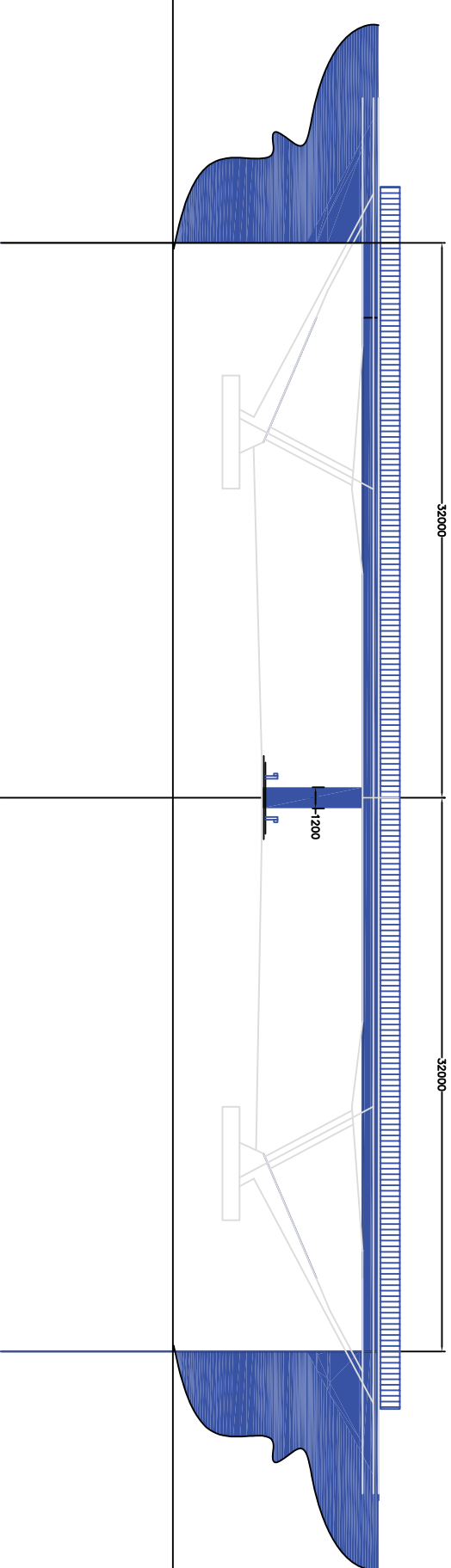
Site 2 – M6 Junction 10.

– Two new four lane bridges
– Moya signal operation.

Site 3 – Bloxwich Lane.

– Dedicated right turn lanes introduced.
– Moya signal operation.
– Improved pedestrian facilities.

Project:	M6 JUNCTION 10
Title:	Do Something OPTION 1
Design:	Richard Bower
Client:	Richard Bower
Date:	May 2013
Scale:	NOT TO SCALE
Walsall Council	
No. N/A	Rev: A



Two Span Option

This two span bridge option, with abutments, and a pier located in the central reserve to support a continuous steel composite deck is an economical and simplistic option. However the installations of a central pier will inevitably require the closure of both outside lanes to allow construction of the piled foundation; pile cap and RC pier.

The benefits of the economical bridge deck will be offset by the traffic management cost, traffic disruption on the motorway, and the risks/hazards associated with working adjacently to the motorway.

This type of bridge deck can be constructed in phases, allowing the deck to be constructed in two halves.

PROS & Benefits

- Economical type of superstructure;
- Similar depth of deck as existing, i.e. no need to raise the level of the circulatory carriageway to accommodate tie-in;
- Deck construction would have minimal disruption to motorway traffic;
- The superstructure can be constructed in two phases;

CONS & Challenges

- Construction of the substructure, especially central pier will require significant traffic management, including temporary closures of both outside lanes for approximately 4 to 6 weeks;
- Risks/hazards to construction team, associated with work in close proximity to live traffic;
- Long term additional hazard created by the central pier;
- Steel decks have a slightly higher long term maintenance liability than concrete decks (weathering steel may be considered);

Appendix B

Walsall Council - M6 Junction 10

M6 J10 Various Options

Estimate Summary at 2Q13 (Base Date)

Date: 12-May-13
Version: 00
Base date: 2Q013



Description	Construction Costs (including Main Contractors OH & P @ 10%)	Prelims @ 20%	Contractors Cost	Design @ 10%	Client Management @ 10%	Traffic Management @ Various (2% to 4%)	Point Estimate Total	Optimism Bias 44%	Total inc Optimism Bias
M6 J10 Option 1 (Bloxwich Lane/Tempus Drive)	1,403,896	280,779	1,684,675	168,468	168,468	67,387	2,088,997	919,159	3,008,156
M6 J10 Option 2 (Bloxwich Lane/Tempus Drive)	2,799,636	559,927	3,359,563	335,956	335,956	134,383	4,165,858	1,832,977	5,998,835
M6 J10 Option 3 (Two Four Lane Bridges)	24,085,064	4,817,013	28,902,077	2,890,208	2,890,208	578,042	35,260,534	15,514,635	50,775,169
M6 J10 Option 4 (Four Bridges)	26,294,649	5,258,930	31,553,579	3,155,358	3,155,358	631,072	38,495,366	16,937,961	55,433,328
M6 J10 Option 5 (Retain Existing Bridges)	18,827,635	3,765,527	22,593,162	2,259,316	2,259,316	451,863	27,563,657	12,128,009	39,691,666
M6 J10 Option 6 (BCR Option 1)	543,186	108,637	651,824	65,182	65,182	26,073	808,261	355,635	1,163,896
M6 J10 Option 7 (BCR Option 2)	635,193	127,039	762,231	76,223	76,223	30,489	945,167	415,873	1,361,040

Estimate Summary at 3Q16 (estimated average mid-point of the programme)

Description	Construction Costs (including Main Contractors OH & P @ 10%)	Prelims @ 20%	Contractors Cost	Design @ 10%	Client Management @ 10%	Traffic Management @ Various (2% to 4%)	Point Estimate Total	Optimism Bias 44%	Total inc Optimism Bias
M6 J10 Option 1 (Bloxwich Lane/Tempus Drive)	1,535,124	307,025	1,842,149	184,215	184,215	73,686	2,284,265	1,005,077	3,289,342
M6 J10 Option 2 (Bloxwich Lane/Tempus Drive)	3,061,330	612,266	3,673,596	367,360	367,360	146,944	4,555,259	2,004,314	6,559,573
M6 J10 Option 3 (Two Four Lane Bridges)	26,336,402	5,267,280	31,603,682	3,160,368	3,160,368	632,074	38,556,492	16,964,857	55,521,349
M6 J10 Option 4 (Four Bridges)	28,752,527	5,750,505	34,503,032	3,450,303	3,450,303	690,061	42,093,699	18,521,227	60,614,926
M6 J10 Option 5 (Retain Existing Bridges)	20,587,537	4,117,507	24,705,045	2,470,504	2,470,504	494,101	30,140,154	13,261,668	43,401,822
M6 J10 Option 6 (BCR Option 1)	593,960	118,792	712,752	71,275	71,275	28,510	883,813	388,878	1,272,691
M6 J10 Option 7 (BCR Option 2)	694,567	138,913	833,480	83,348	83,348	33,339	1,033,515	454,747	1,488,262