

National Productivity Investment Fund for the Local Road Network Application Form



Department
for Transport

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

One application form should be completed per project and will constitute a bid.

Applicant Information

Local authority name(s)*: Suffolk County Council

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

Bid Manager Name and position: Dave Watson, Transport Strategy Manager

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

Contact telephone number: 01473 264822 **Email address:** dave.watson@suffolk.gov.uk

Postal address: Endeavour House
8 Russell Road
Bury St Edmunds
IP1 2BX

Combined Authorities

If the bid is from an authority within a Combined Authority, please specify the contact, ensure that the Combined Authority has provided a note ranking multiple applications, and append a copy to this bid.

Name and position of Combined Authority Bid Co-ordinator: N/A

Contact telephone number: N/A **Email address:** N/A

Postal address: N/A

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:

<https://www.suffolk.gov.uk/roads-and-transport/transport-planning/grant-and-funding-applications-for-transport-improvements/>

SECTION A - Project description and funding profile

A1. Project name: Bury St Edmunds Package

A2 : Please enter a brief description of the proposed project (no more than 50 words)

A number of schemes have been identified in Bury St Edmunds to ease pinch points on the local highway network whilst enhancing sustainable transport. This project will deliver a package of works to support the growth of jobs and houses in the town.

A3 : Please provide a short description of area covered by the bid (no more than 50 words)

The project will cover areas identified throughout the town's transport network.

OS Grid Reference: **X: 585257 Y: 264287**

Postcode: **IP33 1BT**

Please append a map showing the location (and route) of the project, existing transport infrastructure and other points of particular relevance to the bid, e.g. housing and other development sites, employment areas, air quality management areas, constraints etc.

A4. How much funding are you bidding for? (please tick the relevant box):

Small project bids (requiring DfT funding of between £2m and £5m) ☒

Large project bids (requiring DfT funding of between £5m and £10m) ☐

A5. Has any Equality Analysis been undertaken in line with the Equality Duty?

☐ Yes ☒ No

A6. If you are planning to work with partnership bodies on this project (such as Development Corporations, National Parks Authorities, private sector bodies and transport operators) please include a short description below of how they will be involved.

Consents required from Network Rail and Greater Anglia for works to the station forecourt and Highways England approval will be required for the works to the Rougham Road roundabout. Negotiations with these parties are continuing to finalise arrangements.

A7. Combined Authority (CA) Involvement

Have you appended a letter from the Combined Authority supporting this bid? ☐ Yes ☒ No

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

Have you appended a letter from the LEP supporting this bid? ☒ Yes ☐ No

For proposed projects which encourage the delivery of housing, have you appended supporting evidence from the housebuilder/developer?

☐ Yes ☒ No

SECTION B – The Business Case

B1: Project Summary

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

Essential

- ☒ Ease urban congestion
- ☒ Unlock economic growth and job creation opportunities
- ☒ Enable the delivery of housing development

Desirable

- ☒ Improve Air Quality and /or Reduce CO2 emissions
- ☒ Incentivising skills and apprentices
- ☒ Other(s), Please specify – **Provide alternative sustainable transport options to motorised vehicles**

B2 : Please provide evidence on the following questions (max 100 words for each question):

a) What is the problem that is being addressed?

The Bury St Edmunds Package follows on from projects delivered in 2017/18 to improve the efficiency of the local highway network to support growth in the town. An assessment of the 2031 Vision for BSE identified that improved pedestrian and cycle facilities were required to reduce traffic demand in the future. Funding is needed to address the ambitious growth aims of 5,000 new dwellings equating to approx.10,500 more people.

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

Some of the junction improvements have already been achieved with options selected for each junction based on a balance between traffic capacity and sustainability, including the ability to provide bus prioritisation, the proposals will complement the existing work. A number of options at each junction have been modelled to determine the most efficient. The results have then been analysed to form a coherent package of works to enhance the local highway network. See appended feasibility studies.

c) What are the expected benefits/outcomes? For example, could include easing urban congestion, job creation, enabling a number of new dwellings, facilitating increased GVA.

Although developments will contribute towards future mitigation, the proposed works could unlock land across Bury St Edmunds, including Abbots Vale (1,250 new homes) and with GVA per head in Suffolk now £22,781, this would equate to an increase in GVA for the region of £60 million resulting from contributing to facilitating the development.

d) Are there any related activities that the success of this project relies upon? For example, land acquisition, other transport interventions requiring separate funding or consents?

Consents required from Network Rail and Greater Anglia for works to station forecourt for which negotiations are ongoing.

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

If funding is not secured, the package as a whole cannot be delivered. It will be necessary to reevaluate the schemes to create a new, reduced package that will be deliverable.

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

The project will improve efficiency at junctions around Bury St Edmunds, reducing vehicle emissions as a result.

B3 : Please complete the following table. Figures should be entered in £000s
(i.e. £10,000 = 10).

Table A: Funding profile (Nominal terms)

£000s	2018-19	2019-20
DfT funding sought	1,500	3,500
Local Authority contribution	500	1,000
Third Party contribution	300	700
TOTAL	2,300	5,200

Notes:

- 1) Department for Transport funding must not go beyond 2019-20 financial year.
2) Bidders are asked to consider making a local contribution to the total cost. It is indicated that this might be around 30%, although this is not mandatory.

B4 : Local Contribution & Third Party Funding : Please provide information on the following questions (max 100 words on items a and b):

- a) Provide an outline of all non-DfT funding contributions to the project costs, the level of commitment, and when the contributions will become available.

SCC will contribute £1.5m to the project from its integrated transport block. There is also s106 funding secured from a number of large developments planned with further and conservative estimates have been given based on known proposals.

- b) List any other funding applications you have made for this project or variants thereof and the outcome of these applications, including any reasons for rejection.

None

B5 Economic Case

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

A) Requirements for small project bids (i.e. DfT contribution of less than £5m)

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

- Significant positive and negative impacts (quantified where possible) including in relation to air quality and CO₂ emissions.
- A description of the key risks and uncertainties;
- If any modelling has been used to forecast the impact of the project please set out the methods used to determine that it is fit for purpose

All schemes proposed have had full modelling undertaken using existing flows, forecast flows and expected change in delay. The results of the socio-economic case are shown in the table below.

Results of socio-economic appraisal - Central Case

		30yrs £ PV
Net benefits to passengers and private sector (plus tax impacts)		
1. User benefits - travel time		231,640,727
2. Public realm Benefits		339,237
	sub-total (a)	231,979,964
Costs to government (broad transport budget)		
1. Grant (capital) costs		7,961,806
	sub-total (b)	7,961,806
Net Present Value (NPV) (a-b)		224,018,158
Benefit Cost Ratio to Government (BCR) (a/b)		29.14

An example of the modelling work undertaken for each junction can be seen in the tables below. The tables show the modelling results for a study undertaken into the Parkway corridor.

Item	Lane Description	Original design		Revised design	
		Deg Sat (%)	Mean Max Queue (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
1/1+1/2	Out Westgate EB (Left/Ahead/Right)	168.5%	187.0	127.1%	107.7
4/1	Parkway SB (Left)	21.3%	2.4	19.3%	2.3
4/2	Parkway SB (Ahead)	44.9%	6.4	42.3%	6.1
4/3	Parkway SB (Right)	171.6%	84.6	70.1%	8.5
5/1	Westgate St WB (Ahead/Right/Left)	159.5%	86.6	118.0%	43.6
7/1+7/2	Cullum Rd NB (Left/Ahead/Right)	172.5%	217.3	128.1%	122.9

Item	Lane Description	Original design		Revised design	
		Deg Sat (%)	Mean Max Queue (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
1/1+1/2	Out Westgate EB (Left/Ahead/Right)	121.7%	86.7	101.0%	30.9
4/1	Parkway SB (Left)	31.5%	3.6	28.5%	3.4
4/2	Parkway SB (Ahead)	68.1%	10.7	63.9%	10.1
4/3	Parkway SB (Right)	169.8%	91.4	85.1%	11.4
5/1	Westgate St WB (Ahead/Right/Left)	165.5%	118.1	156.1%	108.7
7/1+7/2	Cullum Rd NB (Left/Ahead/Right)	169.4%	195.9	144.9%	151.0

Bury St Edmunds town centre has seen significant growth in recent years, but the centre of the town has in many cases been unable to expand to cater for the additional traffic. Bury St Edmunds therefore suffers from severe peak period congestion.

The project seeks to make changes to key junctions within the town to reduce delays across the town.

A package of potential schemes has been developed, feasibility studies have been carried out where options have been considered and preferred solutions proposed. These are too big to append but are available upon request. These reports show the level of likely benefits that can be realised with a relatively small investment.

The package put forward would be developed, to ensure that the journey time savings can be maximised where possible. This would include testing the proposed schemes, along with some others still being developed.

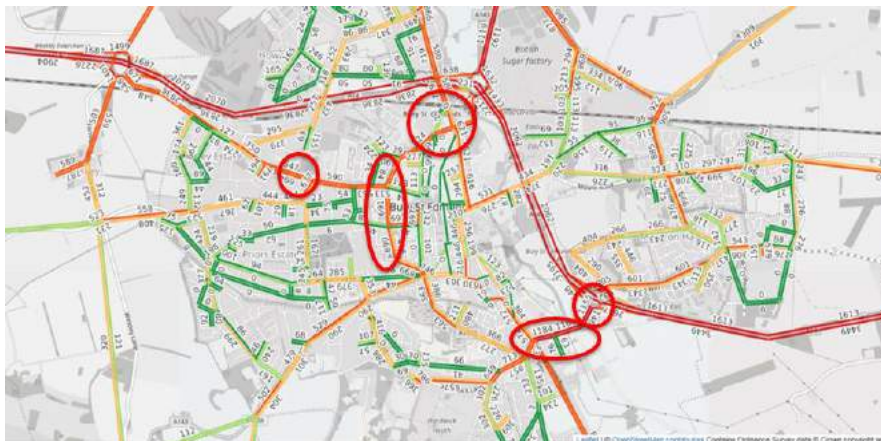
The potential schemes selected to form part of this package were identified following a review of the Suffolk County Transport model (which includes both reassignment and model choice changes). A list of junctions with severe delays was produced, along with a range of information to and analysis.

This list was assessed by experienced engineers to identify potential schemes. These were then prioritised based on their likely benefit to the town, constructability issues and benefit to enterprise zones.

Schemes for the most suitable junctions for intervention were developed more and the best of these form the package included in this bid.

The following are the six schemes that make up the package (in no order):

1. Rougham Hill;
2. Railway Station Forecourt;
3. Rougham Road Corridor;
4. Newmarket Road/Westley Road;
5. Tayfen Road Triangle;
6. Bedingfield Way; and
7. Parkway Corridor.



There are other schemes which might also provide very beneficial to Bury St Edmunds, but which require more work to further explore their benefits. Further work is anticipated to take place up until funding is awarded and should any of these prove to be more beneficial they might be included within the package of works.

- **Sustainable Transport benefits**

Several of the schemes provide pedestrian benefits.

Rougham Hill is to provide approximately a 1km stretch of dedicated pedestrian/cycle route that will link a large development on the south east side of Bury St Edmunds (southern side of the A14) with a new business park being constructed on the northern side of the A14. The objective of this scheme is to reduce the need for vehicular journeys between the two locations.

With the growth of Bury St Edmunds, it is expected that more people will travel from outside the town to work and enjoy leisure trips. Passenger numbers are expected to grow significantly and as a result, demand on the Railway Station and surrounding area will increase. This scheme will enhance the public realm and will provide a key transport interchange with sustainable transport options that will promote the growth of the town.

Pedestrian crossing improvements also form part of the Parkway and Rougham Road corridor schemes as well as capacity improvements to mitigate growth in these areas of the town.

Development

The schemes are expected to positively impact on the local economy as a result of reduced journey time for commuters and business.

In some cases, the schemes will also help unlock local development. For example, Rougham Road corridor will provide a series of measures that will allow significant development in this part of the town. This in line with the Suffolk Local Transport Plan and the Suffolk Strategic Planning and Infrastructure Framework which identify Bury St Edmunds a strategic centre for housing and job growth.

Environment

Localised environment impact (such as air quality, CO2 emissions) are expected to benefit from the implementation of the schemes, as the junction improvements will reduce the total delay, the amount of stop-start manoeuvres and the time waiting in a queue.

Although this will help to improve local air quality, people might choose to use the improved network in their car, rather than walking, cycling or using public transport.

The overall impact on air quality and noise has therefore been shown as neutral.

- **Other benefits – not assessed**

- 1 Dependant Development: development which is currently unviable that would be enabled by the schemes.
- 2 Agglomeration: The concentration of economic activity over an area. The benefits will be productivity improvement as a result of reduction in travel cost and of businesses being close to each other and close to workers.
- 3 Output change in imperfectly competitive markets: A reduction in transport costs to businesses so that firms can profitably increase output of goods or services that require use of transport in their production. This leads to a welfare gain as consumers' willingness to pay for the increased output will exceed the cost of producing it.
- 4 Tax revenues arising from labour market impacts: Changes in transport provision, in other words, changes in travel cost could affect labour market decisions. Two main types of labour market impact are assessed: labour market supply impact and the move to more or less productive jobs.
- 5 Regeneration opportunities within Bury St Edmunds.
- 6 Benefits of new construction jobs created when building the infrastructure.
- 7 Journey Quality: improved journey experience for car drivers and passengers, pedestrians and cyclists in terms of congestion relief and comfort and this will manifest itself as improved ambiance/journey quality benefit.
- 8 Accident Savings: reduced number and severity of accidents if drivers would have to travel less far and on higher quality roads as a result of the project.
- 9 Journey reliability: realised when the road congestion is relieved and journey times become more predictable.

- **Risks and uncertainties**

Costs

Feasibility designs have been prepared for each of the schemes. These have been used to estimate the construction cost of the complete package. Experience from recent similar schemes (both in Suffolk and around the country) were used to benchmark the costs. The estimate considered the likely cost of the following:

Civils Cost	Signals Cost	Electricity	Lighting
Land Cost	Design Fee	Environmental mitigation	Static Diversions
Traffic Management	Surveys	Supervision	Risk

Risk: 40% risk factor have been applied on top of the capital costs given the early nature of the design.

An optimism bias of 44% has been used within the economic assessment to reflect the indicative nature of the designs.

Maintenance

No additional maintenance costs are included, as it was assumed that the annual maintenance costs for the package as a whole would be broadly similar to the existing junctions.

Model

Feasibility reports have been undertaken and options have been modelled. Preferred solutions have been recommended for detailed design and construction.

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

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

Has a Project Impacts Pro Forma been appended?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Has a description of data sources / forecasts been appended?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Has an Appraisal Summary Table been appended?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

Other material supporting your assessment of the project described in this section should be appended to the 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.*

B) Additional requirements for large project bids (i.e. DfT contribution of more than £5m)

c) Please provide a short description (max 500 words) of your assessment of the value for money of the project including your estimate of the Benefit Cost Ratio (BCR) to include:

- Significant monetised and non-monetised costs and benefits
 - Description of the key risks and uncertainties and the impact these have on the BCR;
 - Key assumptions including: appraisal period, forecast years, optimism bias applied; and
 - Description of the modelling approach used to forecast the impact of the project and the checks that have been undertaken to determine that it is fit-for-purpose.
- N/A

d) Additionally detailed evidence supporting your assessment, including the completed [Appraisal Summary Table](#), should be attached as annexes to this bid. **A checklist of material to be submitted in support of large project bids has been provided.**

Has an Appraisal Summary Table been appended?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
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- Please append any additional supporting information (as set out in the Checklist).

**It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*

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

Please describe the air quality situation in the area where the project will be implemented by answering the three questions below.

i) Has Defra's national air quality assessment, as reported to the EU Commission, identified and/or projected an exceedance in the area where the project will be implemented?

☒ Yes ☐ No

ii) Is there one or more Air Quality Management Areas (AQMAs) in the area where the project will be implemented? AQMAs must have been declared on or before the 31 March 2017

☐ Yes ☒ No

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

☒ Positive ☐ Neutral ☐ Negative

- Please supply further details:

It is likely that improved efficiency at junctions will have a positive impact on local air quality, as well as improved pedestrian, cycle and public transport facilities encouraging modal shift and therefore reducing vehicle use.

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

☒ Yes ☐ No ☐ N/A

- Please supply further details:

The quality aspect of tenders has a requirement to detail how the project promoter will meet the Council's commitment to 'Raising the Bar', a skills incentivising scheme encouraging employers to offer high quality apprenticeships and graduate internships.

B7. Management Case - Delivery (Essential)

Deliverability is one of the essential criteria for this Fund and as such any bid should set out, with a limit of 100 words for each of a) to b)., any necessary statutory procedures that are needed before it can be constructed.

a) A project plan (typically summarised in Gantt chart form) with milestones should be included, covering the period from submission of the bid to project completion.

Has a project plan been appended to your bid? ☒ Yes ☐ 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 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

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

Table C: Construction milestones

	Estimated Date
Start of works	May 2018
Railway Station Forecourt	March 2019
Parkway Corridor	November 2019
Rougham Road Corridor	February 2020
Opening date	March 2020
Completion of works (if different)	N/A

d) Please list any major transport projects costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)

Lowestoft Northern Spine Road - Budget: £6.62m; Spend £6.61m, Forecast Opening: 1/5/15; Actual Opening: 26/3/15.

Travel Bury St Edmunds - Budget: £21.6m; Spend: £21.6m, Forecast Opening: 28/8/14; Actual Opening: 15/9/15. The delay was caused by amending the programme to minimise disruption to the public and the Christmas embargo.

B8. Management Case – Statutory Powers and Consents (Essential)

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

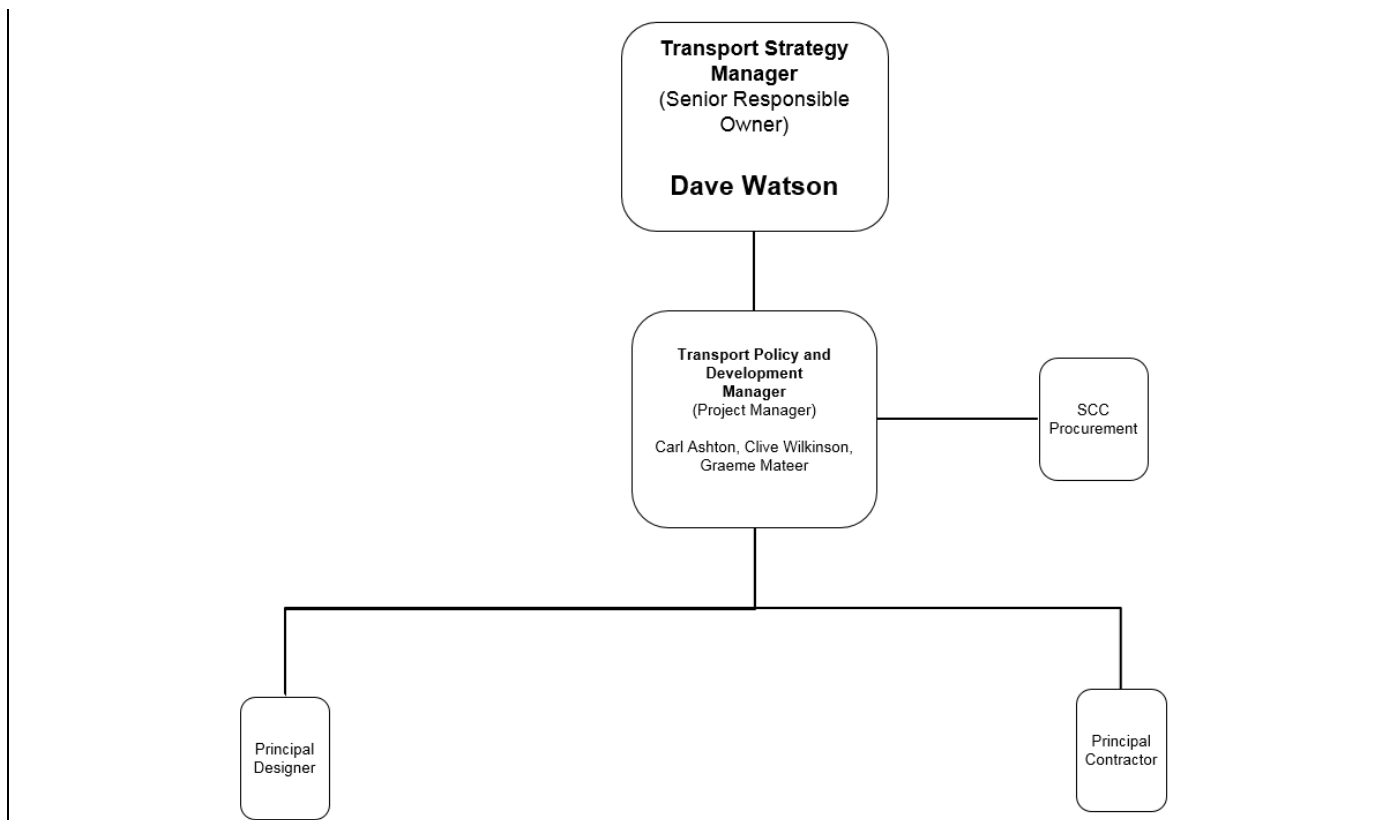
b) Please list if applicable any outstanding statutory powers / consents etc. including the timetable for obtaining them.

Consent is required from Greater Anglia, Network Rail and Highways England for the work to the station forecourt and the Rougham Road roundabout. These are in discussion and expected to be granted by Spring 2018.

B9. Management Case – Governance (Essential)

Please name those who will be responsible for delivering the project, their roles (Project Manager, SRO etc.) and responsibilities, and how key decisions are/will be made. An organogram may be useful here.

See organogram below. Dave Watson will be the Senior Responsible Owner. The PM is responsible for the day to day delivery of the project and will be ensured sufficient time to complete all necessary tasks. The Principal Designer and Contractor names will be confirmed at procurement stage.



B10. Management Case - Risk Management (Essential)

All projects will be expected to undertake a Quantified Risk Assessment (QRA) and a risk register should be included. Both should be proportionate to the nature and complexity of the project. A Risk Management Strategy should be developed that outlines 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? ☐ Yes ☒ No

Has a Risk Management Strategy been appended to your bid? ☒ Yes ☐ No

Please provide evidence on the following points (where applicable) with a limit of 50 words for each:

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

A risk allowance of 40% has been applied to the project with an optimism bias of 44%.

b) How will cost overruns be dealt with?

Cost overruns that occur in preparing the scheme, prior to construction, will be managed through the agreed governance structure and associated change controls adopted by the SCC Project Board. Any construction cost overruns will be managed by SCC through the conditions of contract adopted for the appointment of the Contractor.

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

The main risks to project timescales are unforeseen statutory undertaker requirements and consents. These can be mitigated through early engagement with 3rd parties.

B11. Management Case - Stakeholder Management (Essential)

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 England, 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 in no more than 100 words of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

As with current works being carried out we shall extend our existing communication plan to cover these projects. This comprises key stakeholder engagement during development of scheme with clear communications to those affected during works.

- b) Can the project be considered as controversial in any way? ☐ Yes ☒ No
If yes, please provide a brief summary in no more than 100 words

N/A

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

☐ Yes ☒ No

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

N/A

- d) For large projects only please also provide a Stakeholder Analysis and append this to your application.

Has a Stakeholder Analysis been appended? ☐ Yes ☐ No ☒ N/A

- e) For large projects only please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

Has a Communications Plan been appended? ☐ Yes ☐ No ☒ N/A

B12. Management Case – Local MP support (Desirable)

- e) Does this proposal have the support of the local MP(s);

Name of MP(s) and Constituency

1 **Jo Churchill** ☒ Yes ☐ No

2 ☐ Yes ☐ No

3 ☐ Yes ☐ No

etc.

B13. Management Case - Assurance (Essential)

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

Additionally, for large projects please provide evidence of an integrated assurance and approval plan. This should include details of planned health checks or gateway reviews.

N/A

SECTION C – Monitoring, Evaluation and Benefits Realisation

C2. Please set out, in no more than 100 words, how you plan to measure and report on the benefits of this project, alongside any other outcomes and impacts of the project.

Baseline data is available and will be used in conjunction with post-construction data from TrafficMaster and Suffolk's Transport View. This data will be analysed through the Transport View suite of models and reported periodically.

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

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for the Bury St Edmunds Package I hereby submit this request for approval to DfT on behalf of Suffolk County Council and confirm that I have the necessary authority to do so.

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

Name: Dave Watson

Signed:

Position: Transport Strategy Manager

D. Watson

D2. Section 151 Officer Declaration

As Section 151 Officer for Suffolk County Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Suffolk County Council

- has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the project
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided for this bid in 2020/21.
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller project bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place
- confirms that if required a procurement strategy for the project is in place, is legally compliant and is likely to achieve the best value for money outcome

Name: Louise Aynsley

Signed:

Louise Aynsley

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

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