

# 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)\*:** City of York 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:** Darren Capes, Transport Systems Manager

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

**Contact telephone number:** 01904 551651 **Email address:** darren.capes@york.gov.uk

**Postal address:** City of York Council  
West Offices  
YORK  
YO1 6GA

## **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.york.gov.uk/NPIF>

## **SECTION A - Project description and funding profile**

**A1. Project name:** STEP (Smarter Transport Evolution Programme)

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

***A Detailed proposal is included as Annex F to this submission.***

**STEP will provide monitoring and analytical capability for real-time journey analysis and modelling across York. It will also provide multi-layered real-time traffic, PT and AQ data for co-operative Urban Traffic Control, and allow York to prepare for Connected and Autonomous Vehicles as part of new land developments.**

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

**STEP will deliver on-street technology across all the main routes into and around the City, including the main arterial routes and Inner and Outer Ring Roads. It will provide journey analysis across the City, and a platform of real-time model based decision making for traffic control across the urban area.**

OS Grid Reference: **SE 60298 52200 (centre of area)**

Postcode: **YO1 7HH (centre of area)**

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.

***A Detailed proposal map is included as Annex A to this submission.***

**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

***Appended as Annex H***

**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.**

***Not applicable***

### 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

#### ***Appended as Annex B***

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 –
- City wide real time data**
  - City wide journey analysis**
  - Modelling tools based on actual travel data**
  - Transport technology readiness**
  - CCAV readiness**

**Evolution of technology tools for a small UK city**

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

a) What is the problem that is being addressed?

**York's ability to grow its productivity is limited by its historic road layout and the congestion and hence air quality issues this implies. But new transport capacity is needed to address the significant new housing and business developments likely to occur in the City over the coming years through committed developments (such as York Central), Local Plan allocations and HS2 etc. York cannot simply build new roads, it has to adopt a smarter approach to transport and also change travel behaviour without physical infrastructure, via enhanced public transport performance and a revolution in transport management activities.**

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

**York simply cannot build more roads or make more physical road capacity. Instead it has to manage the existing transport network more smartly and modify behaviour and demand. Road pricing is not currently acceptable and there is limited scope for other modes eg guided bus. Existing tools such as SCOOT do not fit the policy objectives and network characteristics of York well, and don't offer the flexibility to change the City needs. Hence the theme of STEP is to evolve to new tools for network planning, operations and user behaviour change using data.**

- 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.

**The key benefit will be reduced congestion and hence emissions, leading to more productivity, as well as data allowing better planning of future investments that will add even further to the city. This will aid the health and well-being of citizens of York and visitors, and help attract business to new developments . Provision of 'vehicle to infrastructure' technology across the city will put York firmly at the forefront of UK readiness for CAVs. Combined, this will be a revolution in traffic and congestion management and the opportunities for addressing air quality, public transport and vulnerable road user challenges in a small UK city.**

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

**This proposal sits alongside the TSAR (Traffic Signal Asset Renewal) programme. TSAR is a capital funded scheme which, over a five-year programme is renewing life expired traffic signal equipment across the City at between 5 and 10 sites *pa*. This proposal will allow all sites across the city, (including the majority that TSAR will not treat) to be upgraded to the same level of technology. It will also build on this opportunity by providing the central platforms to undertake City-wide journey time analysis, data into vehicles and fully integrated, live multi-layered transport modelling.**

- 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 not funded, then the work of uplifting on-street technology would still continue as part of TSAR but this would take many more years to complete and would require significant additional funding. The real benefit - provision of City wide platforms for traffic management and development modelling, could not be delivered within current budgets and so this element, which would draw huge value out of the investment, would not happen. The benefits to York and its economy of being an exemplar City for transport technology would not be realised.**

- 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.

**This proposal will provide a City-wide on-street equipment deployment that will allow large scale data collection and integration with coming CAV technologies. This will support central platforms for journey time analysis and modelling. This in turn will allow for more reactive UTC operation, better tracking and management of buses and polices based on complex selective vehicle detection. Impacts of this include better AQM management through more reactive UTC and real-time traffic / AQ modelling opportunities.**

**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	1,530	1,315
Local Authority contribution	600	600
Third Party contribution	0	0
<b>TOTAL</b>	<b>2,130</b>	<b>1,915</b>

*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

The Local Authority contribution to this project is a commitment to continue the capital funding of the TSAR (Traffic Signal Asset Renewal) programme at a rate of £600k *pa* for the period that this proposal would receive DfT funding. TSAR is an ongoing element of the Council's capital programme, with a defined five-year scheme programme and would continue, to provide equipment renewals, civil engineering, communications and power as needed to allow STEP deployment.

- 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.

The GAIST Digital Road Scanning project with DfT allows virtual inspection and recording of the highway asset and is an indication of the innovative approach York is taking to transport technology. The Council is delivering a research project, 'Eboracum' under the DfT C-ITS Programme. This project is receiving £295k DfT funding to research connected vehicle data to enhance traffic signal and UTC operation. STEP will focus on deploying technology that is in the market now, rather than the longer-term research undertaken by Eboracum; the outcomes of this research will be extremely important in providing longer term direction to STEP, ensuring technologies used are future proofed.

### **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 CO<sub>2</sub> 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

***BCR calculations are appended as Annex M***

The impacts of the project are wide and diverse, but at this stage difficult to quantify with certainty compared to for example a project involving physical not digital infrastructure, where both the ability to model benefits and process for their quantification is far more mature. Paradoxically, in order to develop a detailed impact assessment of the benefits of the modelling and data use would require us to undertake the same modelling and data collection we propose.

Nevertheless, we are confident in the value for money this proposal offers, as:

- It will help inform the planning and design of and hence de-risk large infrastructure investments associated with productivity and housing. It will help future proof them against later spend, for example, on bringing the network to a CAV ready state especially to support HS2 etc, and potential mobility as a service options. It will ensure planning for new developments has the most up to date data on movements currently as a benchmark. Saving just a few % of the cost of the future infrastructure investment for productivity would more than cover the project cost.
- York relies on its transport accessibility for its economic growth and productivity – indeed its potential as an HS2 hub reinforces the need for access and sustainability. The current network cannot be expanded to reduce congestion that threatens this accessibility, and so we need to use technology to both change behaviour
- It will support the deployment of new tools for emissions, notably gating of traffic in times of poor air quality and encouraging a change in behaviour to use the attractive park and ride alternatives York offers. We have not costed this benefit in monetary terms but helping to avoid fines for air quality would be a clear benefit, as well as the health and wellbeing of citizens of and visitors to York. This benefit will primarily come from improves signals setting through modelling that reduces stop/ start traffic, recent evidence from Greener Journeys showing that halving average city traffic speeds leads to a 50% increase in NOx emissions from vehicles. By focussing on moving people not cars we will support achievement of emissions targets for CO2 also, especially by adding to the attraction of an electric park and ride bus versus private car use;
- It will help reduce congestion to aid productivity. Previous work as part of the TTRIG Co-operative signals in York project showed benefits from improved journey time based on TfL evidence of £488K per year for 8 junctions in York. Expanding this to York as a whole gives a benefit for 64 junctions of around £3.2m per year, hence a payback inside the first year of deployment and a BCR of 7.7:1. This rapid payback and high BCR ( typically 10:1) or greater from technology projects was demonstrated by the Transport Technology Forums strategic business case as being typical for technology led traffic management and control projects.

Hence even without any monetarised benefits from emissions or better value from investment in infrastructure for productivity, there is a strong business case, especially when compared to physical infrastructure deployment.

There are no significant negative impacts as the project does not include major infrastructure. Where any physical changes to support CAVs are made these will be subject to impact assessments.

The risks to these benefits are:

- Deployment and integration risk . There is a risk the technology cannot be made to work together properly. However, this is not a research project – we will use products and services that are already proven – macroscopic and microscopic models, wifi harvesting an floating vehicle data, as well as lever value from other projects such as TN-ITS, Eboarcum and the work doe in Newcastle on Compass 4D. In addition, the data integration risk is considerably less than the planning and construction risks for physical infrastructure
- Data availability risk. There is a risk that we do not collect a large enough sample size for robust planning and analysis – however, with wifi in smart phones increasing and already evidence from the Eboracum projects showing good matches, we classify this risk as low. We will have an independent data source from INRIX and using ANPR to validate the data.
- Data security risk. All wifi addresses will be securely collected and anonymised apart from COYC's own buses and other vehicles. The journey time data will be stored in a secure cloud subject to UK Government security principles.
- Lack of behaviour change risk. This project will use some hard control measures such as new signal timings but does rely for example on people changing driving style or mode to park and ride, to the adoption of devices in vehicle for connected data and on changing use of vehicles in future infrastructure – for example in the HS2 hub. This is perhaps the largest risk compared to a physical infrastructure project, but is common to all projects that aim to challenge the fundamental issues of city travel in the UK rather than just increase road space to unlock capacity temporarily.

The modelling used for the A59 BCR estimate was reviewed by Professor Neil Hoose of Imperial College, but has not since been re-reviewed for the city as a whole.

*\* 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? ☒ Yes ☐ No ☐ N/A

Has a description of data sources / forecasts been appended? ☐ Yes ☐ No ☒ N/A

Has an **Appraisal Summary Table** been appended? ☒ Yes ☐ No ☐ 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.

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? ☐ Yes ☐ No ☒ N/A

- 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:

**STEP will provide real time data across the City that will be used to drive better UTC operation. This data and the multi-layered model it will populate, will include AQ analysis alongside traffic modelling to allow short term modelling to be undertaken that can drive UTC plan selection in a far subtler manner than is currently possible and this in turn will allow AQ management to be more tightly bound into UTC operation.**

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

☒ Yes ☐ No ☐ N/A

- Please supply further details:

**City of York Council, acting as scheme promoter, will lead procurement of the works and services for STEP. The Council's 2016 Procurement & Commissioning Strategy sets out an overriding objective to 'work together with partners and suppliers to develop imaginative commissioning and procurement solutions that deliver quality, value for money goods and services and deliver broader economic social and environmental outcomes'. The strategy goes on to state that 'A commitment to sustainability, fairness**



and the development of our local economy will be built into our purchasing decisions', and 'contracting with national/international suppliers we will encourage them to engage York's local providers in the delivery of services e.g. through offering apprenticeships and sub-contracting with local SME's and the VCS'. As part of funding agreements already in place at the York Central site, commitment has already been made to ensure skills development as part of funded activity.

## 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

### ***Appended as Annex E***

- 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**

	Task	Milestone (End) Date
1	MAC Address Harvesting equipment install	Jul 19
2	Develop Analytical Platform	Mar 19
3	Citywide modelling configure / install	Mar 19
4	UTC Upgrade And remote hosting	Mar 19
5	Citywide CAV – beacon installation	Dec 19
6	Vehicle to signals support (SPAT / GLOSA)	Mar 20

- 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)

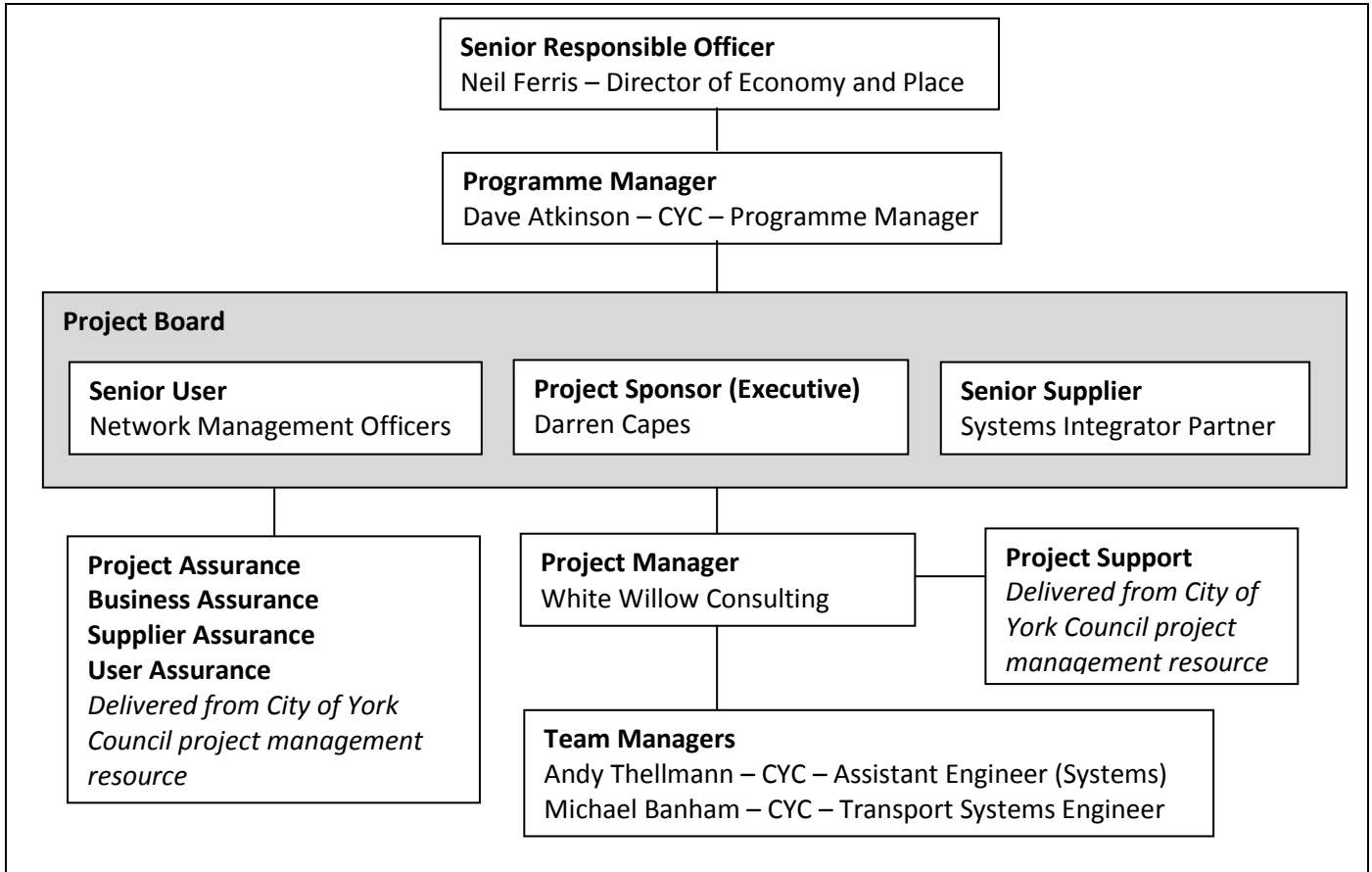
**Access York Phase 1 – comprising two new Park and Ride facilities (1850 vehicle spaces), complete with terminus building and principal route network improvements. The value of this project was circa £22m including all land, development and construction costs. The project was delivered with modest increase in the time and on budget although expending all contingency funds. Increases in time arose due to difficulties satisfying the regulatory requirements for a landfill site; an historical pollution spill which had to be cleared up; changes brought about with introduction of electric buses and accommodating a revised highway design for a new development adjacent to an existing junction on the scheme. The drawdown of the contingency funds was largely due to the delay charges for the items above.**

#### **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.  
**None required.**
- b) Please list if applicable any outstanding statutory powers / consents etc. including the timetable for obtaining them.  
**None required.**

## 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.



**Senior Responsible Officer** – The SRO is responsible for ensuring that appropriate organisational resources and procedures are in place to allow successful delivery of capital programme projects in general. This role has management oversight of the project.

**Programme Manager** – The Programme Manager reports to the SRO and monitors the overall project progress of all projects on the capital programme. The Programme Manager makes decisions in circumstances where overall project tolerances have been exceeded

**Project Sponsor (Executive)** - The Project Sponsor is responsible for securing the necessary project resources. The PS will also make certain decisions at defined gateways, as well as making decisions in cases where individual stage tolerances have been exceeded.

**Senior Supplier** – Will be a systems integrator appointed as part of the project with responsibility for managing the delivery and integration of individual system components, under the direction of the Project Board.

**Project Manager** – Responsible for the day to day management of the project. The PM authorises the work packages for the Team Managers. The PM also monitors and manages project risks, reporting when planned to the Project Board. Decisions are made by the Project Manager where such decisions fall within stage tolerances.

**Team Manager** – The Team Manager will be responsible for delivery of the projects products, as agreed with the Project Manager.

### **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

***Appended as Annex J***

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

***Appended as Annex I***

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 10% contingency allowance has been built into cost estimates, based on experience of similar technology based scheme delivery in York.**

b) How will cost overruns be dealt with?

**The risk register (attached) will be used to identify and monitor risks and their impact on the programme. The Project structure outlined in section B9 will ensure overruns and delivery issues are quick captured, monitored and dealt with and project contingency allocation used appropriately**

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

**Being heavily focussed on innovative technology, the main risks relate to developing sufficiently detailed specifications and ensuring good systems integration. It is expected that costs related to these risks can be managed within the 10% contingency allowance**

### **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.

**This is a locally focussed project with stakeholders COYC already has strong relations with key stakeholders will be elected Members and businesses in York, as well as those planning new developments. COYC will add STEP to the usual way of engaging with stakeholders, not least the travelling public eg, twitter, website etc. New stakeholders will be CAV developers, other C-ITS projects and suppliers and standards bodies who we will engage with via the DfT's C-ITS project board, transport technology forum and CCAV. Technology aspects will be promoted via the IET, CIHT and with DfT as guidance for other authorities**

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

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)

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 Rachel Maskell, MP ☒ Yes ☐ No

#### **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.

## **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.

**We will use access to INRIX's Roadway Analytic suite to use floating vehicle data to measure before and after journey time improvements due to our co-operative UTC and modelling work.**

**We have already collected some “before” data as shown in more detail in Annex K.**

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

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

Name:

Neil Ferris

Position:

Corporate Director of Economy and Place

Signed:



### **D2. Section 151 Officer Declaration**

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

- has allocated sufficient budget to deliver this 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:

Ian Floyd

Signed:



### **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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input 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