National Productivity Investment Fund for the Local Road Network Application Form

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.

<table>
<thead>
<tr>
<th>Applicant Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local authority name(s)*: Cumbria County Council (Lead)</td>
</tr>
<tr>
<td>*If the bid is for a joint project, please enter the names of all participating local authorities and specify the lead authority.</td>
</tr>
<tr>
<td>Bid Manager Name and position: Angela Jones, Assistant Director Economy and Environment, Cumbria County Council</td>
</tr>
<tr>
<td>Contact telephone number: 07920 814141</td>
</tr>
<tr>
<td>Email address: <a href="mailto:angela.jones@cumbria.gov.uk">angela.jones@cumbria.gov.uk</a></td>
</tr>
<tr>
<td>Postal address: Cumbria County Council, County Offices, County Hall, Kendal, LA9 4RQ</td>
</tr>
</tbody>
</table>

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 web link where this bid will be published:
SECTION A - Project description and funding profile

A1. Project name: Whitehaven North Shore Access Improvements

A2: Please enter a brief description of the proposed project (no more than 50 words)
Reconfiguration of the existing priority T-junction at Bransty Row / North Shore Road and realignment of North Shore Road to improve operation of junction and enhance the pedestrian environment to create cohesive development sites within the North Shore area of Whitehaven town centre.

A3: Please provide a short description of area covered by the bid (no more than 50 words)
The area covers the North Shore Road/Bransty Row priority T-junction, located within the North Shore area of Whitehaven Town Centre. Bransty Row between the Tangier Street/George Street crossroads and the Station access is within the bid area, as is the section of North Shore Road bordering Tesco superstore car park.
OS Grid Reference: NX 97434 18497
Postcode: CA28 7XE

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  
- [x] No

The project will not have any significant negative impacts on specific groups and does not disproportionately affect any group more than another. Any works will be designed appropriately to ensure they are accessible to all.

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.

**Britain’s Energy Coast (BEC)** is the landowner for the development sites and lead partner in bringing forward the North Shore regeneration scheme including the provision of third party funding for the access improvements.

**Copeland Borough Council** is the planning authority and is fully supportive of the scheme and have provided a letter of support. The proposed development is in line with Copeland’s core strategy (adopted 2013). Copeland Borough Council part owns BEC (alongside Cumbria County Council and Allerdale Borough Council).
Whitehaven Harbour Commissioners, responsible for managing the harbour, are supportive of the scheme and a letter of support is appended.

The relationship and activities between Cumbria County Council, BEC and Copeland Borough Council and the Harbour Commissioners are well established. The commonality and shared objectives of the partners has forged a robust partnership which has the desire and foresight to make a positive contribution to the local economy within West Cumbria. The partners are therefore committed to the regeneration of North Shore and are confident that the access improvements proposed are deliverable within the next two years.

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
- [x] Unlock economic growth and job creation opportunities
- [x] Enable the delivery of housing development

**Desirable**
- [x] Improve Air Quality and/or Reduce CO2 emissions
- [ ] Incentivising skills and apprentices

- [x] Other(s), Please specify –
  - improved and rationalised car parking to support the town centre
  - improved connectivity between the train station and the town centre
  - encourage walking, cycling and use of public transport

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

a) What is the problem that is being addressed?
The deliverability of the North Shore development opportunities are marginal. The sites are constrained by inadequate highway infrastructure. The cost of delivering highway improvements will adversely impact the overall viability of the scheme such that the full potential development could not be delivered.

The upgraded junction will ‘unlock’ land to deliver a 100+bed hotel, c.6,000-7,000sqm office, a multi-storey car park and housing. There is insufficient quality hotel and office accommodation to meet demand. The multi-storey car park will consolidate the parking offer for the town and reduce existing parking pressures. The highway improvements are necessary for delivery of these developments.

b) What options have been considered and why have alternatives been rejected?
Numerous alternative junction arrangements have been considered. Options considered include roundabouts, gyratories and priority junction arrangements. The alternative options were rejected on the basis of the requirements for significant 3rd party land acquisition, an inability to accommodate the forecast traffic volumes, a lack of ability to future-proof the design against changes in traffic flow and an inability to deliver pedestrian connectivity and amenity benefits.

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 proposals are essential to delivering North Shore regeneration plans and will enable delivery of:

<table>
<thead>
<tr>
<th></th>
<th>Development</th>
<th>Jobs</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hotel</td>
<td>100-beds</td>
<td>33FTE</td>
<td>2019</td>
</tr>
<tr>
<td>Office</td>
<td>6,000-7000m2</td>
<td>500FTE</td>
<td>2019-2022</td>
</tr>
<tr>
<td></td>
<td>700-spaces</td>
<td>5FTE</td>
<td>2010</td>
</tr>
<tr>
<td>----------------</td>
<td>------------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td>46 units</td>
<td>6FTE</td>
<td>2019-2020</td>
</tr>
</tbody>
</table>

The proposals support wider outcomes and the economy of Whitehaven’s historic core along with tourism/leisure developments around the harbour and North Shore. The proposals increase junction capacity alleviating congestion.

The proposals will enhance pedestrian connectivity, amenity and permeability between the town centre and railway station. They will create an enhanced ‘gateway’ to the town centre and encourage walking and sustainable transport modes.

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?

The deliverability of the scheme relies upon acquisition of land from BEC. BEC is supportive of the scheme and has confirmed that they are willing to provide the land required as part of their contribution to the scheme.

Delivery of the scheme will also require consent from Stagecoach to relocate two bus stops on Bransty Row, both situated in close proximity to the junction. Similarly, consent will be required from Copeland Borough Council to relocate the taxi rank on Bransty Row.

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)?

The alternative would be a different junction arrangement (either mini-roundabout or smaller signalised junction) within highway boundary limits.

This would not deliver the additional capacity required to deliver the North Shore development. The quantum of development that could be delivered would be significantly reduced and only allow for the office and a smaller surface car park (c.200 spaces). The hotel, residential and additional parking would not be delivered.

It would not deliver the transformational benefits in terms of a gateway to the town centre or the pedestrian connectivity improvements that would be achieved by the full scheme.

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 proposed scheme is not in, or in close proximity to, a Local Air Quality Management Zone. No impacts on statutory environmental constraints have been identified.

The scheme will support greater levels of walking and cycling and improved access to public transport. It will also contribute to reduced congestion in the town centre through the consolidation of parking on the edge of the town centre. These factors will contribute towards improvements in air quality and reduced vehicle emissions.

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

**Table A: Funding profile (Nominal terms)**

<table>
<thead>
<tr>
<th></th>
<th>2018-19</th>
<th>2019-20</th>
</tr>
</thead>
<tbody>
<tr>
<td>DfT funding sought</td>
<td>£943</td>
<td>£723</td>
</tr>
<tr>
<td>Local Authority contribution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Third Party contribution</td>
<td>£472</td>
<td>£362</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>£1,415</td>
<td>£1,085</td>
</tr>
</tbody>
</table>

**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.

Britain's Energy Coast will be providing contribution of £834k to the scheme. They will also be contributing land to allow the relocation of a bus layby and provision of appropriate lane widths.

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.

£4.5m of Local Growth Funding has been allocated to the development of Whitehaven Town Centre North by Cumbria LEP and will provide the gap funding contribution for the commercial developments (office and hotel). This allocation is dependent upon the full business case being approved, a decision upon which is expected later this year. The full business case is, in turn, reliant on the access improvements that are the subject of this NPIF application. The LEP full business case will be considered in parallel to this funding application.

**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.
The scheme will increase highway capacity within the junction which will be essential to the regeneration of North Shore and delivery of high quality office and hotel accommodation as well as enabling the future development of new housing. Further detail on the scheme benefits is set out in the Appraisal Summary.

Sustainable transport modes will be encouraged through improved access to the rail station and improvements in bus journey reliability. Access to the train station will be improved through the signalisation of the junction with pedestrian crossings and investment in the adjacent public realm. Bus users will see a marked improvement in reliability and journey time during peak times in Whitehaven town centre.

Existing businesses and future developments will benefit from the reliability impact of the new junction and journey times for commuters on public transport travelling via Bransty Row will improve.

Pedestrian connectivity to the town centre and marina from the railway station will be enhanced through formal pedestrian crossings. Such pedestrian crossings will improve pedestrian permeability through the town and make the town more attractive to commuting by public transport.

Key risks and uncertainties include:
- securing funding, without which the viability and deliverability of the project would be at risk.
- gaining planning permission and other approvals, but this can be mitigated through effective resourcing.
- unknown ground conditions and statutory service issues, which may require additional design consideration.

Junction modelling has been undertaken to provide confidence that the proposed scheme is technically sound and will provide the capacity necessary to deliver the identified benefits.

* 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) Additional 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:
  - A positive impact on emissions and air quality is expected as a result of improved junction operation and reduced congestion.
  - Improved accessibility and connectivity to the rail station will help to encourage more sustainable forms of transport.

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

☐ Yes ☒ No ☐ N/A

- Please supply further details:

  In the procurement process the successful Tenderer will be required to perform in such a manner that supports and complies with Cumbria County Council’s strategic aims and objectives for sustainability. This will mean that the successful Tenderer will operate in a manner which improves the social, economic and environmental wellbeing of the County of Cumbria at every stage of its project operations. The successful Contractor will be expected to work with the Employer to open up opportunities for SMEs, including social enterprises, to bid for 2nd & 3rd tier supply chain opportunities arising from this contract.

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? [x] 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

<table>
<thead>
<tr>
<th>Event</th>
<th>Estimated Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Start of works</td>
<td>October 2017</td>
</tr>
<tr>
<td>Detailed design</td>
<td>October 2017</td>
</tr>
<tr>
<td>Planning permission for BEC development</td>
<td>May 2018</td>
</tr>
<tr>
<td>Land purchase</td>
<td>June 2018</td>
</tr>
<tr>
<td>Construction starts</td>
<td>September 2018</td>
</tr>
<tr>
<td>Opening date</td>
<td>August 2019</td>
</tr>
<tr>
<td>Completion of works (if different)</td>
<td></td>
</tr>
</tbody>
</table>

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).

In the last 5 years Cumbria County Council has delivered the following 2 major transport projects of over £5 million:-

i) Carlisle Northern Development Route

Opened on time in 2012 at a cost of £60 million the 8 km western bypass of the city connects the M6 with with the A595 to west Cumbria.

ii) Northside Bridge, Workington

The 152 metre long structure replaces the bridge severely damaged in the local floods of November 2009. Opened in 2012 the £11.8 million bridge was completed within budget.

Cumbria County Council is also currently delivering a £120 million Flood Recovery Programme over 3 years from 2016/17 to 2019/20 repairing damage to infrastructure caused by Storm Desmond in December 2015.

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

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

Cumbria County Council will be the client. The Assistant Director for Capital Programme and Property will be the Senior Responsible Owner with an appointed Project Manager responsible for managing the project. The works will be competitively tendered under an NEC contract either on the open market or via the utilization of an existing construction framework.

Please see organogram below.

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?

Bill of quantities for each improvement includes 25% contingency plus estimates of work associated to statutory diversions. A risk register is attached.

b) How will cost overruns be dealt with?

Costs have been developed following robust scheme development and assessment and incorporate a significant optimism bias. Despite this, should overruns emerge the County Council seek, as a priority, to value engineer proposals. Alongside this we would consider the option to reallocate capital resources to ensure the project can be delivered on time.

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

Statutory diversions

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.

An Engagement Plan will be developed in line with approved Cumbria County Council Service Procedure “Consulting and Informing People.” This will identify lead officer, purpose of engagement reporting process, stakeholders and timeline.

Key stakeholders

<table>
<thead>
<tr>
<th>Stakeholder</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCC</td>
<td>Project Lead responsible for management, delivery, maintenance of works and ensuring residents/businesses are informed</td>
</tr>
<tr>
<td>Copeland Borough Council</td>
<td>Planning authority responsible for ensuring project is aligned with Local Plan</td>
</tr>
<tr>
<td>BEC</td>
<td>Landowner, facilitates local regeneration schemes</td>
</tr>
<tr>
<td>Residents/Businesses</td>
<td>Local community support to mitigate negative impacts</td>
</tr>
<tr>
<td>Whitehaven Harbour Commissioners</td>
<td>Responsible for managing harbour</td>
</tr>
<tr>
<td>Statutory Undertakers</td>
<td>Service providers kept informed of project</td>
</tr>
<tr>
<td>-----------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>Utilities</td>
<td>Continual liaison to ensure successful delivery</td>
</tr>
</tbody>
</table>

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 Trudy Harrison - Copeland  ☒ Yes  ☐ No  
2  ☐ 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.
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.

CCC and BEC have established working practices and track-record of monitoring and evaluation of project outputs/outcomes.

Development delivery will be a key success indicator. Job creation will be measured through office space take-up and the ONS Annual Business Survey.

The scheme will enable new office development, multi-storey car parking, hotel and housing delivery. Progress on delivery of each development will be monitored. Benefit realisation will be measured through a Benefits Realisation Plan. This will set out the baseline position, and mechanisms for assessing realisation of each benefit during construction and after completion.

Highway impacts will be monitored through network monitoring.

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 'Whitehaven North Shore Access Improvements' I hereby submit this request for approval to DfT on behalf of Cumbria County Council and confirm that I have the necessary authority to do so.

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

<table>
<thead>
<tr>
<th>Name:</th>
<th>Angela Jones</th>
</tr>
</thead>
<tbody>
<tr>
<td>Position:</td>
<td>Assistant Director - Economy &amp; Environment</td>
</tr>
<tr>
<td>Signed:</td>
<td>J Jones</td>
</tr>
</tbody>
</table>

### D2. Section 151 Officer Declaration

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

<table>
<thead>
<tr>
<th>Name:</th>
<th>Julie Crellin</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signed:</td>
<td>J Crellin</td>
</tr>
</tbody>
</table>

## HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

- Combined Authority multiple bid ranking note (if applicable): Yes [ ] No [X] N/A [ ]
- Map showing location of the project and its wider context: Yes [X] No [ ] N/A [ ]
- Combined Authority support letter (if applicable): Yes [X] No [ ] N/A [ ]
- LEP support letter (if applicable): Yes [X] No [ ] N/A [ ]
- Housebuilder / developer evidence letter (if applicable): Yes [X] No [ ] N/A [ ]
- Land acquisition letter (if applicable): Yes [ ] No [ ] N/A [X]
- Projects impact pro forma (must be a separate MS Excel): Yes [X] No [ ] N/A [ ]
- Appraisal summary table: Yes [X] No [ ] N/A [ ]
- Project plan/Gantt chart: Yes [X] No [ ] N/A [ ]