

# 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)\*: Nottinghamshire 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: David Pick- Principal Officer, Transport Planning, Nottinghamshire County Council.**

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

**Contact telephone number: 0115 977 4273    Email address: [david.pick@nottscc.gov.uk](mailto:david.pick@nottscc.gov.uk)**

**Postal address:    Place Department  
Nottinghamshire County Council  
County Hall  
Loughborough Road  
West Bridgford  
Nottingham NG2 7QP**

## **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:  
<http://www.nottinghamshire.gov.uk/a611improvements>**

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

**A1. Project name:** A611 Ashfield / Mansfield Corridor Junction Improvements Scheme

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

**The A611 corridor provides a key link between Ashfield and Mansfield town centres, several business parks and the M1 motorway (J27). The project involves the improvement to two junctions, to remove the considerable traffic delays that hinder economic activity and act as a catalyst to unlock proposed employment and housing growth.**

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

**The improvement corridor extends from M1 J27 via the A608 and then the A611, across the A617 Mansfield Ashfield Regeneration Route to the A611/ A60 junction in Mansfield – location map attached. The proposal will have positive impacts on residents, workers and local businesses in the whole of Ashfield and Mansfield districts and beyond.**

OS Grid Reference: **SK 52785 56865**

Postcode: **NG18 5BW**

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.

**N/A**

**A7. Combined Authority (CA) Involvement**

Have you appended a letter from the Combined Authority supporting this bid?  Yes  N/A

**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 – N/A

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

a) What is the problem that is being addressed?

**The A608/A611 suffers from considerable journey time delay at both peak and inter-peak periods, see Aecom study report attached. The corridor provides a key link from Ashfield/Mansfield town centres to the M1-motorway for businesses and residents of both these districts; and in addition has several business parks located on (Sherwood) or close to the route (Oakham and Ransom Wood). It is also the key route for businesses along the Mansfield southern growth corridor (MARR) to the M1 south. The delay therefore has significant detrimental impacts on existing and potential employment and housing development sites adjacent to the corridor (eg Lindhurst, Top Wighay and Rolls Royce), see plan attached.**

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

**The existing junctions to be improved are part of a proposed corridor wide treatment. The two junctions that form part of this bid already operate under traffic signal control. Alternative junction forms (roundabouts, signalised gyratories and grade separated junctions) would provide greater traffic carrying capacity but would require third party land and be prohibitively expensive. These options have been dismissed in favour of at grade signal junction enlargements which can be accommodated within the confines of the existing public highway and still provide a meaningful upgrade to traffic capacity and congestion relief.**

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 economic benefits and outcomes of this project are:**

**1. Removal of barriers currently causing inability to develop, delay to development, or reduced viability of potential employment / housing sites adjacent to and nearby the A608 / A611 corridor.**

**2. Improved business competitiveness and improved productivity due to reductions in journey time delays (resultant reduced costs for businesses/haulers).**

**3. Enhance potential to attract inward investment (including in the wider Ashfield/Mansfield area).**

**4. Improved access to employment sites which will aid recruitment for local businesses and expand job horizons for jobseekers.**

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?

**The proposed improvements to the two junctions will be contained within the existing public highway and no third party land acquisition is required. Other transport interventions are being considered so that the corridor as a whole is treated. The two junction improvements which would be funded by NPIF would constitute a first phase of a series of improvements. If the remaining treatments in the corridor are delayed or are not subsequently forthcoming then the initial two junction improvements would still deliver significant congestion relief benefits.**

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 county and district councils will continue to explore other funding opportunities to deliver the A611 junction improvement schemes. There are not considered to be any suitable lower cost solutions at the two junctions proposed for immediate improvement. The schemes of improvement proposed are the minimum scale of intervention that is feasible given the land and property constraints at each location.**

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.

**Although there are not any statutory environmental constraints the proposed junction improvements will have the following positive impacts on the environment;**

- 1. Reduced carbon (including CO<sub>2</sub>) emissions due to reduced journey time delay**
- 2. Reduced NOx and particulate emissions from road traffic due to reduced journey time delay**
- 3. Reduced noise levels due to freer movement of traffic (i.e. less acceleration/deceleration)**

**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	1,050	950
Local Authority contribution	350	268
Third Party contribution	0	0
<b>TOTAL</b>	<b>1,400</b>	<b>1,218</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 County Council will allocate £618,000 (25%) towards the overall project costs split 57% in financial year 2018-19 and 43% in 2019-20. The County Council's Section 151 Officer has made a declaration to this effect, see section D2.**

- 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.

**There have been no other funding applications made for the construction of junction improvements along the A611 Ashfield / Mansfield corridor.**

### **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

**The most significant positive impact of the scheme is the improvement of the operational efficiency of both the Shoulder of Mutton / A611 and A611/ Coxmoor Road junctions. The A611 is a key strategic route between Mansfield and the M1 J27 and carries over 23,000**

vehicles AADT through these junctions. A detailed (LINSIG junction traffic model) analysis of these junctions confirms that they currently operate significantly over capacity and observations show considerable queuing and delay, particularly in the Am and Pm peak travel periods. The cost to society of the current delays are calculated (at 2017 prices) £773,574 Shoulder of Mutton and £2,195,075 at Coxmoor Road. With proposed growth forecast in each of the Ashfield, Mansfield and Gedling Local Plans these delays are forecast to increase exponentially.

The proposed schemes of improvement will reduce traffic queues, reduce driver delays and improve both journey times and journey time reliability. This is especially important for existing business users of the Sherwood , Oakham and Ransom Wood Business Parks which lie adjacent to the A611 and will enhance the potential for inward investment and employment growth at Lindhurst, Rolls Royce, Top Wighay Farm and Prologis Park which will all rely on and benefit from improved accessibility in the A611corridor, see location plan. A LINSIG assessment of the performance of the improved junctions has shown that for a single future year there is forecast to be a saving of 255 pcu hours delay in the Am peak and 293 pcu hours in the Pm peak when compared to Do Minimum in the same assessment year. The forecast journey time improvements will enhance existing business productivity and competitiveness. The value of these future year transport user benefits have been calculated as over £6.4m per annum i.e. a large beneficial impact. A benefit cost ratio has not been computed for this project however on the strength of the results of a single future assessment year it is reasonable to expect that the BCR would be very high.

The improvement of key traffic intersections on the A611 is predicted to lessen the incidence of traffic queues and reduce stop-start driving conditions. This in turn is predicted to reduce road traffic noise (less braking and acceleration of vehicles) and reduce the amount of harmful vehicle emissions (less vehicle idling and stop-start driving / slow traffic speeds). The only negative impact however is a forecast increase in CO<sub>2</sub> emissions which tend to rise in line with forecast increased traffic speeds. An Appraisal Summary Table is appended to this bid setting out a summary of the key environmental impacts of the proposed junction improvements.

The proposed junction improvement schemes fit within the foot print of the existing public highway and given the limited scale and nature of the proposals the risk and uncertainties are therefore considered minimal. A Risk Register is attached which identifies the largest risk as a financial one i.e. that any subsequent increase in the current scheme cost estimate could endanger the viability of the project. The final cost of utilities works is the largest uncertainty in this regard. It should be noted however that NCC accepts responsibility for meeting any costs over and above the DfT contribution including potential cost over runs.

*\* 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  
**A project baseline study is attached (Aecom June 2017)**

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.

**Please see attached an A611 baseline conditions report June 2017 which quantifies the existing traffic delay, personal injury accidents and costs to the economy of congestion in the A611 Ashfield / Mansfield corridor.**

*\* 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.

**Not applicable**

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:

**The additional traffic capacity provided at the improved A611 junctions is predicted to lessen the incidence of traffic queues and stop-start traffic conditions, particularly at peak times, and hence reduce harmful emissions. The size of the benefits have not been quantified but would represent a 'slight beneficial' impact on a typical 5 point qualitative scale.**

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

Yes       No       N/A

- Please supply further details:

**The Council's proposed contractor Via East Midlands complies with the D2N2 LEP's Local Procurement Charter. The Charter demonstrates a commitment from business and public sector bodies working within D2N2 to align their infrastructure and development projects to match employer need and demand with the aim of creating a sustainable market for skills and development and supply chain integration within the area. The project promoter and its appointed contractor will look to create jobs, training opportunities and apprenticeships locally as part of the A611 junction improvement proposals.**

### **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.

**The attached project plans identify the main project milestones that would need to be addressed to deliver the projects. No statutory procedures are required to deliver this**

**project and both junction improvements could be constructed and open to traffic by July 2019 assuming a funding decision in November 2017.**

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.

**No land acquisition is required as both junction improvements can be contained within the confines of the existing public highway.**

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**

	<b>Estimated Date</b>
<b>Funding approval</b>	November 2017
<b>Junction 1 (Shoulder of Mutton Hill) detailed design completed</b>	September 2018
<b>Junction 1 Start of works</b>	October 2018
<b>Junction 1 Traffic signal alterations</b>	January 2019
<b>Junction 1 Completed</b>	February 2019
<b>Junction 2 ( A611/ Coxmoor Road) detailed design completed</b>	January 2019
<b>Junction 2 Start of works</b>	April 2019
<b>Junction 2 Traffic signal alterations</b>	June 2019
<b>Junction 2 completed</b>	July 2019
<b>Completion of works (if different)</b>	As above

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)

**The local authority has project managed and delivered a number of transport projects over the last five years, the most recent is the Hucknall Town Centre Improvement Scheme (DfT contribution £8.49m). The Full Approval submission to the DfT had an estimated total scheme cost of £12.9m. The scheme is now completed and the outturn cost is £13.4m. The increase in cost is explained by additional flood alleviation works that had to be incorporated into the scheme post planning approval. The scheme was delivered 3 weeks behind schedule due to unforeseen ground conditions.**

### **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.

**Following a scoping opinion Ashfield District Council, the local planning authority, have advised that the highway improvement proposals constitute ‘permitted development’ as governed by The Town and Country Planning (General Permitted Development) Order 1995, Part 13, Development by local highway authorities, Class A – Permitted development: “The carrying out by a local highway authority on land outside but adjoining the boundary of an existing highway of works required for or incidental to the maintenance or improvement of the highway”. Therefore neither planning permission nor an Environmental Assessment is required.**

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

**There are no outstanding statutory powers to be obtained. The scheme can be delivered without delay.**

### **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.

**Nottinghamshire County Council (NCC) will be responsible for the project’s delivery. The scheme will be constructed by the County Council’s new Teckal Company, Via East Midlands Ltd, acting on behalf of the County Council with contract management support provided by Council. NCC has significant experience in delivering publically funded projects and has a centralised procurement function overseeing compliance with public procurement requirements. A Project Board will be established to oversee the delivery of the project. The Project Board will include all relevant partners. Board members will review and advise on the delivery of the project through established regular reporting mechanisms. The Senior Responsible Officer will be Gary Wood (NCC Group Manager Environment and Highways) who has the authority to ensure delivery of this project. A delivery team organogram is attached which provides further details of the intended governance structure and key decision making layers.**

### 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

**See Risk Register for probability of risks happening**

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

**See Risk Register for mitigation actions re risk.**

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?

**The total cost of the proposed junction improvements is £2.618m and this is based on estimates by the County Council and Via East Midlands Ltd using direct experience of outturn costs of recent similar projects. This price includes an allowance of 10% contingency on the construction element of the project. No optimism bias has been included in the project cost.**

How will cost overruns be dealt with?

**The County Council is confident of delivering this project within the identified budget. During construction there may be a need to revise the scheme and this may require additional works and additional cost. The Council's project management team will closely monitor and supervise the works to mitigate against any significant cost increases. The County Council accepts responsibility for meeting any cost over runs.**

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

**The protection and diversion of utilities equipment remains the most significant risk in terms of both timescale and financial risk. The County Council will work closely with the utilities companies to ensure that construction of the junction improvement schemes can be brought within both the Council's work package and within the agreed financial budget.**

### 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.

The key stakeholders in this project are Ashfield and Mansfield District Council's and the joint Regeneration Board representing these local authorities, Mansfield 2020 business club Members and the public transport operators who are set to benefit from the removal of congestion and improvements in journey time reliability of the bus services that would follow. As the proposed improvement works are within the footprint of the existing junctions there is no impact on statutory consultees. The County Council is proposing to notify the public of the proposed junction improvement schemes via an interactive project website, the distribution of letters to local residents and businesses and posting of signs on site.

- 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. Gloria De Piero – Ashfield  Yes  No

### B13. Management Case - Assurance (Essential)

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

**See Section D2 for signature of Nigel Stevenson NCC Section 151 Officer confirming the assurance arrangements.**

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**

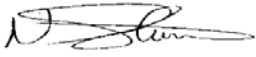
**C2.** Please set out, in no more than 100 words, how you plan to measure and report on the benefits of this project, alongside any other outcomes and impacts of the project.

**The project will deliver immediate transport user benefits to commuters, business travellers and drivers on other journey purposes. These journey time and reliability benefits will encourage inward investment and the build out of housing and employment sites alongside the A611 corridor. The County Council will monitor and report the traffic and travel conditions arising from the implementation of the junction improvement schemes with a view to ensuring that the traffic signal arrangements operate as efficiently as possible and hence maximise the social and economic benefits.**

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

**SECTION D: Declarations**

<b>D1. Senior Responsible Owner Declaration</b>	
As Senior Responsible Owner for the A611Ashfield / Mansfield corridor junction improvements scheme I hereby submit this request for approval to DfT on behalf of Nottinghamshire County Council and confirm that I have the necessary authority to do so.	
I confirm that Nottinghamshire County Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Gary Wood	Signed: 
Position: Group Manager Environment and Highways	

<b>D2. Section 151 Officer Declaration</b>	
As Section 151 Officer for Nottinghamshire County Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Nottinghamshire County Council	
<ul style="list-style-type: none"> <li>- has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution</li> <li>- 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</li> <li>- accepts responsibility for meeting any ongoing revenue requirements in relation to the project</li> <li>- accepts that there will be no further increase in DfT funding considered beyond the maximum contribution requested and that no DfT funding will be provided for this bid in 2020/21.</li> <li>- 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</li> <li>- 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</li> </ul>	
Name: Nigel Stevenson Service Director Finance, Procurement and Improvement.	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