

# 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)\*:** North Yorkshire County Council (NYCC)

*\*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:** Samantha Raine, Transport Planning Officer, NYCC

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

**Contact telephone number:** 019609 536439      **Email address:**  
Samantha.raine@northyorks.gov.uk

**Postal address:** Highways and Transportation  
Business and Environmental Services  
North Yorkshire County Council  
Northallerton  
North Yorkshire  
DL7 8AH

## **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:**

**Contact telephone number:**      **Email address:**

**Postal address:**

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.northyorks.gov.uk/article/26182/Transport-policies-plans-and-schemes>

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

**A1. Project name:** Enabling Development and Business Growth in West Harrogate

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

The West Harrogate package will provide a series of highway and safety improvements along the Otley Road corridor. The improvements to the highway network will facilitated a more efficient use of the highway network, and will help to alleviate levels of congestion currently experienced along the Otley Road corridor. Upgrading the highway network in the area will accommodate existing traffic and traffic from current and future growth along the corridor. Additionally, the scheme will address existing safety concerns and clusters sites along the corridor, and provide sustainable transport enhancements.

A more detailed description of the West Harrogate project is contained in **Annex A**.

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

Harrogate is the largest urban centre in North Yorkshire, and lies in close proximity to Leeds, Bradford and York. The bid covers the housing and employment areas west of Harrogate town centre; Otley Road is a heavily trafficked corridor that provides direct access to the Cardale Park Business Park.

OS Grid Reference: **SE267532, SE302546**

Postcode: **HG3 / HG1**

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 map highlighting the area covered is contained in **Annex B**.

**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

The equalities analysis is included in **Annex C**.

**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.

North Yorkshire County Council and Harrogate Borough Council have worked in partnership to deliver the bid and will continue to work in partnership if successful in delivering the bid.

**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

All letters of support are contained in **Annex D**.

## **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 -

A more detailed project brief is contained in **Annex A**.

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

a) What is the problem that is being addressed?

Otley Road is a busy transport corridor to the West of Harrogate; a number of junctions along the corridor that have already been identified as over capacity. There are a number of committed developments along the corridor and potential future sites in the area that improved highway capacity will help to unlock. There are currently no cycling facilities aside from advance stop lines along the corridor, this currently minimises the attractiveness of cycling the short trip to/from central Harrogate. A safety cluster site will also be addressed as part of the proposals to allow expedient egress onto the A61 Leeds – Harrogate Road. Otley Road also provides access to Cardale Business Park, one of Harrogate's key employment districts. The current highway infrastructure along Otley Road is not sufficient to sustain the proposed levels of growth expected along the corridor

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

Previous work has been carried out along Otley Road which looked at a number of different options along the corridor, including junction upgrades, signalisation of junctions and roundabouts, and general route upgrades. Whilst some of the suggestions put forward in the previous work are still valid, the current work looks at providing a much more packaged approach to the corridor, implementing the previous work would lead to a very piecemeal approach whereas, the current proposal looks at multimodal measures along the corridor that present vastly improved, coordinated, traffic management opportunities to enhance the efficiency of the route.

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.

Currently there are a number of approved and pending planning applications along the Otley Road Corridor. Alongside these applications, businesses at Cardale Park have cited transport as a key issue in relation to attracting staff and expanding. There are expansion opportunities

with the potential to create an additional 600 jobs. Completing the proposed highway improvements along the corridor would provide a significant benefit to users of the corridor, by reducing congestion and improving journey times. Developer contributions and developer led improvements have been incorporated into the package of schemes, implementing the improvements as a package of measures will lead to less disruption during construction and greater overall benefits than if small scale improvements were implemented in a piecemeal way.

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?

A number of developments along the Otley Road Corridor already have planning permission, with S106 agreements in place. The S106 agreements that are likely to be implemented before March 2020 have been taken into consideration in the local contributions. Other S106 agreements that are less likely to be implemented before March 2020 have not been included in the funding package.

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)?

There are certain aspects of the project that would still be implemented, but would be at a much smaller scale and be solely developer funded. Without securing NPIF funding the project would be delivered using a very piecemeal approach. The improvements would be delivered as and when developments come along, typically S106 agreements also have conditions that mean the developers can begin on site and not implement improvements to the highway until a certain number of houses are built, leading to a long delay before any highway improvements are completed.

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.

At present there are no Local Air Quality Management Zones along the Otley Road corridor. However the corridor is very congested, implementing the project will have a positive impact on the local air quality. By improving the attractiveness of cycling and walking, there may also be reduction in short car trips around Otley Road.

**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	£1.2m	£2.0m
Local Authority contribution	£133k	£372k
Third Party contribution	£938k	£35k
<b>TOTAL</b>	<b>£2.2m</b>	<b>£2.4m</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.

**£835k** Contributions to junction improvements from S106 and S278 agreements;

**£205K** Contributions to Otley Road Cycleway from S106 agreements, North Yorkshire County Council and Harrogate District Council;

**£35K** Contributions to Cardale Park sustainable transport improvements from S106 agreements;

**£11k** Contribution to the rural route maintenance program from North Yorkshire County Council

**£125k** Contribution to the Burn Bridge Roundabout from S106 Contributions and North Yorkshire County Council;

**£266k** internal fees from North Yorkshire County Council

These local contributions equate to a 32% local contribution, with all the funding available for the commencement of the project in 2018/19.

- 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.

### **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:

The tool utilised for the analysis was the VISUM strategic model constructed for Harrogate district which has been validated to a base year of 2015 for the AM and PM peak hour. The base model has a validated journey route along Otley Road and the modelled flow fits well with

observed on A61 and B6161 at the east and west ends respectively. No major alterations were undertaken to the base model to undertake this analysis.

The following highway improvement schemes have been coded into the VISUM model for the 'with scheme' scenarios:

- 1 Harlow Moor Road / Otley Rod signals;
- 2 Modelled new roundabout at A61 / Burn Bridge; and
- 3 Signalisation of Otley Rd / Beckwith Head Rd / Crag Lane junction.

The remaining proposed transport improvements along the corridor have not been included in the analysis due to the limitations of the VISUM model.

Forecast matrices have been prepared for 2020. These are made up of trips associated with allocated and committed developments along Otley Road added onto the base year matrices. The level of growth (HHs and jobs) is comparable to NTEM for 2015 to 2020, and as such no background growth was applied. This methodology was deemed proportionate for this stage of assessment.

The matrices were assigned within the VISUM model and a comparison was made with and without the network improvements. Overall the effect of the schemes was to reduce travel time at the expense of travel distance. Improving junctions allows quicker longer routes to be favoured over shorter but previously marginally quicker rat runs. Time savings were realised in both AM and PM peak. The scheme produces a transfer of trips from the A61 to route through Pannal Ash and on to the new junction at Burn Bridge. It also shows an avoidance of the signals at Pannal, and in general a small reduction on Otley Road in part due to the increases in vehicles going south to the Burn Bridge junction. It should be noted that the Beckwith Head signals reduce the time savings somewhat by delaying the main east west movement on Otley Rd.

Air quality and CO2 emissions were not assessed quantitatively. The effect in 2020 is likely to be neutral given the small changes to travel time and vehicle distance. Traffic is reduced at Pannal signals so that must have some positive impact on the residents around there.

The time savings have been used to produce a Present Value of Benefits (PVB) following the guidance in TAG A1.1. The opening year time saving has been assumed to occur in each of the following years over a 60 year appraisal period. The PVB is £6,615k (2010 prices discounted to 2010).

Scheme costs have been converted to a Present Value of Costs (PVC) value following guidance in TAG A1.1. The PVC is £3,729k (2010 prices discounted to 2010).

**This gives a scheme BCR of 1.8.** This represents medium value for money according to DfT guidance. However this is based on opening year time savings only with no inclusion of inter peak benefits, i.e. AM and PM periods only.

A full description of the modelling and economic assessment is included in a Technical Note appended to this application.

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:

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

Yes       No       N/A

- Please supply further details:

NYCC runs an internal apprenticeship programme alongside an apprenticeship programme run by our term maintenance contractor Ringway.

### **B7. Management Case - Delivery (Essential)**

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

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

Has a project plan been appended to your bid?       Yes       No

b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place to secure the land to enable the authority to meet its construction milestones.

Has a letter relating to land acquisition been appended?       Yes       No       N/A

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

**Table C: Construction milestones**

	<b>Estimated Date</b>
<b>Start of works</b>	
Junction Upgrades and Improvements	March 2018
Otley Road Cycleway	July 2018
Sustainable Transport Improvements	May 2019
Burn Bridge Roundabout	May 2019
Maintenance Works	December 2019
<b>Opening date</b>	
Junction Upgrades and Improvements	March 2019
Otley Road Cycleway	December 2019
Sustainable Transport Improvements	December 2019
Burn Bridge Roundabout	December 2019
Maintenance Works	February 2020
<b>Completion of works (if different)</b>	

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 August 2016 North Yorkshire County Council completed the Bedale Aiskew and Leeming Bar Bypass (BALB).

Funding for the bypass was approved in July 2014, with responsibility for funding the bypass shared between DfT and NYCC. The works on site commenced in November 2014, with the main construction works commencing on site in February 2015.

The bypass was opened to traffic in August 2016, two months ahead of its programmed completion date of October 2016. The scheme was completed with a final cost of £30.3 million, £3.9 million under budget.

A further scheme that has been completed in the past 5 years is the A174 Sandsend Coastal Protection & Stabilisation Scheme, this included the replacement of a concrete defence and stabilisation and redesign of the boulder clay slope above a 1km stretch of the A174. The scheme did experience delays in delivery; originally the scheme was due for completion in April 2016, however due to significant additional earthworks disposal and adverse weather conditions during the slop stabilisation works the project was delayed and completed in August 2016.

Funding for the project came from both North Yorkshire County Council and the Department for Environment, Food and Rural Affairs. The scheme was project to cost £9.3m and was competed under budget at £9.2m.

**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.

**Bluecoat Park – 15/00798/EIAMI, Outline planning permission approved.**  
**Cragg Lane (16/04107/REMMAJ) – Reserved matters planning application**

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

**Penny Pot Lane (17/0006/46/REMMAJ) – Imminent**  
**Police Training Centre – (14/02970/FULMAJ) – Imminent**

### **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.

The specific personnel responsible for the delivery of this project and how they fit into the wider NYCC management structure are shown in the organogram contained in **Annex E**. The Senior Responsible Officer for the project is Barrie Mason, Assistant Director of Highways and Transportation. Responsibility for the delivery of the project lies with the Highways and Transportation Service Unit of BES, managed by Barrie Mason. The delivery of the programme will be overseen by the Highways and Transportation Heads of Service consisting of the Assistant Director of Highways and Transportation (Barrie Mason), Head of Highway Operations (Mike Roberts), Head of Commercial Services (Andrew Binner) and Network Strategy Manager (Allan McVeigh). This structure manages the delivery of c.£40m per year of capital highway maintenance schemes and £23 revenue based programmes.

Delivery of the West Harrogate package is the overall responsibility of the Transport Planning Team Leader, Andrew Bainbridge, with Melisa Burnham from North Yorkshire County Council (NYCC) Area 6 Office as the Project Manager. The project board will comprise the Project Sponsor, Project Manager and Transport and Development, Traffic Engineering and Transport Planning teams. The Board will report to the Highways and Transportation Heads of Service and BES Executive Members at appropriate intervals throughout the project.

Melisa Burnham and the NYCC Area 6 staff are very experienced and well placed to deliver this project. The Area offices are responsible for delivering and managing all highway improvement works within the highway ranging from small to large scale improvement schemes. The Project Manager will be responsible for commissioning detailed design work, tendering work and managing the chosen highway contractor to complete the works.

The Traffic Engineering Team are responsible for the maintenance, management and improvement of all traffic signals in North Yorkshire including the Harrogate UTMC system. They will work with the Area 6 Improvement Manager to ensure all traffic signal improvement elements of the package are fully integrated with the civil engineering works.

### **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

A structured method for identifying and mitigating risk for the project has been developed to ensure that a robust assessment of risk is undertaken. A Quantified Risk Assessment (QRA) has been completed to identify and record risks that have the potential to impact the delivery or cost of the programme. The QRA is included in **Annex F** along with the Risk Management Strategy. The QRA is a live document and will be updated at key stages via a risk workshop attended by all appropriate parties. Overall no significant risks to delivery have been identified.

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 total of 20% contingency and a 44% optimism bias has been applied to the project costs.

b) How will cost overruns be dealt with?

Any overruns will be underwritten by North Yorkshire County Council and Harrogate District Council in accordance with agreements of the respective S151 Officers.

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

There are two main risks identified with the delivery of the West Harrogate package. The first risk identified is the potential risk of associated Stats within the footways and carriageway along Otley Road. A risk allowance has been built into the costs to allow for any unforeseen circumstances arising from the uncovering of any Stats on site during the detailed design / construction phase. The second main risk identified is associated with the land acquisition required for the Burn Bridge Roundabout, should the bid be successful, early engagement will begin with the land owner to minimise the risk of any delays to delivery.

### **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.

A project steering group will be established with the key stakeholders of the project, regular meetings will be set up at appropriate intervals throughout the project. Below is a list of the key stakeholders along with their influences and interests.

- Harrogate Borough Council - Local Planning Authority;
- Harrogate District Cycle Forum – Interested in shaping the cycling aspects of the scheme;
- Harrogate District Chamber of Trade and Commerce – main association of businesses in the district;
- Local resident group – have interest in future development sites to the west of Harrogate and local transportation issues;
- Cardale Park Business Group – Concerned over highways limiting expansion opportunities;
- Parish Councils – Concerns over volume of traffic using routes more rural in nature.

- 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

Harrogate Borough Council has undertaken consultations on the draft allocations as part of developing the Local Plan, and highway concerns have been raised around the West of Harrogate area. There is a chance that the NPIF bid being viewed negatively by some resident as it will help to alleviate existing highway issues that would further reinforce the ability for the area to take further growth. That said, the purpose of the NPIF specifically relates to assisting future growth so whilst potentially some low level local controversy may occur the wider town and district is expected to see the project as beneficial.

- 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 **Andrew Jones, Harrogate and Knaresborough**  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.

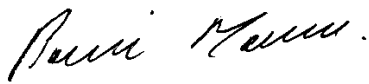
**SECTION C – Monitoring, Evaluation and Benefits Realisation**


**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.

As part of the £5.1m NPIF allocation NYCC received in March 2017, a Bluetooth monitoring programme will be delivered in Harrogate. The monitoring system will monitor traffic flows around Harrogate and provide up to date journey times around the town. The Burn Bridge roundabout proposal was included from a safety perspective, monitoring of the accident statistics at this location will provide the outcome of replacing the existing junction with a roundabout.

*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 West Harrogate I hereby submit this request for approval to DfT on behalf of North Yorkshire County Council and confirm that I have the necessary authority to do so.	
I confirm that North Yorkshire County Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Barrie Mason	Signed: 
Position: Assistant Director Highways and Transportation	

<b>D2. Section 151 Officer Declaration</b>	
As Section 151 Officer for North Yorkshire County Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that North Yorkshire 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 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.</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: Michael Leah	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