

Levelling Up Fund Application Form

This form is for bidding entities, applying for funding from the Levelling Up Fund (LUF) across the UK. Prior to completing the application form, applicants should read the [LUF Technical Note](#). The Levelling Up Fund Prospectus is available [here](#). The level of detail you provide in the Application Form should be in proportion to the amount of funding that you are requesting. For example, bids for more than £10m should provide considerably more information than bids for less than £10m. Specifically, for larger transport projects requesting between £20m and £50m, bidding entities may submit the Application Form or if available an Outline Business Case (OBC) or Full Business Case (FBC). Further detail on requirements for larger transport projects is provided in the [Technical Note](#). One application form should be completed per bid.

Applicant & Bid Information

Local authority name / Applicant name(s)*:

The London Borough of Ealing

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

Bid Manager Name and position:

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Senior Responsible Officer contact details:

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Chief Finance Officer contact details:

Ross Brown, brownro@ealing.gov.uk

Country:

- England**
 Scotland
 Wales
 Northern Ireland

Please provide the name of any consultancy companies involved in the preparation of the bid: Project Centre, Mutual Ventures, Cadence Innova

For bids from **Northern Ireland applicants** please confirm type of organisation

- | | |
|---|---|
| <input type="checkbox"/> Northern Ireland Executive | <input type="checkbox"/> Third Sector |
| <input type="checkbox"/> Public Sector Body | <input type="checkbox"/> Private Sector |
| <input type="checkbox"/> District Council | Other (please state) |

PART 1 GATEWAY CRITERIA

Failure to meet the criteria below will result in an application not being taken forward in this funding round

1a Gateway Criteria for **all** bids

Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22

Yes

No

Please ensure that you evidenced this in the financial case / profile.

1b Gateway Criteria for private and third sector organisations in **Northern Ireland bids only**

(i) Please confirm that you have attached last two years of audited accounts.

Yes

No

(ii) **Northern Ireland bids only** Please provide evidence of the delivery team having experience of delivering two capital projects of similar size and scale in the last five years. (Limit 250 words)

PART 2 EQUALITY AND DIVERSITY ANALYSIS

2a Please describe how equalities impacts of your proposal have been considered, the relevant affected groups based on protected characteristics, and any measures you propose to implement in response to these impacts. (500 words)

Northolt is amongst the most deprived communities nationally. Over ½ residents are ethnic minority and there is a high concentration of vulnerable residents. This bid outlines the need for enhanced active and sustainable travel infrastructure to serve the needs of all users and address pre-existing inequality by adopting a Healthy Streets Approach which addresses the barriers that prevent people, particularly vulnerable people, from using sustainable and active travel options. This proposal is underpinned by inclusive engagement activities which have captured a diverse and representative range of views.

- **Age:** Old or young people are more vulnerable to road collisions and may face physical barriers when using public transport or active travel routes. Challenges include boarding and alighting public transport, level changes, lack of resting places and poorly lit, narrow, obstructed or poorly surfaced routes. Perceived risk to personal safety can also act as a barrier, for example, in poorly lit areas. **Measures:** Cycle and footway resurfacing and widening, new and improved pedestrian/cycle crossings, additional bus stop, bus stop accessibility enhancements, new lighting, enhanced natural surveillance and increased resting places.

- **Disability:** Individuals may face physical barriers, harassment and threatening behavior when using public transport or active travel routes. Challenges include boarding and alighting public transport, level changes, lack of resting places and poorly lit, narrow, obstructed or poorly surfaced routes. **Measures:** Cycle and footway resurfacing and widening, routes suitable for non-standard cycles, new and improved pedestrian/ cycle crossings, tactile paving, additional bus stop, bus stop accessibility enhancements, new lighting, increased resting places and enhanced natural surveillance.
- **Race/ Religion/ Belief:** Individuals may experience harassment and threatening behavior whilst using public transport or active travel routes. Poorly lit or remote locations can increase perceived risk to personal safety, also acting as a barrier. Language barriers can also prevent individuals accessing travel information. **Measures:** New lighting, enhanced natural surveillance and new symbol based signage.
- **Sex/ Sexual Orientation and Gender Reassignment Impact:** Individuals may experience harassment and threatening behavior whilst using public transport or active travel routes. Poorly lit or remote locations can increase perceived risk to personal safety, also acting as a barrier. **Measures:** New lighting, enhanced natural surveillance.
- **Pregnancy/ Maternity:** Individuals may face physical barriers, harassment and threatening behavior when using public transport or active travel routes. Challenges include boarding and alighting public transport, level changes, lack of resting places and poorly lit, narrow, obstructed or poorly surfaced routes. **Measures:** Cycle and footway resurfacing and widening, new and improved pedestrian/ cycle crossings, additional bus stop, bus stop accessibility enhancements, new lighting, enhanced natural surveillance and increased resting places.
- **Marriage/ Civil Partnership:** Overall, those in marriage or civil partnership were not considered to be disproportionately impacted by this proposal.

When authorities submit a bid for funding to the UKG, 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 five working days of the announcement of successful bids by UKG. UKG reserves the right to deem the bid as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:
<https://www.ealing.gov.uk/downloads>

PART 3 BID SUMMARY	
3a Please specify the type of bid you are submitting	<input checked="" type="checkbox"/> Single Bid (one project) <input type="checkbox"/> Package Bid (up to 3 multiple complimentary projects)

3b Please provide an overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component elements are aligned with each other and represent a coherent set of interventions (Limit 500 words).

Northolt is amongst the most left behind and deprived communities nationally. Comprised of 2 political wards, Northolt West End and Northolt Mandeville, this deprivation is felt most acutely in Northolt West End where over half of LSOA's fall within the 20% most deprived areas in England in terms of overall Index of Multiple Deprivation. Across both wards, 78% of LSOA's fall within the 10% most deprived areas in England in terms of physical and financial accessibility to housing and services (IMD 2019). The pandemic has compounded this inequality due to the reliance on Heathrow airport and its supply chain for employment. Over 1/2 of residents are ethnic minorities and have been disproportionately affected by the pandemic. There is a critical need to address this inequality and level-up, however, Northolt lacks the supporting infrastructure required to stimulate regeneration and has historically suffered from a lack of investment. Local people report that Northolt is forgotten and neglected, and local pride has been eroded.

In particular, Northolt suffers from high levels of car usage, fragmented and low-quality active travel infrastructure, road safety issues, congestion, poor air quality and extreme severance caused by impenetrable roads. These factors reduce accessibility to services and jobs, and impact upon productivity. In 2019, over 1/3 of local journeys and nearly 1/2 of journeys to employment areas were made by car. Only 3% of local journeys and 1% of journeys to employment areas were made by bicycle. Local people identify the need to address traffic, pollution and lack of active travel infrastructure as a priority.

This bid is for a high-impact active travel scheme that will meet place-based objectives for Northolt. This proposal will make a genuine difference to local people by improving connectivity to services and jobs whilst supporting healthier and greener travel and lifting the environmental quality to increase local pride and promote growth. This proposal is central to a local growth strategy for Northolt and is a regeneration priority, now heightened by the impacts of Covid-19.

This bid brings together a series of pragmatic interventions focused along the A312 and Kensington Road corridors, including new connections to resolve fragmented active travel routes; new pedestrian and cycle crossings; widening and segregation of cycle lanes and footways; improved junctions and side entry treatments; cycle storage; planting, lighting and signage upgrades; and a new bus stop and accessibility enhancements to existing bus stops. These interventions will improve accessibility to services and employment areas by connecting 2 key nodes; Northolt Station to the north, an existing neighbourhood centre which offers key services and central line tube connections into the city; and White Hart Roundabout to the south, which is set to be designated as a new commercial centre in Ealing's new Local Plan, including new employment and community functions that will create 1,000 new jobs. More widely, these interventions will connect Northolt to the strategic cycle, pedestrian and public transport network to support multi-modal sustainable travel and improve connectivity to wider employment areas, including Heathrow, Southall, Hayes and Park Royal.

3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:	£7,231,500
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3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	0%
	Cultural	0%
	Transport	100%

PART 4 STRATEGIC FIT

4.1 Member of Parliament Endorsement (GB Only)

See technical note section 5 for Role of MP in bidding and Table 1 for further guidance.

4.1a Have any MPs formally endorsed this bid? If so confirm name and constituency. Please ensure you have attached the MP's endorsement letter.	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No

4.2 Stakeholder Engagement and Support

See technical note Table 1 for further guidance.

4.2a Describe what engagement you have undertaken with local stakeholders and the community (communities, civic society, private sector and local businesses) to inform your bid and what support you have from them. (Limit 500 words)

Key stakeholders include local residents and businesses, Ealing cycling campaign, adjacent landowners, TfL, police and emergency services, and environmental representatives. A letter of support from TfL is appended to this bid.

This bid is underpinned by early engagement, including area-wide and more focused project-specific engagement.

Proposal consultation: In 2014, Ealing Council held a fact-finding consultation event to understand local priorities for the A312 corridor, including an online survey and consultation event. 90 survey responses were received from residents and businesses. Only 25% of respondents reported being satisfied with the A312 corridor, with the top 5 dislikes being road crossings, road safety, street parking, air quality and traffic. Further consultation took place in 2015 and 2017, including an exhibition of concept proposals for Mandeville Road A312 and a presentation to the Northolt Village Residents Association.

Area-wide engagement: Ealing Council are currently working with the local community to establish a locally-led vision and growth strategy for the future of Northolt. A bespoke engagement website (visionsfornortholt.co.uk) hosts digital engagement activities and surveys. To date, circa 90 local representatives have completed an online survey or attended a workshop. Over 40% of survey respondents have been of an ethnic minority. Only 5% of respondents completely agreed that they can easily walk and cycle around Northolt using safe and attractive routes. Only 7% of respondents completely agreed that existing traffic and parking arrangements allow people to move around safely. Over 1/3 respondents identified improvements to cycling and walking as one of their top 3 priorities.

We have developed comprehensive stakeholder mapping including residents, businesses, faith groups, resident associations, schools and community organisation, informed by desktop research; demographic data; conversations with local representatives, businesses and service providers; distribution of printed materials; and online sign-ups, including targeted social media advertising. Interviews were conducted with community representatives to develop innovative approaches to reach those seldom heard, including:

- **Northolt lacks a central hub to gather**, making it challenging to share information effectively. Events that cover multiple locations have proved to be successful in addressing physical barriers to participation. Utilising trusted local voices as 'community champions' ensures that information is widely shared.
- **Residents are time poor.** Considering the social and economic context, we have remunerated interviewees for their time, recognising the value of this local intelligence.
- **Digital literacy and access is 'patchy'**, particularly amongst older and vulnerable groups. We have used a mix of digital and physical activities to maximise reach. When physical engagement

<p>was restricted due to Covid-19 restrictions, we utilised a freephone service and posted activity packs.</p> <ul style="list-style-type: none"> - Young people feel excluded from current decision-making mechanisms. We have created targeted opportunities for young people, including workshops in local schools. - Nearly 1/3 residents do not use English as their main language. Our engagement website includes translation functions. We have worked with local translators to ensure that printed materials and events are accessible to all. 	
<p>4.2b Are any aspects of your proposal controversial or not supported by the whole community? Please provide a brief summary, including any campaigns or particular groups in support or opposition? (Limit 250 words)</p>	
<p>Generally, the feedback received through our community engagement to date has been supportive of the need for improvements to address road safety issues, poor connectivity, congestion and poor air quality.</p> <p>Key quotes from the Visions for Northolt survey, in response to 'What would good recovery look like in Northolt?' include:</p> <ul style="list-style-type: none"> - "We need tangible and visible improvements as we often feel like the neglected part of Ealing." - "Decent cycle lanes and cycle parking. Reduce traffic." - "Better cycling segregated infrastructure." - "Improve the local area with cycling lanes and maintain roads" - "Less traffic, cleaner air" - "Ease traffic congestion in hot spots i.e. white hart roundabout and church road" - "Improve Mandeville Road as it is a bottle neck" - "More trees ...to mitigate noise and vehicle fumes." - "The surrounding area can no longer cope with the volume of traffic & parked vehicles along Kensington Road and the side roads around it. It has become dangerous & it's only a matter of time before there is a serious accident" <p>There will be a programme of further and ongoing engagement and communications, building on lessons learnt and networks developed through the previous and live engagement activities. In particular, there will need to be clear and continued communication to ensure that the local community are actively informed in advance of any potential disruption during the construction period.</p>	
<p>4.2c Where the bidding local authority does not have the statutory responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p>
<p>For Northern Ireland transport bids, have you appended a letter of support from the relevant district council</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> N/A</p>

4.3 The Case for Investment

See technical note Table 1 for further guidance.

4.3a Please provide evidence of the local challenges/barriers to growth and context that the bid is seeking to respond to. (Limit 500 words)

Northolt is amongst the most left behind and deprived communities nationally. This deprivation is felt most acutely in Northolt West End where over 1/2 of LSOA's fall within the 20% most deprived areas in England in terms of overall Index of Multiple Deprivation (2019). Over 1/2 of residents are ethnic minorities and there is a high concentration of vulnerable residents with 1/3 of dwellings in Northolt West End being social rental tenure, twice the average for England (Housing Survey 2018). These groups have been disproportionately affected by the pandemic. Northolt lacks the infrastructure required to support residents and stimulate growth. Key challenges include:

- **Access to jobs:** Northolt West End is the most deprived ward in the borough in terms of Overall Income Deprivation and Income Deprivation Affecting Children and Older People Indexes (IMD 2019). The pandemic has compounded this inequality due to the reliance on Heathrow airport and its supply chains for employment. Between March 2020 - April 2021, the monthly claimant rate nearly tripled, reaching 12% compared to a 6.5% average for England (ONS claimant count 2021). There are few local employment opportunities and limited direct public transport or active travel connections to wider employment areas. The majority of Northolt falls within Public Transport Accessibility Level 2 (poor) or less. Northolt West End residents must travel north to access Northolt Park and Northolt Underground stations, resulting in additional congestion along the A312. In 2019, nearly 1/2 of journeys to employment areas were made by car and only 1% by bicycle.
- **Access to local services:** Across both wards, 78% of LSOA's fall within the 10% most deprived areas in England in terms of physical and financial accessibility to housing and services (IMD 2019). In particular, Northolt lacks a significant town centre. A limited number of community and retail functions exist around Northolt station, however, these are inaccessible to Northolt West End residents owing to impenetrable road infrastructure, fragmented active travel routes, congestion and road safety issues along the A312 and A40. In 2019, over 1/3 of local journeys were made by car, and only 3% by bicycle. Residents report high levels of social isolation and identify severance as a key issue.
- **Environmental Quality/ Local Pride:** Northolt is comprised of large swathes of post-war residential estates and car-dominated public realm. Residents report low levels of local pride and feel that Northolt is forgotten and neglected.
- **Pollution:** Heavy car usage and congestion contribute to noise and air pollution. Mean NO₂ levels on the A312 are nearly 50% higher than the UK mean for roadside locations.
- **Crime:** Northolt West End is the most deprived ward in the borough in terms of crime deprivation (IMD 2019). Between May 2020 to April 2021 there were 59 cases of anti-social behaviour per 1000 persons, over twice the average for England.
- **Health:** Northolt West End is the 3rd most deprived ward in the borough in terms of health and disability deprivation (IMD 2019).

4.3b Explain why Government investment is needed (what is the market failure)? (Limit 250 words)

Historically, Northolt has failed to attract inward investment or benefit from surrounding growth. Government intervention is required to overcome significant market failure and achieve equity in Northolt, one of the most left behind and deprived communities nationally.

Northolt lacks the supporting infrastructure required to support residents and unlock future growth and enhancement. Northolt has a high concentration of post-war estates and social housing. Land values in Northolt are the lowest in the borough and development viability and opportunities to secure developer contributions are extremely limited.

Market failure to provide safe, convenient, healthy and sustainable transport alternatives to motor vehicles has led to heavy congestion, resulting in significant negative externalities. Without government investment,

the status quo will prevail. Northolt's roads will continue to be congested, carbon emissions will continue to increase, air quality will continue to deteriorate, and economic growth and productivity will be further constrained. Car dependency will continue, adversely affecting health and wellbeing and disproportionately impacting the most vulnerable members of the Northolt community. High levels of severance and social isolation will not be addressed.

Northolt is a severely deprived area where these market failures and the effects of these market failures combine and exacerbate to build more severe barriers. This bid will secure much needed economic, social, and environmental outcomes for Northolt that would not otherwise be achieved.

4.3c Please set out a clear explanation on what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers with evidence to support that explanation. As part of this, we would expect to understand the rationale for the location. (Limit 500 words)

This bid focuses on the A312 and Kensington Road Corridors. Trip distribution data shows the A312 is the primary route for walking, cycling, driving and bus trips. Congestion, accident clusters and poor air-quality are most significant along this corridor. Both corridors represent untapped potential as primary connectors to services, jobs and the strategic transport network, including the Canal Cycleway.

- **New crossings** including 2 signalised and a series of informalised crossings along the A312; 5 toucan crossings at White Hart Roundabout; and 5 parallel crossings along Kensington Road. All new crossings reflect pedestrian desire lines and connect to services and community assets. Currently, insufficient crossing provision aligned with pedestrian desire lines contributes to a poor collision record.
- **Re-allocating road space to cycle and footways** along both corridors, in accordance with minimum widths set out in DfT's Cycling Infrastructure Design Note. Existing widths vary considerably and prioritise vehicular traffic over pedestrian and cyclist safety and comfort. Due to safety concerns cyclists use footways, impacting pedestrian safety.
- **Connecting fragmented routes** along Kensington Road including new stretches of bollard protected cycle lanes and a widened step-free link onto the canal cycleway.
- **Targeting conflicts between modes** including new side road entry treatments to reduce vehicular speeds at junctions. 3 existing narrow right turn pockets which contribute to a poor collision record will be widened. New planters will be placed to enforce no right turns for vehicles.
- **Bus stop enhancements**, including accessibility improvements to 2 bus stops, increasing the cage sizes in accordance with TFL Accessible Bus Stop Guidance. A new bus stop will be created on Eastcote Lane to reduce congestion at Bus Stop C on the A312, reducing number of buses stopping at this stop from 15 to 7 per hour.
- **New signage** ensuring this new route is clearly and comprehensively signposted.
- **Enhanced public realm** including low-maintenance planting to improve air quality, capture rainwater and improve the local environment. New street furniture and lighting will provide resting spaces and increase perceptions of safety. New cycle storage will be located near services and trip generators.

These interventions will facilitate a shift towards active travel by reducing vehicle dominance and making active travel a safer, convenient and attractive option. The environmental quality will also be lifted, increasing local pride and promoting future growth. Overall, encouraging low cost and sustainable travel will disproportionately benefit the high numbers of lower income groups in Northolt.

Enhancing these corridors will better connect Northolt to services and jobs at 2 nodes; Northolt Station, an existing neighbourhood centre with key services and central line connections into the city; and White Hart Roundabout which is set to be designated as a new commercial centre with employment and community functions that will create 1,000 new jobs. More widely, these corridors connect Northolt to the strategic transport network to support active and multi-modal sustainable travel to employment areas.

4.3d For Transport Bids: Have you provided an Option Assessment Report (OAR)

Yes

No

4.3e Please explain how you will deliver the outputs and confirm how results are likely to flow from the interventions. This should be demonstrated through a well-evidenced *Theory of Change*. Further guidance on producing a Theory of Change can be found within [HM Treasury's Magenta Book](#) (page 24, section 2.2.1) and [MHCLG's appraisal guidance](#). (Limit 500 words)

A Theory of Change model is appended to this bid, setting out the links between the proposed interventions, the outputs they will deliver and the longer-term impact for Northolt. This high-impact and cost-effective scheme will address the key barriers to growth and negative environmental factors along the improvement corridor by delivering 7 outputs across 2 themes – 'Movement' and 'Place'.

Movement

- (1) **Active modes of travel become more attractive, convenient, and practical (tied with other measures such as cycle parking)** – delivered through investment in upgraded and widened cycleways and footways, and new provision along Kensington Road to connect existing fragmented routes. This will include a widened step-free link onto the canal towpath, linking Northolt to the canal cycleway, new cycle storage facilities located near key services and trip generators, and 12 new pedestrian and cyclist crossing points along the A312, Kensington Road and at White Hart Roundabout, all aligned to desire lines.
- (2) **Public transport becomes a more attractive and viable option for local journeys** – through physical upgrades to two bus stops including accessibility improvements in accordance with TfL guidelines and better shelter for passengers. Additionally, a new bus stop will be constructed on Eastcote Lane to reduce congestion at Bus Stop C on the A312.
- (3) **The safety and perception of safety of active travel and general traffic will improve;** and
- (4) **The network will support a smoother flow of traffic through the area** through investment in new road safety interventions to reduce collisions, including segregated space for cyclists using bollards, no right-turns in certain junctions enforced with the installation of planters and safer turns in others with widening of right-turn pockets and new side road entry treatments to reduce vehicle speeds.

Place

- (5) **More attractive physical environment with planting and seating;** and
- (6) **An improved overall sense of personal safety** – delivered through investment in enhanced public realm including trees, low-maintenance planting, new lighting, resurfacing, and new street furniture including seating to provide resting points.
- (7) **Improved coherence of the area and what it has to offer** – through installation of improved signage and wayfinding information boards for cyclists and pedestrians focused along Kensington Road.

Resulting outcomes will include:

- ✓ Modal shift from car to walking, cycling and bus use for local journeys
- ✓ Modal shift to sustainable cross-modal travel to wider employment and service centres
- ✓ Reduced congestion, noise, and air pollution, including in surrounding roads
- ✓ Reduction in collisions along the route
- ✓ Reduction in standing traffic resulting in improved journey times
- ✓ Increased local pride in the area
- ✓ Footfall, dwell time and spend increased around Station Parade/Northolt Station and White Hart Roundabout
- ✓ Land values increase (Northolt lowest in borough)
- ✓ Reduction in anti-social behaviour
- ✓ Increased perception of safety

The longer-term impact of these interventions will see the two currently fragmented wards of Northolt become a single connected neighbourhood, joining the services around Northolt Station with a new commercial centre at White Hart Roundabout, with improved access to wider employment sites through sustainable modes.

4.4 Alignment with the local and national context

See technical note Table 1 for further guidance.

4.4a Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, local economic strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up. (Limit 500 words)

This bid aligns to and supports delivery of the following:

- **Visions for Northolt 2021:** This extensive engagement programme was recently launched to establish a locally-led vision for the future of Northolt, setting out an ambitious approach to address pre-existing deprivation, capitalising on the area's unique context and its potential for significant investment and enhancement to bring about inclusive growth in new homes, jobs and amenities. This bid seeks to address the local priorities identified to date and raise the environmental quality, acting as catalyst for future growth.
- **Council Plan 2021:** Ealing Council's new plan sets out the need to prioritise rebuilding our economy, greening our borough and tackling inequality. This bid will deliver against these priorities by securing investment for the boroughs most deprived wards and facilitating a shift towards greener modes of travel whilst improving connectivity to local and wider employment opportunities, and enhancing the vitality of an existing town centre around Northolt Station.
- **Climate and Ecological Emergency Strategy 2021:** Ealing Council declared a climate emergency in 2019, committing to treat the climate and ecological emergency as a crisis requiring immediate action. This bid will facilitate a shift towards more sustainable modes of travel, supporting the council's aim to make Ealing carbon neutral by 2030.
- **Greenprint for Economic Recovery and Renewal 2021:** Ealing Council's Greenprint aims to mitigate the ongoing impact of Covid-19, with an emphasis on meeting our climate action commitments and building resilience in our most vulnerable neighbourhoods, such as Northolt. This bid will deliver against these objectives by facilitating a shift towards more sustainable modes of travel and ensuring that Northolt is more resilient by providing residents with more equal opportunities to access jobs and services.
- **Transport Strategy 2022:** This strategy sets out Ealing Council's priorities for delivering transport projects across the borough, including a focus on increasing levels of active and sustainable travel. This active travel scheme will deliver against these objectives.
- **Air Quality Action Plan 2022:** This plan sets out how the council will improve air quality across the borough, including a focus on reducing car usage and traffic, and incentivising a shift towards active travel. This active travel scheme will deliver against these objectives.
- **Race Equality Commission 2021:** This commission was launched to address the impact of inequality on resident's wellbeing and life chances. This bid seeks to reduce inequality in the boroughs most deprived wards, bringing much needed investment to deliver against the objectives of this commission.
- **Local Plan:** Ealing Council is preparing the evidence base for a new Local Plan, due to be published for consultation towards the end of 2021. Northolt will be an area of focus in this new plan, including a new town centre designation at White Hart Roundabout. The council's commitment to tackling the climate emergency will underpin this new plan. This bid will facilitate a shift towards more sustainable modes of travel whilst improving connectivity to White Hart Roundabout to deliver against the objectives of this new plan.

4.4b Explain how the bid aligns to and supports the UK Government policy objectives, legal and statutory commitments, such as delivering Net Zero carbon emissions and improving air quality. Bids for transport projects in particular should clearly explain their carbon benefits. (Limit 250 words)

Ealing council supports the Government's objective to deliver net zero carbon emissions and improve air quality. Ealing Council declared a climate emergency in 2019, committing to become net zero carbon, as a borough and organisation, by 2030. Ealing Councils Air Quality Action Plan outlines a commitment to incentivise a change to walking, cycling and public transport.

This bid will work towards these objectives by making active travel and public transport the natural first choice for daily journeys and reducing reliance on private motor vehicles to tackle transport emissions and improve air quality. This bid seeks to create more accessible, convenient, coherent, attractive and safe active travel routes which holistically connect Northolt into the strategic transport network to support active and sustainable cross-modal travel.

These measures will deliver carbon reduction as they will increase active travel and public transport use, reducing car dominance. Using the Health economic assessment tool (HEAT 4.2) developed on behalf of the World Health Organisation we've calculated some of the wider benefits of Walking / Cycling: <https://www.heatwalkingcycling.org/#homepage> for impact on carbon emission estimates.

Using a 1 stage model, with London as base city for a 20-year assessment with an assumed 5-minute average increase in cycling and walking based upon a population of approx. 20,000 adults (20-74 for walking) and 18,000 (20 - 64 for cycling) we have used default calculations for remaining inputs. The results indicate a significant carbon reduction of 467 tons pa, with 9,339 tons savings over the 20-year assessment period.

4.4c Where applicable explain how the bid complements / or aligns to and supports other investments from different funding streams. (Limit 250 words)

This bid will better connect Northolt to the strategic cycle, pedestrian and public transport network, and in turn this bid will ensure that Northolt benefits from investment in this wider network. In particular, the proposed improvements to the Kensington Road Corridor will better connect Northolt to the TFL Q16 Cycleway along the Grand Union Canal, supporting active travel to key employment areas. This cycleway is undergoing significant investment, including new wayfinding and towpath re-surfacing and widening. Improvements are now complete between Alperton and Greenford Railway Bridge and the remaining improvements between Hayes and Bull's Bridge and at Horton Bridge Road will be completed by 2023.

4.4d Please explain how the bid aligns to and supports the Government's expectation that all local road projects will deliver or improve cycling and walking infrastructure and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the Government's cycling design guidance which sets out the standards required. (Limit 250 words)

This bid will directly improve cycling and walking infrastructure. All elements will follow the Government's Cycling Design Guidance:

- **Coherent:** This bid better connects people to day-to-day destinations, including services and jobs at Northolt Station and White Hart Roundabout. Routes will be easy to navigate with high-quality and coherent surfaces, crossings, signage and lighting.
- **Direct:** Enhanced cycle routes offer direct links to key destinations and holistically connect to the wider active travel and public transport network. New and improved crossings will align to desire paths, making routes more direct than those for motor vehicles.
- **Safe:** Road space will be reallocated to create continuous, wider and segregated cycle routes. Widened right turn pockets will reduce collisions. New lighting will increase perceptions of safety to encourage active travel.

- **Comfortable:** Road space will be reallocated, creating wider and continuous cycle ways with high-quality, durable and smooth surfaces which support cyclist comfort and are accessible to non-standard cycles.
- **Attractive:** Reallocation of road space and low maintenance roadside planting will make these corridors greener and less car-dominated. Public realm will be improved through high quality materials, creating attractive routes that people want to use.

Measures to improve bus travel include a new bus stop and accessibility improvements to existing bus stops. These interventions will complement a wider review of the corridor and surrounding areas to identify further bus priority opportunities such as signal upgrades and localised widening to facilitate bus lanes where appropriate to enhance bus speed and reliability.

PART 5 VALUE FOR MONEY

5.1 Appropriateness of data sources and evidence

See technical note Annex B and Table 1 for further guidance.

All costs and benefits must be compliant or in line with [HMT's Green Book](#), [DfT Transport Analysis Guidance](#) and [MHCLG Appraisal Guidance](#).

5.1a Please use up to date evidence to demonstrate the scale and significance of local problems and issues. (Limit 250 words)

- **Deprivation:** Over half LSOA's in Northolt West End fall within the 20% most deprived areas in England in terms of Overall Index of Multiple Deprivation. Across both wards, 78% of LSOA's fall within the 10% most deprived areas in England in terms of physical and financial accessibility to housing and services (IMD 2019). Between March 2020 - April 2021, the monthly claimant rate nearly tripled, reaching 12% compared to a 6.5% average for England.
- **Public Transport:** Majority of Northolt scores Public Transport Accessibility Level 2 (poor) or less under the TFL 2031 Forecast.
- **Travel mode:** Nearly 1/2 of journeys to employment areas and over 1/3 of local journeys are by car. Only 1% of journeys to employment areas and 3% of local journeys are by bicycle (2019). Over 1/3 survey respondents identified improvements to cycling and walking infrastructure as one of their top 3 priorities (2021).
- **Congestion:** Average delays on this stretch of the A312 exceed 200 seconds-per-vehicle, nearly 6 times worse than the average for local A-roads in England. Average speeds are 10.52mph, less than half the average for local A-roads in England. (2020)
- **Safety:** In 2019, there were 48 accidents on this stretch of the A312, including 7 serious incidents. Only 5% of survey respondents completely agreed they can easily walk and cycle using safe and attractive routes (2021).
- **Pollution:** Mean NO₂ levels on this stretch of the A312 reached 35.2µg/m³, nearly 50% higher than the UK mean in roadside locations (2019/20).

5.1b Bids should demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues. Please demonstrate how any data, surveys and evidence is robust, up to date and unbiased. (Limit 500 words)

Data analysis and evidence referenced in this bid includes:

- **ONS data:** Designated "National Statistics" that have been through a rigorous quality assurance process and comply with the Code of Practice for Official Statistics. We have utilised the most up to date data available, including: ONS English indices of deprivation 2019, ONS Claimant

Count 2021, ONS DfT Travel time measures for Strategic Road Network and Local 'A' Roads Oct 2019 -Sept 2020.

- **TFL data:** Assessed against TFL's Data Quality Assurance Checklist, as audited by TFL's internal Data Quality Panel. We have utilised the most up to date data available, including: TFL Public Transport Accessibility Level 2031 Projections and TFL Cycle Network Model for London Cycle Potential Scenario 2017.
- **Air quality:** Analysis from annual NO₂ monitoring using passive diffusion tubes, prepared by and managed by Socotec who have achieved satisfactory performance in the AIR Proficiency Testing scheme.
- **Surveys:** LB Ealing have conducted a series of surveys since 2014, including a live area-wide survey launched in February 2021.
- **Travel:** In 2019, The Transport Consultancy prepared a Transport Study using a range of data sources to provide a robust analysis of transport and active travel in Northolt, including:
 - **Traffic Distribution & Mode of Transport:** Travel to Work by Mode of Travel was extracted from NOMIS for MSOA's. 'Routes from' and 'Routes within' were analysed using Google Maps data, based on live and historic road traffic flow conditions to determine the most likely route option.
 - **Junction and Link Capacity:** Capacity issues were determined using a snapshot review of the 'live' traffic flow conditions from Google Maps during peak periods. The Congestion Reference Flow (CRF) was calculated, combining traffic flow, carriageway width and proportion of HGV traffic to determine the maximum link capacity. The CRF made use of the traffic flow data collected by the DfT and Google Earth.
 - **Highway Safety:** Personal Injury Accident Data was undertaken using Crashmap to determine specific accident clusters.
 - **Public Transport Capacity:** Bus and Rail service routes and frequencies were obtained from open-source data from TfL. To determine if current provision and destination demand align, the bus and train network was overlaid onto the 'travel for work purposes' base map. Bus stop utilisation was identified through TfL data which was analysed to establish the peak level of use for each bus stop. Bus service capacity was determined through TfL data which was reviewed to identify any general trends in service provision. Station capacity was determined using the Fruin scale which indicates the Level of Service at a platform based on users/m² queuing for rail services. Passenger demand was analysed by comparing TfL passenger and seat availability data.

5.1c Please demonstrate that data and evidence chosen is appropriate to the area of influence of the interventions. (Limit 250 words)

This local active travel scheme will meet place-based objectives through a suite of pragmatic, smaller scale and cost-effective local active travel interventions that will make a tangible difference to local people. As such, the presented data and evidence focuses on the challenges and opportunities at a local level, whilst evidencing the wider area of influence and potential impact.

This bid covers 2 corridors with a combined linear length of 3.7km, cutting across both the Northolt Mandeville and Northolt West End wards. The Northolt Transport Study considered a much wider study area of circa 16km², covering both wards with an additional 500m buffer to capture capacity issues within the wider vicinity.

Supporting evidence regarding the local context and barriers to growth has considered a variety of scales, including, Regional/ Borough (Cycle Network Model for London, Cynemon), Ward (ONS Claimant Count 2019) and MSOA / LSOA (IMD 2019).

5.2 Effectiveness of proposal in addressing problems

5.2a Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems. Quantifiable impacts should usually be forecasted using a suitable model. (Limit 500 words)

This bid will address the following problems:

- **Severe deprivation and limited local economy:** Enhanced active and sustainable travel connections will improve accessibility to local and wider services and jobs. Encouraging low cost and sustainable travel will disproportionately benefit the high numbers of lower income groups in Northolt. Enhanced public realm will support an increase in footfall and dwell time, in turn increasing local spend and supporting a strong local economy.
- **Poor public transport accessibility:** An additional bus stop and accessibility improvements to 2 existing bus stops will improve accessibility to bus services. Enhanced active travel connections will improve cross-modal accessibility, including Cycling PTAL, to key public transport nodes at Northolt Station and White Hart Roundabout.
- **High car usage:** Overall this bid seeks to facilitate a shift towards active travel by making active travel and cross-modal travel a safer, convenient and attractive option. The proposed interventions will result in a projected 50% increase in cycle trips and 15% increase in walking trips, based on a comparative study of similar schemes across the borough where similar active travel interventions have resulted in an increase of up to 200% in cycle trips. The base Benefit Cost Ratio assessment indicates that this bid results in journey quality benefits totaling over £2.5m.
- **Congestion:** The new bus stop will reduce congestion at Bus Stop C on the A312, reducing the number of buses stopping at this stop from 15 to 7 per hour. A shift towards public transport and active travel will support reduced levels of traffic congestion. Increased right turn pockets will ensure large vehicles turning don't block traffic flow.
- **Poor road safety and crime:** New pedestrian and cyclist crossings aligned to desire lines will reduce numbers of collisions. Increased widths for cycle and footways, and segregation and protection of cycle routes will improve safety and perceptions of safety. New lighting and increased passive surveillance will improve perceptions of safety.
- **High levels of pollution:** A shift towards public transport and active travel will help lower harmful emissions. New planting will act as a buffer to noise and air pollution. The HEAT 4.2 Health economic assessment indicates a significant carbon reduction of 467 tons per annum through the proposed interventions.
- **Poor health:** A shift towards active and sustainable travel will address health deprivation associated with inactivity and pollution exposure. The base Benefit Cost Ratio assessment indicates that this bid results in health benefits totaling nearly £1.9m.
- **Low local pride:** Enhanced public realm and wayfinding will support increased levels of local pride and social cohesion. Over 1/3 respondents to the Visions for Northolt Survey identified improvements to cycling and walking as one of their top 3 priorities for the area.

5.2b Please describe the robustness of the forecast assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis or model (in terms of its accuracy and functionality) (Limit 500 words)

As this is primarily a transport scheme, the economic benefits have been estimated utilising the Department for Transport's Active Mode Appraisal Toolkit (AMAT). The output from the AMAT model has been used for the benefit element of the standard BCR. There are several conservative estimates within the modelling highlighted below:

- Travel to work numbers is used as a base – this excludes retail and leisure travel, as well as travel to/from school. This wider data was not available.
- Wider traffic modelling impact has not been considered at this stage, so congestion benefits are excluded from the quantified benefits
- Use of length of route to determine percentage of cycling / walking routes may understate usage, due to the intervention route being the core travel corridor within Northolt

On top of the benefits detailed above, there are wider benefits to the region of the proposed construction activity. These are calculated separately and form part of an adjusted Benefit Cost Ratio (aBCR), so there is clear separation of the figures. These have been calculated using the Gross Value-Added methodology, following the 2014 HCA Additionality Guide.

The adjusted Benefit Cost Ratio (aBCR) shows a high 'Acceptable Value for Money' (see Section 5.4). However, as stated above, some estimates (particularly cycling and walking journeys) may be understated, and other considerations such as congestion impact are excluded from this calculation.

Sensitivity analysis has been undertaken to look how much overall costs would have to rise or benefits fall before the aBCR would fall into a lower category.

A baseline of 2010 has been used for costs and benefits to align to the AMAT tool assumptions to ensure consistency throughout the CBA and BCR calculations.

5.3 Economic costs of proposal

5.3a Please explain the economic costs of the bid. Costs should be consistent with the costs in the financial case, but adjusted for the economic case. This should include but not be limited to providing evidence of costs having been adjusted to an appropriate base year and that inflation has been included or taken into account. In addition, please provide detail that cost risks and uncertainty have been considered and adequately quantified. Optimism bias must also be included in the cost estimates in the economic case. (Limit 500 words)

A Present Value of Cost (PVC) of £5.015m has been determined based on the following adjustments for the economic case, consistent with the financial case. The economic case have been developed utilising the DfT Active Mode Appraisal Toolkit (AMAT).

The scheme is anticipated to open in 2024. A 20-year appraisal period has been assumed based on DfT Transport Analysis Guidance for appraisals of cycling and walking infrastructure schemes.

A baseline of 2010 has been used for costs and benefits to align to the AMAT assumptions to ensure consistency throughout the Cost Benefit Analysis (CBA) and Benefit Cost Ratio (BCR) calculations, in accordance with DfT Transport Analysis Guidance.

In accordance with the AMAT user guide, all cost values were inserted in current nominal prices (not adjusted for inflation). Inflation is accounted for within the AMAT. Cost and benefit estimates are deflated using the Government's deflation index to ensure cost and benefits are comparable.

Using the AMAT, a Discount Rate has been applied from the year of appraisal (3.5%) in accordance with the standard HM Treasury Green Book discount rate schedule.

Using the AMAT, Optimism Bias has been included at 15% in accordance with DfT Transport Analysis Guidance for this stage of scheme development.

5.4 Analysis of monetised costs and benefits

5.4a Please describe how the economic benefits have been estimated. These must be categorised according to different impact. Depending on the nature of intervention, there could be land value uplift, air quality benefits, reduce journey times, support economic growth, support employment, or reduce carbon emissions. (Limit 750 words)

The economic benefits have been estimated primarily utilising the Department for Transport's Active Mode Appraisal Toolkit (AMAT). The key inputs to the tool are shown below:

General Inputs

AMAT Input	Value	Justification
Intervention opening / Last year of funding	2024	Aligned to cost profile
Local area type	London	Area lookup using Super Output Area Data
Appraisal period	20	AMAT guidance recommendation for walking / cycling schemes
Cost optimism bias	15%	AMAT recommended default
Cycle trips per day (existing)	406	Cycle trips in Middle Layer Super Output Areas (MSOA's) from Census increased by 25% for period 2010-19 ¹
Cycle trips per day (post-intervention)	609	Previous similar schemes in Borough show increase of 35% - 200% (50% adopted for assessment)
How much of a trip will use the intervention?	76.44%	Length of route as a percentage of all cycle routes in the MSOA
Current cycling provision	None	Extremely limited provision for majority of route
Proposed new provision	On-road and segregated cycle lanes	Proposed change
Additional shower provision	No	None proposed
Additional secure storage facilities	Yes	Part of bid is to provide 100 additional storage spaces
Walking trips per day (existing)	1,394	Census methods travel to work for MSOA less 15% (estimate of journeys avoiding route) plus 11.2% (TfL base increase in walking from 2010-19)
Walking trips per day (post-intervention)	1,603	15% increase in usage of route due to improvements
Average walking trip use of intervention	55.55%	Length of route as a percentage of all routes in the MSOA
Infrastructure changes: Kerb level Information panels Benches Directional signage	All listed changed from 'No' to 'Yes'	Small number of pedestrian crossings in current design; intervention will give many more. Wayfinding and benches are part of the proposed intervention.

As this is primarily a transport scheme, the output from this model is used for the benefit element of the standard BCR and **generates a stand-alone BCR of 0.95.**

¹ TfL research showing a London-wide increase in cycling by 32.8% during 2010-19

However, there are several conservative estimates within this modelling highlighted below:

- Travel to work numbers is used as a base – this excludes retail and leisure travel, as well as travel to/from school. This wider data was not available.
- Wider traffic modelling impact has not been considered at this stage, so congestion benefits are excluded from the quantified benefits
- Use of length of route to determine percentage of cycling / walking routes may understate usage, due to the intervention route being the core travel corridor within Northolt

On top of the benefits detailed above, there are wider benefits to the region of the proposed construction activity. These are calculated separately and form part of the adjusted Benefit Cost Ratio (aBCR), so there is clear separation of the figures. These have been calculated using the Gross Value-Added methodology, following the 2014 HCA Additionality Guide.

The following table sets out the coefficients that support the GVA calculation:

GVA Element	Coefficient	Justification
Gross Impact (cost converted to GVA)	0.337237	2018 Annual Business Survey total GVA divided by Total Turnover for Construction of Roads and Railways (Section F – 42.1)
Leakage	0.1	Majority of benefits will remain in the region
Displacement	0.0	Scheme would not be undertaken without Levelling Up contribution
Substitution	0.0	Additionality guide state this is “not likely to be relevant”
Multiplier	2.7	2014 HCA Additionality Guide suggested multiplier for construction

Other elements of monetarised benefits are recorded below:

Element	Measure	Justification
Land uplift	Increase by 0.1% of the average difference in house price for Northolt compared with Ealing, multiplied by households in Northolt	Conservative proxy of land / property uplift through regeneration, using understated household numbers (2011 Census – Northolt West End Ward and Northolt Mandeville)
Procurement – social benefit	5% of contract value	Standard minimum requirement from LBE contracts ⁱ

The overall quantifiable benefits are as follows; these have all been discounted to 2010 prices (at 3.5% per year) to provide consistency with the AMAT cost / benefit analysis:

Benefit	Valuation (£m 2010 prices)
Travel Mode shift	0.307
Health	1.891
Journey Quality	2.562
Economic benefit of construction phase	0.928
Land / property value uplift	2.878
Social Benefit through procurement	0.251
TOTAL Quantifiable Benefits	8.817

5.4b Please complete Tab A and B on the **appended excel spreadsheet** to demonstrate your:

Tab A - Discounted total costs by funding source (£m)

Tab B – Discounted benefits by category (£m)

5.5 Value for money of proposal

5.5a Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios. If a Benefit Cost Ratio (BCR) has been estimated there should be a clear explanation of how this is estimated in a methodology note. Benefit Cost Ratios should be calculated in a way that is consistent with [HMT's Green Book](#). For non-transport bids it should be consistent with [MHCLG's appraisal guidance](#). For bids requesting funding for transport projects this should be consistent with [DfT Transport Analysis Guidance](#). (Limit 500 words)

The base BCR has been calculated as follows:

Measure	Value (£m)
Scheme Cost [A]	5.015
AMAT Benefit [B]	4.760
BCR [B / A]	0.95
<i>Wider Impacts</i>	
GVA for construction	0.928
Land / property value increase	2.878
Procurement minimum social benefit ²	0.251
Additional benefits / cost [C]	4.057
Adjusted Cost / Benefit ratio [aBCR (B + C) / A]	1.758

The adjusted Benefit Cost Ratio (aBCR) shows a high 'Acceptable Value for Money'. However, it should be noted that as highlighted in 5.4a above some estimates (particularly cycling and walking journeys) may be understated, and other considerations such as congestion impact are excluded from this calculation altogether (see 5.5b for the significant factors excluded from the calculation).

Sensitivity analysis was undertaken to look how much overall costs would have to rise or benefits fall before the aBCR would fall into a lower category. The results of this analysis are presented below:

Category	Absolute change required for VfM to become 'Poor' (£m's 2010 prices)	%age change
Cost	3.801	75.8
Benefit	(3.801)	(44.1)

A rise in costs (over and above the 15% optimism bias built into the model) of a further 75% would be required to push the overall aBCR into the 'Poor' value for money category. Alternatively, a fall in benefits of more than 40% would be needed.

Overall, this scheme provides greater benefits than costs, even without complete monetisation of benefits, and conservative numbers of cycling and walking numbers, both before and after intervention. Furthermore, analysis demonstrates a significant erosion of benefits, or increase in costs would be required, over and above the optimism bias built into the figures to reduce the categorisation of value for money into a lower category.

² Section 2.4 iii sets 5% as the minimum consideration for social value in any procurement exercise
<https://ealing.cmis.uk.com/ealing/Document.ashx?czJKcaeAi5tUFL1D1L2UE4zNRBcoShgo=DfJE7b2hd9d9AGDcWpHTZzyv9iITyrVTesFR%2Bj1J8YyusWwHTYqatw%3D%3D&rUzwRPf%2BZ3zd4E7lkn8Lvw%3D%3D=pwRE6AGJFLDNH225F5QMaQWCPHwdhUfCZ%2FLUQzqA2uL5INRG4idQ%3D%3D&mCTIbCubSfXsDGW9IXnlq%3D%3D=hFflUdN3100%3D&kCx1AnS9%2FpWZQ40DXFvdEw%3D%3D=hFflUdN3100%3D&uJovDxwdjMPoYy%2BAJvYtyA%3D%3D=ctNJf55vVA%3D&FgPIIEJYtoIS%2BYGoBi5olA%3D%3D=NHdURQburHA%3D&d9QjI0ag1Pd993IsvQJqFvmvB7X0CSQK=ctNJf55vVA%3D&WGewmoAfeNR9xgBux0r1Q8Za60lavYmz=ctNJf55vVA%3D&WGewmoAfeNQ16B2MHuCPMRKZMwaG1PaO=ctNJf55vVA%3D>

5.5b Please describe what other non-monetised impacts the bid will have, and provide a summary of how these have been assessed. (Limit 250 words)

The following table sets out the key non-monetised benefits of the bid:

Impact	Justification	Measure
Reduction in congestion	Re-siting of major bus stop near rail station to alternate route will free traffic movement	Vehicle delays and variability of journey times on A312
Reduction in collisions	Better segregation of cycle traffic, specific remedial measures to address known collision causes, less stationary traffic and better pedestrian crossings will contribute to a decrease in accidents – financial benefits are over and above the modelled amount in the AMAT.	Reduced numbers of collisions and reduced severity of injuries.
Sustainability	Planting will improve rainwater capture, drainage, and air quality	Air quality monitoring
Apprenticeships created	Contractual requirement built into procurement	No. created and sustained positions
Pride in area	Increased coherence to area, plus improved sense of safety due to the improvements	Local satisfaction surveys within area

The development of targets and approach for monitoring and evaluation of these elements are included within answer 6.4a.

5.5c Please provide a summary assessment of risks and uncertainties that could affect the overall Value for Money of the bid. (Limit 250 words)

The key risks to the Value for Money of this bid and mitigations in place are as follows:

Risk	Mitigation
Delays to project start due to ground conditions / archaeological finds / delays to approvals / further lockdown	Start ground investigations and approvals early. Carry out some activities in parallel rather than in sequence where possible.
Price inflation over expectations (including if delays or impact of Covid)	Design and build contracts that fix prices early, so elements of contingency can be released to construction.
Less people than expected use the improved facilities	Already mitigated in part due to extensive local consultation. Seek further engagement and feedback about ongoing barriers and promotion of benefits of walking / cycling
Supply chain issues / problems with the contractor / sub-contractor	Strong contract management, plus ensuring payments linked to stage payments / valuation certificates.

Many of the usual strategic risks associated with interventions contained within this bid have already been treated. For example:

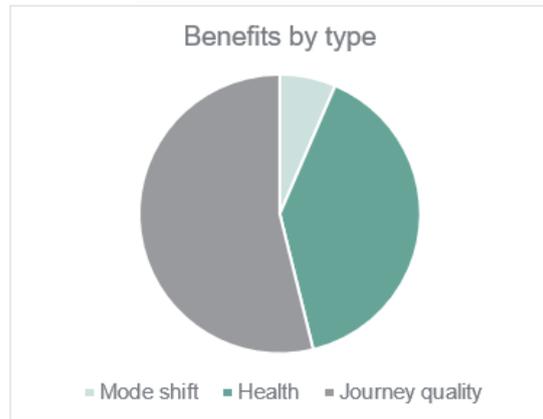
- Significant stakeholder consultation, showing public support for the interventions and demand for better walking / cycling facilities
- Political support obtained from TfL and MP.
- Aligned policy support; covering findings from Ealing Transport Plan, findings from the Visions for Northolt programme and backed by specific local analysis of transport and active travel in Northolt developed by The Transport Consultancy in their Transport Study

Developing the monitoring and evaluation of the non-monetised benefits during the programme should allow for better quantifying of the wider benefits of the scheme too.

5.5d For transport bids, we would expect the [Appraisal Summary Table](#), to be completed to enable a full range of transport impacts to be considered. Other material supporting the assessment of the scheme described in this section should be appended to your bid.

The output from the AMAT is as follows:

Analysis of Monetised Costs and Benefits (in £'000s)		Benefits by type:	
Congestion benefit	293.60	Mode shift	307.23 6.5%
Infrastructure maintenance	0.41	Health	1891.11 39.7%
Accident	12.44	Journey quality	2562.40 53.8%
Local air quality	5.20		
Noise	0.83		
Greenhouse gases	3.35		
Reduced risk of premature death	1640.09		
Absenteeism	251.02		
Journey ambience	2562.40		
Indirect taxation	-8.61		
Government costs	5016		
Private contribution	0.00		
PVB	4760.316		
PVC	5015		
BCR	0.95		



This forms the basis of the BCR used in 5.5a, where wider benefits are added to transform this Benefit Cost Ratio to an adjusted Benefit Cost Ratio of **1.758**.

See appendix F for further detail.

PART 6 DELIVERABILITY

6.1 Financial

See technical note Table 1 for further guidance.

6.1a Please summarise below your financial ask of the LUF, and what if any local and third party contributions have been secured (please note that a minimum local (public or private sector) contribution of 10% of the bid costs is encouraged). Please also note that a contribution will be expected from private sector stakeholders, such as developers, if they stand to benefit from a specific bid (Limit 250 words)

The total financial ask of the LUF is £7,231,500.

A contribution of £818,500 has been secured from the Ealing Council Capital Programme, exceeding the suggested 10% contribution. The Council Cabinet has given the authority to proceed with funding allocation through the following :

- Transport Programme 2021, Available [here](#)
- Cabinet Meeting Minutes, Available [here](#)
- Road and Footway Infrastructure Improvement Programme 2021, Available [here](#)
- Cabinet Meeting Minutes, Available [here](#)

Private sector stakeholders, such as developers, do not stand to benefit from this specific bid.

6.1b Please also complete Tabs C and D in the **appended excel spreadsheet**, setting out details of the costs and spend profile at the project and bid level in the format requested within the excel sheet. The funding detail should be as accurate as possible as it will form the basis for funding agreements. Please note that we would expect all funding provided from the Fund to be spent by 31 March 2024, and, exceptionally, into 2024-25 for larger schemes.

6.1c Please confirm if the bid will be part funded through other third-party funding (public or private sector). If so, please include evidence (i.e. letters, contractual commitments) to show how any third-party contributions are being secured, the level of commitment and when they will become available. The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Where relevant, bidders should provide evidence in the form of an attached letter from an independent valuer to verify the true market value of the land.

- Yes
 No

6.1d Please explain what if any funding gaps there are, or what further work needs to be done to secure third party funding contributions. (Limit 250 words)

No funding gaps have been identified and no third party funding contributions are required.

6.1e Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection. (Limit 250 words)

No other funding applications have been made for this scheme or variants thereof.

6.1f Please provide information on margins and contingencies that have been allowed for and the rationale behind them. (Limit 250 words)

A 10% contingency has been applied owing to the low risk nature of the project, as determined and evidenced through the appended Risk Assessment. This is also informed by comparative study of similar schemes delivered across the borough.

6.1g Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UKG funding partners. (you should cross refer to the Risk Register). (Limit 500 words)

A full risk register is appended to this bid. The size, and hence significance, of each identified risk is evaluated by considering probability and impact, scoring from 1 (Low) to 5 (High). The overall score of a risk is arrived at using the formula (Likelihood x Impact) + Impact. The maximum score is 30. The main financial risks are summarised below:

Title	Description	Probability	Impact	Level of Risk (Score)	Mitigation
Delays to project start	Delays to project start due to uncovered issues including ground conditions / archaeological finds / delays to approvals / further lockdown	Moderate	High	20	Early liaison with geotechnical, environmental and archaeology specialists to minimise impact. Start ground investigations and approvals early. Carry out some activities in parallel rather than in sequence where possible.
Scope Creep	Scope changes beyond objectives & budget	Low	Moderate	6	On-going monitoring and reporting . Dedicated project manager resource. Amend scope whilst still maintaining agreed outputs
Funding	Insufficient funding available to deliver	Moderate	High	20	Lobby alternative sources for shortfall in funding. Amend scope whilst still maintaining agreed outputs. Value engineer interventions to reduce costs.
Inflation	Price inflation over expectations (including impact of Covid)	Low	Low/ Moderate	4	Design and build contracts that fix prices early, so elements of contingency can be released to construction.

Where appropriate, unexpected cost over-runs may be mitigated by amending the scope and/or design whilst still maintaining agreed outputs. Ealing council accepts responsibility for meeting any costs over and above the UKG contribution requested, including potential cost overruns. With good governance, risks would be identified at an early stage and steps taken to mitigate those risks. There are no funding contributions from third parties and therefore how cost overruns will be dealt with and shared between non-UKG funding partners is not applicable.

Please refer to appended risk register for full details.

6.2 Commercial

See technical note Section 4 and Table 1 for further guidance.

6.2a Please summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted. The procurement route should also be set out with an explanation as to why it is appropriate for a bid of the scale and nature submitted.

Please note - all procurements must be made in accordance with all relevant legal requirements. Applicants must describe their approach to ensuring full compliance in order to discharge their legal duties. (Limit 500 words)

Ealing Council has a dedicated procurement teams who will support the project team and ensure compliance with all relevant legal requirements at key check points. To facilitate this, a Commercial Strategy is a standard component of Ealing Council's procurement process for major capital projects. This strategy is approved by the Directorate Contracts Board who provide a holistic view of Council-wide spend, ensuring challenge and rigour is applied to key decisions. Procurement timelines and review periods are included in the delivery programme.

The overall procurement strategy for delivery would seek to:

- **Achieve cost certainty**, or certainty that the scheme can be delivered within available funding constraints.
- **Obtain contractor experience** and input to the construction programme to ensure that this is robust and achievable.
- **Obtain contractor input to risk appraisals**, including mitigation measures, to reduce construction risk and improve out-turn certainty.
- **Facilitate the transfer of appropriate risks** from the Council to the contractor.

The following options were considered:

- **Option 1, Full OJEU Tender:** Either an 'open' or 'restricted' tender, utilising a pre-qualification questionnaire to whittle down the open market to a pre-determined number of tenderers. This approach would result in a lengthy tender period and mandatory 'standstill' period which would increase the overall programme and delay delivery, and therefore this option was discounted.
- **Option 2, Existing Maintenance/ Service Contract:** No existing contracts were identified that were suitable for this value of works or programme.
- **Option 3, Framework:** Use of an OJEU compliant framework, with works subject to a mini-competition between interested framework contractors. Contractors have already demonstrated their technical, commercial and financial quality through a rigorous process of competitive pre-qualification and tendering.

Option 3 is the preferred procurement route for the scale and nature of the proposed works, as this option minimises the overall procurement timeline whilst providing access to high quality major contractors who have already demonstrated their ability to meet key outcomes and deliver best value for money. The following frameworks will be utilised:

- The Councils Highways and Transport framework is currently being re-procured and will run for a further 4 years. Examples of schemes delivered using this framework include the £7m Southall Broadway Boulevard project, a 'shared space' project which sought to address the imbalance between vehicles and other road users.
- TfL contractor works on the TfL Road Network will be undertaken through TfL's Surface Transport Infrastructure Construction Framework for active travel schemes. This £800m framework is suitable for works exceeding £1m, and will run between April 2021 to March 2027. Examples of schemes delivered using this framework (previously known as London Highways Alliance Contract) include A406 Madeley Rd Bus Priority scheme in central Ealing.

6.3 Management

See technical note Section 4 and Table 1 for further guidance

Delivery Plan: Places are asked to submit a delivery plan which demonstrates:

- Clear milestones, key dependencies and interfaces, resource requirements, task durations and contingency.
- An understanding of the roles and responsibilities, skills, capability, or capacity needed.
- Arrangements for managing any delivery partners and the plan for benefits realisation.
- Engagement of developers/ occupiers (where needed)
- The strategy for managing stakeholders and considering their interests and influences.
- Confirmation of any powers or consents needed, and statutory approvals e.g. Planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid with evidence
- Please also list any powers / consents etc needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them.

6.3a Please summarise the delivery plan, with reference to the above (Limit 500 words)

Milestones

Delivery will begin on the ground this financial year. The full scheme will be operational before 31st March 2024. Sufficient contingency has been allowed for, informed by evaluation of previous schemes delivered by Ealing Council. This is a 'stand-alone scheme' and there are no critical internal or external dependencies or interdependencies.

	Construction Start	Construction End
Mandeville Rd (A312, North)	Q4 2021/22	Q2 2023/24
Kensington Rd Corridor	Q4 2021/22	Q4 2022/23
Church Road (A312, South)	Q1 2022/23	Q3 2023/24
White Hart Roundabout	Q2 2022/23	Q4 2023/24

Partnership Working

TfL is the highway authority for maintenance and enhancement of Church Road (A312, South). mat. Ealing Council is the Local Planning Authority for the area.

This scheme will be delivered using a collaborative approach between Ealing Council and TfL. The Council and TfL have an established and positive working relationship with extensive experience of delivering joint projects (see section 6.3g).

Roles & Governance

Within both Ealing Council and TfL, a dedicated and experienced Project Manager and Senior Responsible Officer will oversee delivery, with supporting junior staff. Ealing Council has identified and ring-fenced qualified and experienced staff to project manage this scheme in-house.

A robust governance structure will enable effective decision-making and partnership working, aligned to the council-wide governance structures. The proposed governance structure comprises:

- **Project steering group** held monthly and chaired by the project managers with attendance from the wider project team, including detailed discussions regarding progress and actions.

- **Quarterly highlight report** prepared by project managers and issued in advance of Strategy Board meetings, outlining key updates, risks and decisions.
- **Northolt Strategy Board** including membership across elected members, public agencies, landowners, infrastructure providers and local stakeholders, meeting on a quarterly basis to provide strategic direction.
- **Escalation Report** prepared by project managers, outlining risks or decisions not resolved by the Strategy Board, to be escalated to Cabinet.

Engagement/ Stakeholder Management

Key stakeholders will be represented through the Northolt Strategy Board. There will be a programme of ongoing engagement and communications, building on previous engagement activities and established networks. The selected contractor will be required to include a clearly designated member of the team to manage stakeholder engagement and communications.

Statutory Approvals & Consents

All land within the bid boundary and required for temporary access works is within Ealing Council and TfL ownership. No wider landowner permission, land acquisition or consent is required to deliver this proposal.

Ealing Council is required to notify TfL of any highway works on the borough section of the Mandeville Road A312 as it forms part of the London Strategic Road Network (SRN) through the Traffic Management Act (TMAN) application process for pan London co-ordination.

Benefits Realisation

The project manager will be responsible for overseeing a Benefits Realisation Strategy to ensure that expected benefits are planned for, tracked and realized.

Refer to delivery plan for further information.

6.3b Has a delivery plan been appended to your bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

6.3e Risk Management: Places are asked to set out a detailed risk assessment which sets out (word limit 500 words not including the risk register):

- the barriers and level of risk to the delivery of your bid
- appropriate and effective arrangements for managing and mitigating these risk
- a clear understanding on roles / responsibilities for risk

The Council's Risk Management Framework provides a consistent, proportionate and effective approach to identifying, assessing, mitigating and monitoring risks at regular intervals. A Risk Management Strategy is a standard component of Ealing Council's project management procedures for major capital projects.

The Risk Register will be reviewed and updated regularly through-out the project. A risk owner will be allocated and recorded against each item on the risk register. This will be a standing agenda item at project steering groups. The responsible Project Manager will have day-to-day responsibility for risk management and where necessary will escalate any issues to the Senior Responsible Officer. In the event that the risk response exceeds the authority of the Senior Responsible Officer, a Cabinet Report would be submitted for approval.

A full risk register is appended to this bid. The significance of each identified risk is quantified by considering probability and impact, scoring from 1 (Low) to 5 (High). The overall score of a risk is arrived at using the formula (Probability x Impact) + Impact. The maximum score is 30 and the average score across all risks was low at 9. Overall there were 0 high scoring, 6 medium scoring and 8 low scoring risks identified. The highest scoring risks were:

Title	Description	Probability	Impact	Level of Risk (Score)	Mitigation
Statutory approvals	Statutory approvals not granted or delayed, including Traffic Management Act application process	Low	High	10	Early and ongoing engagement and consultation
Public Support / Opposition	Public concern over proposals	Moderate	Moderate	12	Early and ongoing engagement and consultation. Ensure all communications are clear and effective. Build on existing relationships and networks .
Stakeholder Consensus/ Support	Failure to convince or achieve agreement between politicians, key stakeholders etc	Moderate	High	20	Early and ongoing engagement and consultation
Delays to project start	Delays to project start due to uncovered issues including ground conditions / archaeological finds / delays to approvals / further lockdown	Moderate	High	20	Early liaison with geotechnical, environmental and archaeology specialists to minimise impact. Start ground investigations and approvals early. Carry out some activities in parallel rather than in sequence where possible.
Funding	Insufficient funding available to deliver	Moderate	High	20	Lobby alternative sources for shortfall in funding. Amend scope whilst still maintaining agreed outputs. Value engineer interventions to reduce costs.
Benefits	Benefits achieved do not match those predicted/ Less people than expected use the improved facilities	Moderate	Moderate	12	Already mitigated in part due to extensive early local consultation. Seek further engagement and feedback about ongoing barriers and promotion of benefits of walking / cycling. Robust design approach, based on previous schemes. On-going monitoring and evaluation.

(Refer to appended risk register for full details, including risk owners)

6.3f Has a risk register been appended to your bid?

Yes

No

6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)

Ealing Council has extensive experience delivering active travel schemes of this scale within budget and programme, to a high quality standard, covering all stages from inception through to construction and evaluation.

Southall Broadway Boulevard was a £7m project successfully implemented by Ealing Council in 2015, funded by the GLA and TfL. The project sought to promote active travel, improve the look and feel of the town centre, strengthen the local economy and improve pedestrian safety. A post implementation survey of residents and businesses revealed:

- **Walking** – the combined average proportion of people who said it was “easy or very easy” to walk to and around the area increased from 39% to 62%. Overall, there has been a 22% increase in the number of people walking to the area.
- **Attractive/place to enjoy time** - the aggregate % who said “good or very good” increased from 31% to 54%
- **Quality of street furniture** - the % who said “good or very good” increased from 25% to 66%
- **Personal safety day time** - the % who said “good or very good” increased from 27% to 73%
- **Safety** - the number of road casualties has been reduced by 39%.

The Council and TfL have also been working in partnership to deliver over £6m station access improvements targeting active travel and disabled access to 5 stations on as part of the Crossrail Complementary Measures programme on the new Elizabeth Line.

6.3h Assurance: We will require Chief Financial Officer confirmation that adequate assurance systems are in place. For larger transport projects (between £20m - £50m) please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews. (Limit 250 words)

The Council’s assurance framework provides senior management and members the assurances required over processes and controls. The Council’s governance arrangements encompass:

- **The Cabinet** which approves all capital projects in line with the delegations set out in councils Constitution.
- **The Overview and Scrutiny Committee** which is responsible for scrutinising the annual Budget Report and relevant Cabinet Reports.
- **The Strategic Leadership Team** which has overall responsibility for the management and monitoring of capital projects
- **Financial Strategy Group** comprising of the Chief Finance Officer, Assistant Director of Accountancy, Assistant Director Technical Finance and Assistant Director Strategic Finance, which is responsible for scrutinising, reviewing and managing financial strategies. Budget changes and/or additions to capital projects are considered by the group and agreed by the Chief Finance Officer.
- **Directorate Management Teams** oversee and agree business cases for capital projects prior to submission

6.4 Monitoring and Evaluation

See technical note Section 4 and Table 1 for further guidance.

6.4a Monitoring and Evaluation Plan: Please set out proportionate plans for M&E which should include (1000 word limit):

- Bid level M&E objectives and research questions
- Outline of bid level M&E approach
- Overview of key metrics for M&E (covering inputs, outputs, outcomes and impacts), informed by bid objectives and Theory of Change. Please complete Tabs E and F on the **appended excel spreadsheet**
- Resourcing and governance arrangements for bid level M&E

Objectives and Research Questions

- **A modal shift from car to walking, cycling and bus for local journeys to services and jobs**
- Has there been an increase in cycling/ walking/ multi-modal sustainable travel to local services?
- Has there been an increase in cycling/ walking/ multi-modal sustainable travel to employment areas?
- Have the interventions improved levels of social isolation?
- **Reduction in congestion and collisions along the A312, and improved user experience**
- Has there been a decrease in the number of slight/ serious/ fatal road collisions?
- Has there been an increase in the average peak and off peak motor vehicle speeds?
- Have the interventions improved the public opinion on road safety?
- **Reduction in noise and air pollution caused by local traffic, including surrounding roads.**
- Has there been a decrease in the mean NO₂ levels along the A312?
- Have the interventions improved the public opinion on noise and air pollution?
- **Enhanced public realm and natural environment, making the area a more attractive place to live and work, and increasing local pride**
- Has public opinion of the public realm improved?
- Have the interventions improved the public opinion on local pride?
- Has the public opinion of safety improved?
- **Drive economic growth**
- Jobs and apprenticeships created by the scheme directly through construction
- Has footfall and spend increased around Northolt Station and White Hart Roundabout?
- Do local businesses in these locations consider that this investment has been positive?

Key Metrics

A Theory of Change model for this proposal is appended to this bid. In summary, the scheme will address key barriers to growth and negative environmental factors by delivering 7 outputs across 2 themes – 'Movement' and 'Place'.

Movement:

1. Active modes of travel become more attractive, convenient, and practical
2. The safety and perception of safety of active travel and general traffic improve
3. Public transport accessibility is improved
4. The network supports a smoother flow of traffic through the area.

Place:

5. More attractive physical environment
6. Improved overall sense of personal safety.

7. Improved coherence of the area and what it has to offer

The metrics of project success will include:

- Measurement of Public Transport Accessibility Levels (PTAL)
- Cycle accessibility level improvements (CTAL)
- Numbers of journeys made by car before and after intervention.
- Journey times / delays per vehicle
- Numbers of cycling journeys / numbers of cyclists per day on route.
- Footfall levels on corridor
- Bus patronage levels / bus stop usage levels.
- Numbers of collisions / severity of injuries sustained.
- NO2 Levels
- Noise levels
- Land value changes over time
- Perception of visitors and residents (local satisfaction surveys)

Approach

Data collection methods will be consistent with the methods used to establish a baseline in the 2019 Transport Capacity Study, including traffic flow and mode data collected by the Department for Transport and Google Earth, and Personal Injury Accident Data from CrashMap. Air quality will be monitored using existing NO₂ diffusion tubes in 2 locations along the A312. Anti-social behaviour incidents will be collected from police crime data clusters in the study area. Additionally, local satisfaction surveys will be conducted at the same time as assessing other outcomes.

Data collection will take place 12 months after implementation and approximately 5 years after implementation. Air quality and collision data will be collected annually, as part of wider council evaluation and monitoring programmes. Geographical coverage will be consistent with the baseline established in the 2019 Transport Capacity Study which covered a circa 16km² study area, covering both wards with an additional 500m buffer to capture capacity issues within the wider vicinity.

Assessment of these metrics would be included in a '1 Year After Implementation Report' and a final '5 Years After Implementation Report'. Reporting of monitoring and evaluation findings, as well as lessons learnt, will be presented to the Northolt Strategy Board, including membership across public agencies, elected members, landowners, infrastructure providers and local stakeholders. All findings will be published at <https://www.visionsfornortholt.co.uk/>. Air quality findings will also be published at www.ealingair.org.uk and in the Council's Annual Air Quality Monitoring Report

Resourcing and Governance

A dedicated project manager will be responsible for delivering the monitor and evaluation plan, reporting findings and following procedures for risk management and quality assurance. The project manager will report back to the Northolt Strategy Board. A budget of £25,000 will be allocated to monitoring and evaluation, excluding officer time and existing access to data sources including air quality monitoring, mastercard transactions and collision data, as informed by data collection costs for similar projects, including the 2019 Northolt Transport Capacity Study.

PART 7 DECLARATIONS

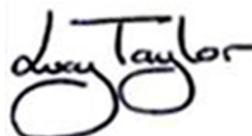
7.1 Senior Responsible Owner Declaration

As Senior Responsible Owner for the *Northolt Active Travel Scheme* I hereby submit this request for approval to UKG on behalf of *Ealing Council* and confirm that I have the necessary authority to do so.

I confirm that *Ealing Council* will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in the application can be realised.

Name:
Lucy Taylor, Executive Director of Place

Signed:



7.2 Chief Finance Officer Declaration

As Chief Finance Officer for *Ealing Council* I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that *Ealing Council*:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the UKG 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 scheme
- accepts that no further increase in UKG funding will be considered beyond the maximum contribution requested and that no UKG funding will be provided after 2024-25
- confirm that the authority commits to ensure successful bids will deliver value for money or best value.
- confirms that the authority has the necessary governance / assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

Name:
Ross Brown, Chief Finance Officer

Signed:



7.3 Data Protection

Please note that the The Ministry of Housing, Communities and Local Government (MHCLG) is a data controller for all Levelling Up Fund related personal data collected with the relevant forms submitted to MHCLG, and the control and processing of Personal Data.

The Department, and its contractors where relevant, may process the Personal Data that it collects from you, and use the information provided as part of the application to the Department for funding from the Levelling Up Fund, as well as in accordance with its privacy policies. For the purposes of assessing your bid the Department may need to share your Personal Data with other Government departments and departments in the Devolved Administrations and by submitting this form you are agreeing to your Personal Data being used in this way.

Any information you provide will be kept securely and destroyed within 7 years of the application process completing.

You can find more information about how the Department deals with your data [here](#).

ANNEX D - Check List Great Britain Local Authorities

Questions	Y/N	Comments
4.1a Member of Parliament support		
MPs have the option of providing formal written support for one bid which they see as a priority. Have you appended a letter from the MP to support this case?	Y	Appendix H
Part 4.2 Stakeholder Engagement and Support		
Where the bidding local authority does not have responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?	Y	Appendix G
Part 4.3 The Case for Investment		
For Transport Bids: Have you provided an Option Assessment Report (OAR)	Y	Appendix B
Part 6.1 Financial		
Have you appended copies of confirmed match funding?	Y	See links to cabinet reports/ approvals within application
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land. Have you appended a letter to support this case?	N/A	
Part 6.3 Management		
Has a delivery plan been appended to your bid?	Y	Appendix D
Has a letter relating to land acquisition been appended?	N/A	
Have you attached a copy of your Risk Register?	Y	Appendix E
Annex A-C - Project description Summary (only required for package bid)		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	N/A	
