

# National Productivity Investment Fund for the Local Road Network Application Form



Department  
for Transport

The level of information provided should be proportionate to the size and complexity of the project proposed. As a guide, for a small project we would suggest around 10 -15 pages including annexes would be appropriate.

One application form should be completed per project and will constitute a bid.

## **Applicant Information**

**Local authority name(s)\*:** Coventry City Council

*\*If the bid is for a joint project, please enter the names of all participating local authorities and specify the lead authority.*

**Bid Manager Name and position:** Rhian Palmer, Transport Infrastructure Delivery Manager

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

**Contact telephone number:** 024 7683 2041

**Email address:** Rhian.Palmer@coventry.gov.uk

**Postal address:** Coventry City Council

Floor 11, Civic Centre 4, Much Park Street, Coventry, CV1 2PY

## **Combined Authorities**

*If the bid is from an authority within a Combined Authority, please specify the contact, ensure that the Combined Authority has provided a note ranking multiple applications, and append a copy to this bid.*

**Name and position of Combined Authority Bid Co-ordinator:** Sandeep Shingadia

**Contact telephone number:** 0121 214 7169

**Email address:** [Sandeep.Shingadia@tfwm.org.uk](mailto:Sandeep.Shingadia@tfwm.org.uk)

**Postal address:** Transport for West Midlands, 16 Summer Lane, Birmingham, B19 3SD

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

**Please specify the weblink where this bid will be published:**

**Applicant:** <http://www.coventry.gov.uk/npif>

**TfWM:** <https://westmidlandscombinedauthority.org.uk/what-we-do/investment/>

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

**A1. Project name:** Coventry Ring Road Junction One Upgrade

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

**Junction 1 is Coventry's only ring road junction which isn't grade separated and experiences congestion. This scheme will remove a major bottleneck through grade separation, to enable vast improvements to network capacity, improve pedestrian and cycle routes from the city centre to the north of city and unlock 4.9ha development land.**

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

**The project area focuses on Junction 1 (B4113) of Coventry's Ring Road (A4053), north of the City Centre. The project delivers a grade separated junction, along with improved pedestrian and cycle linkages from Bishop Street, Leicester Row linking directly to the Canal Basin, part of the Bishop Street Regeneration Area.**

OS Grid Reference: **SP33796**

Postcode: **CV1 4LY**

Please append a map showing the location (and route) of the project, existing transport infrastructure and other points of particular relevance to the bid, e.g. housing and other development sites, employment areas, air quality management areas, constraints etc.

**Please refer to Annex A and B for location plan and plan showing the wider context of the scheme in relation to development sites. Annex C1 and C2 show the proposed scheme and Annex C3 showing how the scheme links to cycle routes between the City Centre and the area north of the city.**

A4. How much funding are you bidding for? (please tick the relevant box):

**Small project bids** (requiring DfT funding of between £2m and £5m)

**Large project bids** (requiring DfT funding of between £5m and £10m)

A5. Has any Equality Analysis been undertaken in line with the Equality Duty?

Yes  No

**See Annex D**

A6. If you are planning to work with partnership bodies on this project (such as Development Corporations, National Parks Authorities, private sector bodies and transport operators) please include a short description below of how they will be involved.

**While there are no specific delivery partners involved on this project, the City Council will work closely with bus operators, Barberry who are developing one of the adjacent sites and other private developers, local businesses and residents along with the Coventry Canal Basin Trust. Stakeholder meetings will be arranged throughout the life of the project, from concept through to design and construction.**

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

Have you appended a letter from the Combined Authority supporting this bid?  Yes  No

**See Annex E1** (following appraisal by WMCA)

**A8. Local Enterprise Partnership (LEP) Involvement and support for housing delivery**

Have you appended a letter from the LEP supporting this bid?  Yes  No

**See Annex E2**

For proposed projects which encourage the delivery of housing, have you appended supporting evidence from the housebuilder/developer?

Yes  No

## **SECTION B – The Business Case**

### **B1: Project Summary**

Please select what the project is trying to achieve (select all categories that apply)

#### **Essential**

- Ease urban congestion
- Unlock economic growth and job creation opportunities
- Enable the delivery of housing development

#### **Desirable**

- Improve Air Quality and /or Reduce CO2 emissions
- Incentivising skills and apprentices
  
- Other(s), Please specify -

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

a) What is the problem that is being addressed?

**Junction One is currently the only non-grade separated junction on Coventry's ring road. The current junction layout presents a bottleneck on the ring road and creates congestion and acts as a barrier for pedestrians and cyclists. The only current route between the city centre and historic Canal Basin is via a dated pedestrian footbridge, which discourages movement and acts as a constraint. Poor accessibility and network capacity also currently serve as a constraint to adjacent brownfield land development. There is a citywide strategy to break down the barrier of the ring road to enable the city centre to grow beyond it.**

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

**An alternative option includes re-modelling of the roundabout to help ease congestion, replacing the existing footbridge with an at-grade controlled crossing, and introducing one way traffic flow on Leicester Row. This was tabled for public consultation, one of the key issues raised was perceived safety of pedestrians crossing the controlled at-grade crossing on the ring road, along with pushing more traffic on Leicester Row, which would impact accessibility directly to the Canal Basin and potentially infringe on local properties. A flyover option would provide unrestricted traffic movements and a safe pedestrian crossing on the desire line.**

c) What are the expected benefits/outcomes? For example, could include easing urban congestion, job creation, enabling a number of new dwellings, facilitating increased GVA.

**The expected outcomes of the scheme are as follows:**

- 1) The scheme will trigger comprehensive redevelopment in the Bishop Street Regeneration Area, through better integration of the Canal Basin to the city centre and providing infrastructure to enable redevelopment of the wider area;**
- 2) Easing urban congestion – improving network capacity at Junction One and easing congestion on the wider network;**

- 3) Improving connectivity for pedestrians and cyclists to unlock growth potential at the Canal Basin;
- 4) Unlock 4.9ha brownfield development land, which will deliver a mix of commercial and residential developments;
- 5) Create 779 new jobs through adjacent mixed development sites.
- 6) Create up to 2233 new homes.

Details of the calculations of the outputs can be found in Annex F, along with Annex G plan which outlines the development sites.

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

**Local Growth Deal funding is already secure and WMCA have approved the Strategic Outline Business Case for the scheme, with an Outline Business Case due to be submitted later this year and Full Business Case February 2018 to secure Devo Deal funding, with a view to starting works on site spring 2018. NPIF funding will complete the funding package. The scheme can be delivered within land controlled by the City Council and would not require any additional elements of land or premises.**

- e) What will happen if funding for this project is not secured - would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed project)?

**If funding isn't secured then a more basic scheme could be delivered but would not offer the same economic benefits. The more basic cheaper option would deliver an at-grade controlled pedestrian crossing away from the desire line would be the only alternative to the current pedestrian footbridge and would not likely to result in maximising footfall opportunities and increasing GVA. This option would improve traffic flow, but not to the extent of grade separation so would not be as attractive to enable adjacent development sites to come forward.**

- f) What is the impact of the project – and any associated mitigation works – on any statutory environmental constraints? For example, Local Air Quality Management Zones.

**The whole of Coventry has been declared an AQMA. The main pollutants of concern in Coventry are associated with road traffic emissions, particularly areas where traffic queues regularly, such as Junction One. The scheme will help improve air quality by encouraging modal shift and reducing congestion. This will be achieved by improving accessibility for walking and cycling, including connections to key cycle routes between the city centre and the north of the city (see Annex C2) and upgrade junction capacity to minimise standing traffic, which will improve bus access from the city centre to Foleshill Road, the city's busiest bus corridor,**

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

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

£000s	2018-19	2019-20	TOTAL
DfT funding sought	5,000	0	5,000
Local Authority contribution	0	0	0
Third Party contribution	7,306	7,929	15,235
<b>TOTAL</b>	<b>12,306</b>	<b>7,929</b>	<b>20,235</b>

*Notes:*

- 1) Department for Transport funding must not go beyond 2019-20 financial year.
- 2) Bidders are asked to consider making a local contribution to the total cost. It is indicated that this might be around 30%, although this is not mandatory.

**B4 : Local Contribution & Third Party Funding** : Please provide information on the following questions (max 100 words on items a and b):

a) Provide an outline of all non-DfT funding contributions to the project costs, the level of commitment, and when the contributions will become available.

- **CWLEP Local Growth Deal Funding £2.15m (secure);**
- **WMCA Devolution Deal Funding £m (unsecure): A Strategic Outline Business Case has been approved for £4.6m, however due to further development of the design and flyover emerging as preferred option an additional £8.485m match funding will be sought, de-scoping another scheme within Coventry's Connecting Coventry portfolio in order to achieve this. The scheme likely to be de-scoped is Walsgrave Interchange, part of the Coventry South Package, which is likely to be part funded by the HE under RIS2. This will be reflected in the Outline Business Case submitted later this year, ahead of Full Business Case submission in February 2018.**

**A full breakdown of scheme costs and resources can be found in Annex H.**

b) List any other funding applications you have made for this project or variants thereof and the outcome of these applications, including any reasons for rejection.

**A variant of this project was previously awarded ERDF funding, however due to negative response to public consultation the City Council took the decision not to proceed and to review the design, which has resulted in this option coming forward.**

### **B5 Economic Case**

This section should set out the range of impacts – both beneficial and adverse – of the project. The scope of information requested (and in the supporting annexes) will vary, including according to whether the application is for a small or large project.

#### **A) Requirements for small project bids (i.e. DfT contribution of less than £5m)**

a) Please provide a description of your assessment of the impact of the project to include:

- Significant positive and negative impacts (quantified where possible) including in relation to air quality and CO<sub>2</sub> emissions.
- A description of the key risks and uncertainties (**see Annex I**)
- If any modelling has been used to forecast the impact of the project please set out the methods used to determine that it is fit for purpose

*\* Small projects bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if available.*

**The project will assist in reducing the CO<sub>2</sub> emissions around Junction 1 by reducing the congestion that currently occurs during the peak periods. The free flow flyover will remove the need for vehicles to queue and wait on the approaches to the roundabout whilst removing the need to undertake a stop/start due to the existing traffic signals. The scheme will help improve bus journey times, particularly in relation to the city's busiest bus corridor on Foleshill Road and help improve service reliability to encourage modal shift to greener modes of travel. The at-grade pedestrian and cycle linkage will improve connectivity between the city centre and the north of the city, and will encourage modal shift. This is particularly important with regards to linking to cycle routes in the north include the SUE at Kerseley, which currently are constrained by the poor bridge link.**

**The BCR for the scheme has been calculated at 4:1. The calculations can be found in Annex E. It is projected that the scheme will create 255 construction jobs alongside 13 apprenticeships during the construction period, and will unlock key 4.9ha development sites within the Bishop Street Regeneration Plan, which is detailed in Coventry's Local Plan and Area Action Plan, which is soon to be adopted. The development sites will be a mix of A class use, alongside residential development and will generate 2233 new homes. Note that the current BCR does not include for the traffic benefits of the scheme.**

**Initial traffic modelling has been undertaken based on 2014 data. This was due to no forecast year model being available; and hence the benefits presented in the pro-forma are very conservative as they're only based on traffic levels from 2014. Future year levels of traffic would create much higher dis-benefits that the scheme would alleviate – particularly with the addition of Friargate and City Centre South developments on the network. Further modelling will be undertaken as part of the scheme development process to capture these benefits which will like increase the BCR. Further information on the methodology is set out in Annex K.**

**The project risks and uncertainties are outlined in Annex M. Key risks and uncertainties include ground conditions, utilities and reputational risk during delivery due to disruption.**

b) Small project bidders should provide the following in annexes as supporting material:

Has a ***Project Impacts Pro Forma*** been appended?  Yes  No  N/A  
**(See Annex J)**

Has a description of data sources / forecasts been appended?  Yes  No  N/A  
**(See Annex K)**

Has an ***Appraisal Summary Table*** been appended?  Yes  No  N/A  
**(See Annex L and Annex L1 Supporting Document)**

Other material supporting your assessment of the project described in this section should be appended to the bid.

*\* This list is not necessarily exhaustive and it is the responsibility of bidders to provide sufficient information to demonstrate the analysis supporting the economic case is fit-for-purpose.*

**B) Additional requirements for large project bids (i.e. DfT contribution of more than £5m)**

c) Please provide a short description (max 500 words) of your assessment of the value for money of the project including your estimate of the Benefit Cost Ratio (BCR) to include:

- Significant monetised and non-monetised costs and benefits
- Description of the key risks and uncertainties and the impact these have on the BCR;
- Key assumptions including: appraisal period, forecast years, optimism bias applied; and
- Description of the modelling approach used to forecast the impact of the project and the checks that have been undertaken to determine that it is fit-for-purpose.

d) Additionally detailed evidence supporting your assessment, including the completed [Appraisal Summary Table](#), should be attached as annexes to this bid. **A checklist of material to be submitted in support of large project bids has been provided.**

Has an Appraisal Summary Table been appended?       Yes       No       N/A

**See Annex L and Annex L1 Supporting Document**

- Please append any additional supporting information (as set out in the Checklist).

*\*It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*



**B6 Economic Case:** For all bids the following questions relating to **desirable criteria** should be answered.

Please describe the air quality situation in the area where the project will be implemented by answering the three questions below.

i) Has Defra's national air quality assessment, as reported to the EU Commission, identified and/or projected an exceedance in the area where the project will be implemented?

Yes       No

ii) Is there one or more Air Quality Management Areas (AQMAs) in the area where the project will be implemented? AQMAs must have been declared on or before the 31 March 2017

Yes       No

iii) What is the project's impact on local air quality?

Positive       Neutral       Negative

- Please supply further details:

**The whole of Coventry was declared an AQMA in 2009, which includes the area this project falls within. The project will remove current barriers for walking and cycling through the introduction of a new at grade crossing at Junction One of the ring road, to encourage modal shift. It will improve key connections to pivotal cycle routes to the north of the city centre, including the Sustainable Urban Extension at Kerseley. The introduction of a flyover will result in more network capacity and improved traffic flows, which means less congestion and standing traffic which is a key contribution to air pollution in Coventry. The new road layout will help ensure bus services run more efficiently and reliably, further supporting modal shift.**

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

Yes       No       N/A

- Please supply further details:

**The City Council will require the successful Contractor to recruit apprentices to form 5% of its workforce, promoting skills development in the construction industry for young people.**

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

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

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

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

**See Annex M.**

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

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

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

**Table C: Construction milestones**

**Estimated Date**

**Start of works**

Initial Utility Diversion Works	March 2018
Start of main works on site	June 2018
Start of construction of main flyover works	August 2018
Pedestrian crossing installation and existing bridge removal	March 2019
Completion of works on site	September 2019

**Opening date**

August 2019

**Completion of works (if different)**

d) Please list any major transport projects costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)

**Coventry City Council has delivered over £85m transport infrastructure schemes over the last 5 years, ranging from highway improvements, new bridges and public realm schemes. All of the schemes have served multiple purposes, not just improving connectivity and traffic flows but also unlocking development sites, improve the setting of the city’s heritage sites and creating attractive public realm to stimulate inward investment. Examples of schemes are as follows:**

**2012 Olympics Broadgate Square & Gosford Street – Public Realm - £10M ERDF funding was awarded in 2010 to deliver an ambitious programme of public realm improvements in Coventry City Centre, ahead of the 2012 Olympics for which Coventry was a host city. The schemes included closing the road in Broadgate which was previously dominated by traffic to create a high quality pedestrianised square in the heart of the city centre. Gosford Street involved transforming a highway dominated area in the heart of Coventry University’s campus, creating an innovative shared space environment, through removal of traffic signals, widening of footways and high quality public realm. Both schemes were completed to programme and budget. The Broadgate scheme has resulted in levering in £6m private investment from Shearers Group to regenerate the 1980s Cathedral Lanes Shopping Centre, opening new restaurants and bars which have boosted the city’s night time economy. The Gosford Street scheme has helped supported the ongoing delivery of Coventry University’s ambitious Masterplan. The success of these schemes has led to levering in further funding to deliver a wider city centre public realm programme, as below.**

**City Centre Public Realm Programme - £23M** Between 2013-2015 the City Council delivered a programme of city centre public realm schemes, transforming the urban environment. The schemes included Council House Square, Belgrade Plaza and Gosford Street/Coventry University Campus. The works that were delivered including realignment of roads and widening of footways, installation of high quality paving and landscaping, de-cluttering and introducing a 20mph city centre zone. The schemes have not only resulted in significant improvements to the city centre environment but also levered inward investment and adjacent sites are now being developed. The schemes were delivered to budget and programme, which was very tight due to the main funding source being ERDF which had to be spent by the end of December 2015.

**Friargate Bridge Deck – New Bridge Deck, highways and public realm - £17M** The scheme involved transformation of Junction 6 of the ring road, removing the barrier of the ring road to unlock development through creation of a new 100m bridge deck on top of the ring road, leaving the functionality of the ring road itself intact. The programme was delivered to extremely challenging timescales, funding was awarded in May 2013 and it was required to be complete by summer 2015. In this 2 year period design was completed from concept stage to detail in just 9 months, with work starting on site spring 2014. Original contract cost £9.5M however additional works were added to the project during its lifetime as additional funding was awarded to maximise the benefits of the scheme, which served remove the barrier of the ring road to unlock the eastern extent of the prestigious £100m Friargate mixed development. The new Friargate Business District 37 acres of Grade A offices, hotels, residential and leisure space. The combined additional works totalled £4M. Significant increases in costs were incurred during construction due to unknown ground conditions leading to changes to the pile foundations and structural elements of the works. Furthermore the drainage items required deep excavations on the slip roads which increased both cost and programme. Since completion, construction of the Friargate development is underway, which will create up to 15,000 new jobs in Coventry, along with over 400 new homes.

**Whitley Junction/JLR – New Bridge and highways - £10.8M** Similar to the Friargate Bridge scheme, this project was awarded RGF funding to be delivered in the same challenging timescales. The original scheme contract value was £9M for a 15 month construction period. The main objective of the scheme was to provide a new bridge to better connect the Jaguar Land Rover (JLR) HQ at Whitley to the A444. The project overran due to issues related to ground conditions which affected installation of the pile foundations to the bridge and abutments. Other impacts such as weather also caused delay to the project, resulting in an extension of programme to 20 months. The scheme has been instrumental in leading to the £0.5bn expansion of JLR's HQ currently underway.

#### **B8. Management Case – Statutory Powers and Consents (Essential)**

a) Please list if applicable, each power / consent etc. already obtained, details of date acquired, challenge period (if applicable), date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

**NA**

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

**NA**

## **B9. Management Case – Governance (Essential)**

Please name those who will be responsible for delivering the project, their roles (Project Manager, SRO etc.) and responsibilities, and how key decisions are/will be made. An organogram may be useful here.

**The project will be delivered by the City Council’s Transport Infrastructure team, who have been responsible for the delivery of over £85m major transport projects over the last 5 years under the guidance of a robust governance structure. The SRO is Colin Knight, Director for Transport and Highways. The Project Manager is Ian Lewis, with over 20 years’ experience at delivering major transport projects. The detailed design and construction will be subject to procurement under the OJEU compliant WMHA Shared Professional Services Framework and Birmingham City Council Civils Framework, subject to further competition exercises. The project team will be supported by other key functions within the authority, including Highways, Traffic, Finance, Legal, Procurement, Communications and Stakeholder Engagement. The project will be reported to the Authority’s Major Transport Projects monthly Board meetings, where key decisions will be made within the delegated authority under the constitution. Progress of the scheme will be regularly reported to Members, including Member for Jobs and Regeneration Cllr Jim O’Boyle, who will have delegated authority to make decisions for major changes. Terms of Reference will be developed, along with detailed programme governance outlining roles and responsibilities.**

**There will be a robust risk management strategy in place to manage the project, key risks will be reported monthly to Project Board.**

## B10. Management Case - Risk Management (Essential)

All projects will be expected to undertake a Quantified Risk Assessment (QRA) and a risk register should be included. Both should be proportionate to the nature and complexity of the project. A Risk Management Strategy should be developed that outlines how risks will be managed.

*Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.*

Has a QRA been appended to your bid?  Yes  No

**See Annex N**

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

**See Annex O**

Please provide evidence on the following points (where applicable) with a limit of 50 words for each:

a) What risk allowance has been applied to the project cost?

**Within the scheme costs for construction and design allowances are provided to define a cost associated with the potential risk to deliver the project. A risk percentage has been added to the construction costs with additional allowances provided for price increases that may occur during the lifespan of the project. See Annex H for further detail on project costs.**

b) How will cost overruns be dealt with?

**There is robust governance in place, the Project Manager is responsible for reporting the financial position to the Board on a monthly basis. Board will take decisions regarding use of the contingency budget if required to deal with any cost overruns.**

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

**The main risk to the project timescales will generally be the unforeseen events such as ground conditions, weather and material supply along with completion of the detailed design. Whilst each will have an impact on the scheme cost they can be reduced or controlled by good project management and risk workshops as the scheme develops.**

**Another potentially major risk to project timescales is linked to utilities which can't be quantified until the detailed design has been undertaken and statutory undertakers are able to confirm whether their apparatus is affected. A budget has been allowed for diversion costs, however to mitigate the impact on costs the designer will be required to identify solutions to minimise the impact on services.**

## B11. Management Case - Stakeholder Management (Essential)

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways England, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

- a) Please provide a summary in no more than 100 words of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

**A robust communications strategy will be developed for this scheme, which includes an action log to capture key communications activities and engagement with stakeholders.**

**Key stakeholders include:**

- 1) **Bus Operators** – some services use this route to and from main bus station Pool Meadow, they have an ability to formally object to traffic regulation orders;
- 2) **Local Businesses & Residents** – may experience some disruption during construction but will benefit post construction from improved accessibility and connectivity;
- 3) **Access Group** – will be consulted during design process to ensure pedestrian route is accessible for all;
- 4) **Canal Basin Trust** – will be consulted during design process, will benefit from improved connectivity to the city centre;
- 5) **Private Developers** – adjacent potential development sites set to benefit from the scheme through increased capacity and connectivity;
- 6) **Road users** – may experience some disruption during construction but will benefit from improved capacity post completion.

- b) Can the project be considered as controversial in any way?  Yes  No  
If yes, please provide a brief summary in no more than 100 words

**The previous design for this project was viewed as controversial, however this was mainly due to a proposed one way traffic system and an at-grade pedestrian controlled crossing across the ring road. This scheme removes these elements and addresses the concerns raised at consultation, and provides an option which works well for all stakeholders and users.**

- c) Have there been any external campaigns either supporting or opposing the project?

Yes  No

If yes, please provide a brief summary (in no more than 100 words)

- d) For large projects only please also provide a Stakeholder Analysis and append this to your application.

Has a Stakeholder Analysis been appended?  Yes  No  N/A

- e) For large projects only please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

Has a Communications Plan been appended?  Yes  No  N/A

## **B12. Management Case – Local MP support (Desirable)**

- e) Does this proposal have the support of the local MP(s);

Name of MP(s) and Constituency		
1 Colleen Fletcher MP (Coventry North East)	<input type="checkbox"/> Yes	<input type="checkbox"/> No
2 Geoffrey Robinson MP (Coventry North West)	<input type="checkbox"/> Yes	<input type="checkbox"/> No
3 James Cunningham MP (Coventry South)	<input type="checkbox"/> Yes	<input type="checkbox"/> No

**Annex P** CCC have contacted MPs post-election, MPs are aware of the schemes and letters of support have been requested which we aim to supply by the deadline of submissions to DfT.

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

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

Additionally, for large projects please provide evidence of an integrated assurance and approval plan. This should include details of planned health checks or gateway reviews.

**NA**


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


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

**Traffic surveys, pedestrian and cycle counts, and bus surveys looking at journey times and patronage will be undertaken prior to works commencing and post completion to measure the benefits brought about by improved connectivity. Surveys will also be undertaken of footfall and visitor spend at the Canal Basin prior to and post completion to evidence the impact of the scheme. Further benefits will be measured through monitoring of planning applications on the identified development plots in this area, along with construction projects prior to and post completion. Data will be captured on an annual basis for 5 years post completion, and an annual report will be completed to capture the data.**

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

**SECTION D: Declarations**

<b>D1. Senior Responsible Owner Declaration</b>	
As Senior Responsible Owner for [project name] I hereby submit this request for approval to DfT on behalf of [name of authority] and confirm that I have the necessary authority to do so.	
I confirm that [name of authority] will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Colin Knight	Signed: 
Position: Director Transport & Highways	

<b>D2. Section 151 Officer Declaration</b>	
As Section 151 Officer for [name of authority] I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that [name of authority]	
<ul style="list-style-type: none"> <li>- has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution</li> <li>- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties</li> <li>- accepts responsibility for meeting any ongoing revenue requirements in relation to the project</li> <li>- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided for this bid in 2020/21.</li> <li>- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller project bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place</li> <li>- confirms that if required a procurement strategy for the project is in place, is legally compliant and is likely to achieve the best value for money outcome</li> </ul>	
Name: Barry Hastie	Signed: 

**HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?**

Combined Authority multiple bid ranking note (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Map showing location of the project and its wider context	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Combined Authority support letter (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
LEP support letter (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Housebuilder / developer evidence letter (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Land acquisition letter (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Projects impact pro forma (must be a separate MS Excel)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Appraisal summary table	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Project plan/Gantt chart	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A