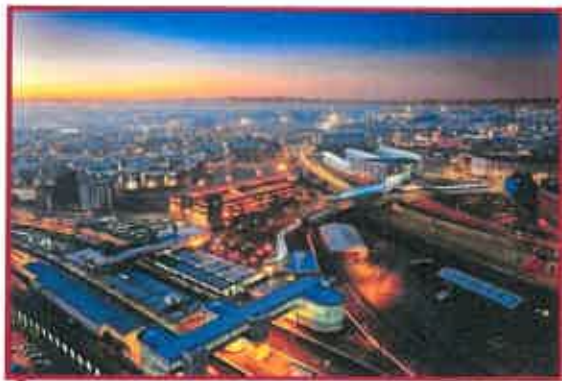


East Park Gateway – Access Infrastructure



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): City of Wolverhampton Council

Bid Manager Name and position: James Howson, Project Manager

Contact telephone number: 07787 419416

Email address: James.Howson@wolverhampton.gov.uk

Postal address: Civic Centre
St Peters Square
Wolverhampton
WV1 1SH

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 2147169 **Email address:** sandeep.shingadia@tfwm.org.uk

Postal address: 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:

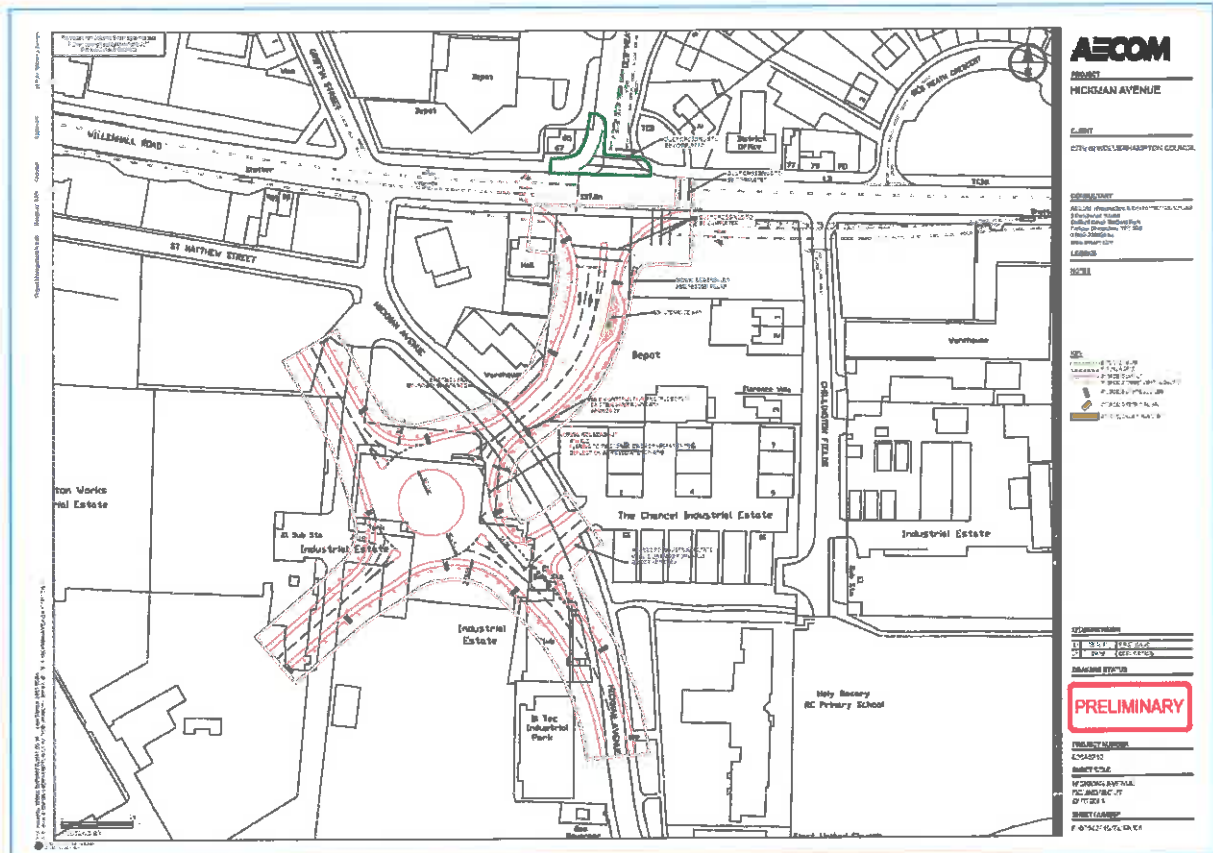
www.wolverhampton.gov.uk <https://westmidlandscombinedauthority.org.uk/what-we-do/investment/>

SECTION A - Project description and funding profile

A1. Project name: East Park Gateway – Access Infrastructure

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

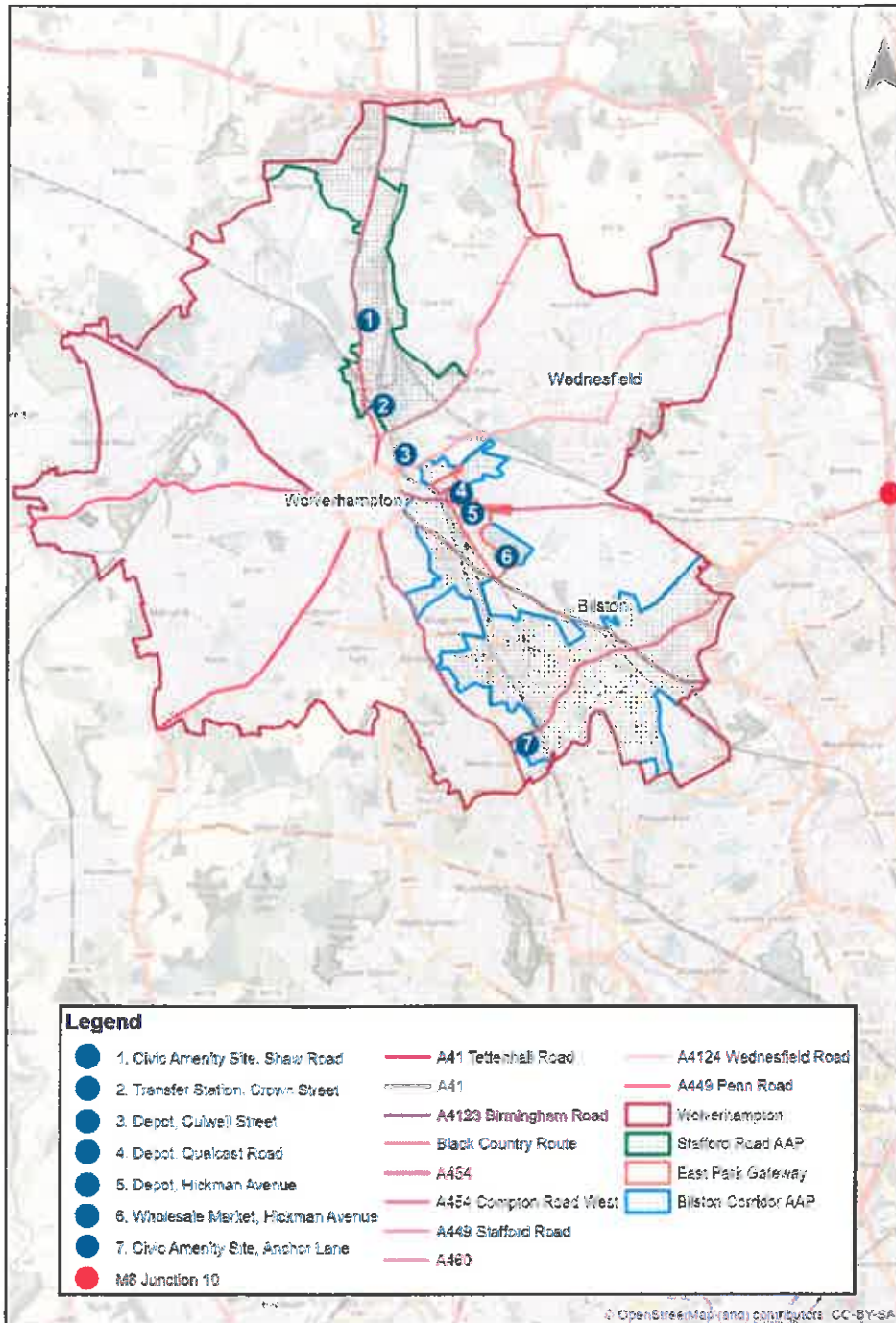
Realignment of the existing A454 junction with Hickman Avenue and provision of a new roundabout will reduce congestion and provide an improved access from the strategic route required to serve new development areas created under the East Park Gateway Regeneration Programme. Improvements to support active travel will also be implemented.



A detailed description of the scheme is provided in **Appendix A**.

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

Local Employment Land consisting of premises and open storage of varying quality which is identified as an Employment Investment Area in the Bilston Corridor Area Action Plan. The area is strategically located as a gateway into the city centre on the A454 Willenhall Road, part of the Key Route Network.



OS Grid Reference: Easting 393096, Northing 298163
 Postcode: WV1 2BS

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

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

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

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

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

Yes No

All activities undertaken by the City of Wolverhampton Council (CoWC) are carried out in accordance with the duties imposed by the Equalities Act. The Council is satisfied that this scheme is a needs-led programme of interventions which is not subject to external influences. The project will benefit all people, businesses and road users across the city. Please refer to **Appendix C** for the Equality Assessment.

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.

CoWC is not planning to work with partnership bodies on this project. However, key stakeholders will be consulted throughout the planning and delivery of the scheme, as set out in Section B11.

A7. Combined Authority (CA) Involvement

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

A supporting letter has been provided in **Appendix D**.

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

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

A supporting letter from the Black Country LEP has been provided in **Appendix E**.

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

Yes No

An existing City Council Depot at Culwell Street will be released as part of these proposals and is identified for housing development in the SHLAA (Strategic Housing Land Availability Assessment) and allocated in the City Centre Area Action Plan both of which have been tested with the house building industry.

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 (1)
- Unlock economic growth and job creation opportunities (2)
- Enable the delivery of housing development (3)

Desirable

- Improve Air Quality and /or Reduce CO2 emissions
- Incentivising skills and apprentices (4)

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?

The area south of Willenhall Road consists of poor quality employment sites and premises characterised by scrap yards and open storage however it is identified as an Employment Investment Area. It is adjacent to a congested section of the A454, with poor uncontrolled access from the route which contributes to queues and delays from conflicting turning movements and limited active travel provision. Relocation of the highway access and signalisation of the junction will improve wider network operation and efficiency, support multi-modal travel and ensure future access can accommodate proposed growth.

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

The following options have been considered:

- Utilise existing access from Willenhall Road to Hickman Avenue. Issues - Already congested, particularly at peak times, and would not accommodate further demands on the road network in this vicinity.
- A new junction opposite the junction of Willenhall Road and Old Heath Road. Issues - Without a new roundabout it is considered congestion will remain, particularly if new CoWC functions, such as a waste supersite, are located here.

Due to land constraints on the A454, limited alternatives can be considered. The chosen option offers excellent opportunity to access the strategic highway network.

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.

An improved access junction will increase the efficiency and operation of the A454 and the wider network as well for vehicles accessing the EPG, in turn reducing congestion.

Following the relocation of all operational services to Hickman Avenue, a total of 7.35 acres of land will be released for new employment and residential uses and 350 new jobs generated.

The wider East Park Gateway programme, which incorporates a total of 140 hectares (refer to Appendix A), represents a real opportunity to open up / redevelop further employment and residential uses on this key approach to the City.

- 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?

In addition to one plot already owned by the City Council, the land required for the proposed access improvement is held by three other owners and will need to be acquired by agreement or the use of regeneration CPO powers.

The updated Business Case for the rationalisation of depot and waste services onto Hickman Avenue and capital funding for the proposals are to be considered by Cabinet this autumn.

The project will benefit from improvements to the Willenhall Road carriageway, which are planned under the Willenhall Road programme (**Appendix A**) and will further improve traffic flows and help relieve congestion.

- 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 is not secured, alternative options for delivering the highway improvements will have to be sought. The works represent essential infrastructure enhancements to accommodate any development proposals within the area. There are existing congestion issues on the main A454 route which need to be addressed through the relocation of the junction and addition of signals. A lower cost solution would not be sufficient to accommodate the proposals, which in turn would result in no scheme or increased and unsatisfactory congestion on the road network.

- 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 highway proposals are expected to have a positive impact upon local air quality however; this is subject to air quality modelling work during design development. The works will ease existing congestion and ensure any future development traffic operates efficiently and without extensive queues and delays. Please refer to **Appendix F** for the Environmental Impact Assessment.

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	1,940	3,060	5,000
Local Authority contribution	5,425	15,145	20,570
Third Party contribution	0	0	0
TOTAL	7,365	18,205	25,570

Notes:

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

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

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

The Council has approved the principle of the rationalisation of existing Household Waste and Recycling and Depot uses onto a single site at Hickman Avenue. The Full Business Case is under development and approvals for expenditure will be sought in Autumn 2017. The table below sets out the local contribution funding profile.

	£000s		
	2018/19	2019/20	Total
City of Wolverhampton Council Total	5,425	15,145	20,570

- 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.

No other funding applications have been submitted for this scheme.

B5 Economic Case

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

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

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

- Significant positive and negative impacts (quantified where possible) including in relation to air quality and CO₂ emissions.
- A description of the key risks and uncertainties;
- If any modelling has been used to forecast the impact of the project please set out the methods used to determine that it is fit for purpose

This section provides a proportional overview of the costs and benefits associated with the preferred scheme. The economic case includes the appraisal of the proposed Hickman Avenue/Willenhall Road signalised junction only, as it will be at this location where delays are likely to occur due to traffic demand associated with the wider East Park Gateway development, in addition to background growth predicted along Willenhall Road.

Modelling Approach

In order to complete the economic appraisal for the East Park Gateway scheme, a junction assessment (LINSIG) model was built for the proposed Hickman Avenue/Willenhall Road junction for the morning and evening weekday peak periods in 2021 (first full year post-construction) and 2031. The traffic modelling outputs can be viewed in **Appendix H**.

The modelling undertaken accounted for future traffic from the following development sites:

- Waste Supersite (Phase 1 – public access area, recycle shop, Phase 2 – 5,025m² office, 16,985m² warehouse)
- Industrial Units (8,372m²)

The following table outlines the delay results for all demand traffic, comparing the Do Something (scheme) to the Do Nothing (without scheme) scenario at the signalised junction. The delay represents totals hours of delay (for all vehicle classes) for each peak hour modelled. The results are based on the LINSIG modelling.

Table 1: Total Delays in the Do Nothing and Do Something Scenarios

	Do Nothing (Existing Layout)		Do Something (SONR Phase 1b)		Difference	
	AM	PM	AM	PM	AM	PM
2021 Total Delay (hrs)	13.79	16.05	13.56	14.84	-0.23	-1.21
2031 Total Delay (hrs)	18.41	19.78	15.77	16.56	-2.64	-3.22

The results show that total delay at the junction between Hickman Avenue and Willenhall Road reduces in the Do Something scenario compared to the Do Nothing in both 2021 and 2031. In addition, the results demonstrate that the benefits of the scheme increase between 2021 and 2031, indicating that the scheme provides sustainable improvements that are resilient to increases in traffic through the junction.

The Scheme Impacts Proforma contained in **Appendix G**, outlines the key performance indicators of the Do Nothing and Do Something scenarios.

Economic Appraisal

Using the modelling results and guidance from WebTAG, an economic appraisal has been undertaken to provide monetary benefits for the scheme to compare against the scheme cost. The traffic demand has been classified for each turning movement across all junctions into the following:

- Cars and LGVs
- OGVs
- PSVs

This has been calculated by using the proportions of each user class from the traffic surveys used in the LINSIG modelling.

The above total delay outputs for each scenario have been applied to the proportion of each vehicle class. From this, the delay for each vehicle class has been multiplied by the value of time, in accordance with WebTAG guidance¹. This has enabled a total cost of delay to be calculated for each peak hour in 2021 and 2031, as shown in the following table.

Table 2: Total Delay Costs in the Do Nothing and Do Something Scenarios

	Do Nothing (Existing Layout)		Do Something (SONR Phase 1b)	
	AM	PM	AM	PM
2021 Total Delay Cost (£/hour)	£228	£271	£225	£244
2021 Total Delay Cost (£/year)	£57,637	£68,466	£57,048	£61,807
2031 Total Delay Cost (£/hour)	£304	£333	£262	£273
2031 Total Delay Cost (£/year)	£76,877	£84,205	£66,324	£69,069

Between the Do Something and Do Nothing scenarios costs for delay are reduced for the total traffic travelling through the junction during both the morning and evening peaks. These results reflect the delay reductions outlined in the results above.

Using WebTAG guidance, the benefits provided from the scheme in terms of reduction in delay at the junction have been calculated for an appraisal period of 60 years. A number of assumptions were made in relation to the value of the delay benefits:

¹ <https://www.gov.uk/government/publications/webtag-tag-data-book-march-2017>

- It is estimated that the full benefits experienced in 2031 will decrease annually for 15 years until 2046; and
- After 2046, 50% of the benefits provided in 2031 will continue to be experienced until the end of the appraisal period.

The monetary value of benefits across the appraisal period and the real costs were discounted back to 2010 values, in accordance with WebTAG guidance. This then provided the Present Value of Benefits and costs. The results of the economic appraisal are as follows:

Table 3 Economic Appraisal

Present Value of Benefits (£000s)	£510.3
Scheme Costs (£000s)	£645.3
Net Present Value	-£135.1
Benefit Cost Ratio	0.79

The Benefit to Cost Ratio shows there is an economic benefit for the signalised junction (as part of the wider highway scheme) in terms of reducing congestion and delay at a junction with the wider strategic route into and out of Wolverhampton city centre. Although the benefits don't equal the cost of delivering the junction and its associated infrastructure, it is likely that scheme costs will reduce as the design progresses resulting in a more attractive BCR.

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

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

Has a **Project Impacts Pro Forma** been appended? Yes No N/A
Please refer to **Appendix G**.

Has a description of data sources / forecasts been appended? Yes No N/A
Please refer to **Appendix H**.

Has an **Appraisal Summary Table** been appended? Yes No N/A
Please refer to **Appendix I**.

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

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

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

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

- Significant monetised and non-monetised costs and benefits
- Description of the key risks and uncertainties and the impact these have on the BCR;
- Key assumptions including: appraisal period, forecast years, optimism bias applied; and

- Description of the modelling approach used to forecast the impact of the project and the checks that have been undertaken to determine that it is fit-for-purpose.

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

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

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

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

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

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

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

Yes No

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

Yes No

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

Positive Neutral Negative

- Please supply further details:

The new and improved junction will have a positive impact upon emissions as queues and delays for vehicles will be reduced along the strategic route. The site redevelopment will offer an opportunity to promote cleaner vehicle use and a more efficient operation within what is currently a low quality industrial environment. The implementation of signals at the crossing and improved on site access infrastructure will make the junction more appealing to those who may consider travelling by active modes. However, as a new development is anticipated, it will likely increase the number of vehicles on the road, hence having an overall neutral impact on local air quality.

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

Yes No N/A

- Please supply further details:

An extract from the Council's Procurement Charter is included in **Appendix J** A similar approach would be taken for projects within the East Park Gateway programme.

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

The project plan (**Appendix K**) shows key milestones including the requirement for Cabinet Approval for the EPG programme and Phase 1 waste supersite. As part of this, the requirement

for land acquisition and use of Compulsory Purchase Order powers will be addressed. The CPO process is detailed further in section B8(b). In addition, and as part of the proposed access works, highways approvals will be sought including Stopping up Orders.

- 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

Part of the land required to deliver the project is owned by CoWC and part is owned by private landholders (refer to **Appendix A**). Any private land holdings will be acquired via a private treaty or via a Compulsory Purchase Order. The Compulsory Purchase Order process is outlined further in Section B8(b).

- 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	April 2019
Completion of Access Road and roundabout	September 2019
Construction of HWRC facility (Phase 1 of supersite)	September 2019
Other depot facilities works (Phase 2 of supersite)	June 2020
Opening date	June 2020
Completion of works (if different)	N/A

- 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)

Wobaston Road / Vine Island – This scheme delivered infrastructure to accommodate developments at the i54 site. Scheme costs were £5 million + and it was delivered on time and within the budget. The DfT were involved in the development of the scheme.

Coseley Road Island, Bilston Urban Village and Shaw Road junction – Infrastructure improvements were delivered at this location to support development at Bilston Urban Village and wider network operation. This was a combined package of £5 million and was completed on time and below budget. Funding for this scheme was provided from the DfT and LEP.

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.

Not applicable.

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

Private sector land interests will be acquired by either private treaty or via Compulsory Purchase Order, the latter is outlined below and statutory processes for any necessary highway orders will run in parallel:

Statutory Power / Consent	Timeframe
Business Case & Cabinet approvals, making and publishing the Order	June 2017 to December 2017
Public Inquiry & Secretary of State recommendation	March 2018 to June 2018
Challenge period	June 2018 – August 2018
Notice to treat / General Vesting Declaration – Acquisitions	September 2018 to March 2019

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.

An organogram provided in **Appendix L** sets out the relationship between CoWC at Project Board, Growth Corridor Board and Place Leadership Team level and the Combined Authority & Black Country Working Board.

The Project Board comprises representation from Strategic Director for Place, Service Director City Economy, Service Director City Environment, Head of City Development, Head of Corporate Landlord, Finance Business Partner, EPG Programme and Regeneration Managers.

At a CoWC Programme Level, City Development has overall responsibility and has the following roles and responsibilities:

Paul Lakin – Head of City Development

Kevin Moore – Regeneration Manager representing the Programme at Growth Corridor Board and having key input to the development of the programme

James Howson – Programme Manager for East Park Gateway; a dedicated role to manage the programme, stakeholders, service departments (with projects within EPG), land & property aspects, funding applications and general coordination.

Ian Hipkiss – Service Lead, Network Development; Lead on oversight for transport infrastructure design and delivery.

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

Please refer to **Appendix M** for the Risk Register and **Appendix N** for the QRA.

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

Please refer to **Appendix 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?

A 20% contingency has been applied to the project to cover price increases, programme management and any risk elements outlined above.

b) How will cost overruns be dealt with?

CoWC understands that the level of investment from NPIF will be capped at £4,665m for this scheme and as such any cost overruns will be dealt with through the wider project financing, principally internal Council budgets.

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

The two main risks associated with this scheme are land acquisition and approvals such as road closures and statutory undertakers. The scheme programme has identified these as risks and takes in to account time associated to these risks. The QRA explores the costs associated to these risks further.

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, 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.

CoWC will consult with stakeholders on scheme designs, hold regular public update meetings and use local media to circulate information, in relation to temporary scheme impacts such as traffic/pedestrian management arrangements. Key stakeholders include the following:

- Local Ward members
- Combined Authority
- Black Country Local Enterprise Partnership
- Statutory Undertakers
- Landowners
- Local residents
- Utility companies
- Two local primary schools

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 project involves the acquisition of private sector land and relocation or extinguishment of businesses (potentially using CPO powers), therefore could be considered controversial, dependent upon interpretation.

It also involves the relocation of two HWRCs from other parts of the City into one new location. A consultation has been undertaken (although not site specific) with regard to the potential HWRC and has not raised any specific concerns.

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)

Not applicable.

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 Yes No

2 Yes No

B13. Management Case - Assurance (Essential)

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

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

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.

Junction operation **will** be monitored by traffic surveys which will determine changes to queues and delays.

Delivery of employment land and new jobs will be reported internally to the CoWC. Wider monitoring is likely to be undertaken by the Black Country LEP Programme Office should additional LGF funding be sought for the wider project.

All outputs will contribute towards the Black Country and WMCA SEP outcomes and will be captured in line with existing processes. Data relating to new housing, floorspace and jobs will be captured and fed into CoWC strategy and policy documents.

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

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

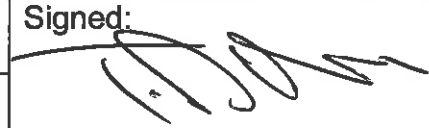
As Senior Responsible Owner for East Park Gateway I hereby submit this request for approval to DfT on behalf of City of Wolverhampton Council and confirm that I have the necessary authority to do so.

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

Name: Tim Johnson

Signed:

Position: Strategic Director Place



D2. Section 151 Officer Declaration

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

The Council has approved the principle of the rationalisation of existing Household Waste and Recycling and Depot uses onto a single site at Hickman Avenue. The Full Business Case is under development and approvals for expenditure will be sought in Autumn 2017.

- has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the project
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided for this bid in 2020/21.
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller project bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place
- confirms that if required a procurement strategy for the project is in place, is legally compliant and is likely to achieve the best value for money outcome

Name: Claire Nye

Signed:



HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

Combined Authority multiple bid ranking note (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input 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 checked="" type="checkbox"/> No	<input 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

