

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)*: Solihull Metropolitan Borough Council (Solihull MBC)

**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: Amrik Manku (Solihull Connected Lead)

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

Contact telephone number: 0121 7048503 **Email address:** amanku@solihull.gov.uk

Postal address: Solihull Metropolitan Borough Council
The Council House
Solihull
B91 3QT

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 (Head of Programme Development)

Contact telephone number: 0121 2147169 **Email address:**
Sandeep.Shingadia@tfwm.org.uk

Postal address: TfWM
16 Summer Lane
Birmingham
B19 3S

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:

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

SECTION A - Project description and funding profile

A1. Project name: Solihull Strategic Cycle Network – Town Centre-UKC Hub-Birmingham Links (Greening the Grey Programme)

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

Solihull MBC is committed to achieving high levels of cycling in alignment with government and West Midlands Combined Authority (WMCA) targets, promoting economic growth with access to jobs and housing, the environment and public health. This project creatively connects through 20km of new green cycling infrastructure the West Midlands’ key growth centres of Birmingham and Solihull (including HS2) their employers and communities, to realise regional economic and social aspirations and improve local productivity.

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

The project area covers connections between the employment opportunities and communities of Solihull Town Centre to the UKC Hub (JLR, Birmingham Airport, NEC, Birmingham Business Park and HS2 interchange), North Solihull and East Birmingham, see Appendix A Location Plan.

OS Grid Reference: 417835 E and 284972 N (notional scheme centre as across large area)

Postcode: B37 (notional scheme centre as across large area)

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

The Solihull Connected Transport Strategy Fair Treatment Assessment (FTA) recognised improved regional and local connectivity through inclusive travel choices would have positive impacts for different groups. This scheme is a Solihull Connected transport priority and a FTA will be carried out as part of the outline business case stage.

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.

Cross-border routes will involve working in partnership with Birmingham City Council particularly in terms of joint stakeholder and public engagement, design considerations and implementation coordination.

A7. Combined Authority (CA) Involvement

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

Please see Appendix B

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

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

Please see Appendix C

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 – promote healthier lifestyles and improve health outcomes, address social inequalities, introduce green corridors and improve access to green spaces across urban parts of the borough and introduce business/travel planning to support Small and Medium-sized Enterprises

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

a) What is the problem that is being addressed?

Our growth aspirations could mean 77,000 additional car trips on our network each day. We need to plan differently if we're not to experience severe congestion adversely affecting growth, the environment and connectivity. The 2011 Census showed 38% of work related journeys are shorter than 5km. We want to achieve DfT and WMCA cycling levels towards a low carbon economy. Consultation showed that employers and communities want to cycle more but need a safe and comprehensive cycle network. Other issues include addressing areas of particular social inequality, low employment and skills shortages without access to low cost transport options, public health outcome challenges and sustainability with regard to surface run-off, urban heat island effects and air quality.

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

The options considered included do-nothing, low scale measures and incremental delivery. The primary reason for rejecting these options was that to be serious about increasing levels of cycling and reducing congestion and CO₂ emissions requires a step-change in cycling infrastructure provision and investment. This is now widely accepted not only within professional fields but with local employers and communities. Without this timely investment commitment change will be frustrated and impact adversely on economic growth, environmental gains and reputation only to worsen the factors that affect productively, e.g. congestion and access to skilled workforce.

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 project will link two key WM growth centres Birmingham and Solihull (including HS2 Interchange) helping to achieve the jobs and homes aspirations of the UKC Hub and Solihull Town Centre. It will provide a low cost transport option to access local employment opportunities, training and education that improves health, reduces congestion and frees up

road capacity for business users, increasing the number of people cycling – the propensity to cycle tool showed the project to be aligned to projected increases in cycling. The project will also have wider environmental benefits – improvements in the heat island effect, reduction in surface run off, local air quality and improvements in biodiversity levels, creating attractive green cycling corridors.

- 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?

The project needs to be aligned to the JLR Logistics Operation Centre and Birmingham City Council cross-border links in terms of implementation timing. This will require close liaison with the parties. Further, the Damson Parkway Corridor Enhancement (junction throughput improvements) and the TfWM Sprint scheme will only enhance its benefits and outcomes. Towards and beyond 2026 with HS2 Interchange and associated Local Plan proposals the project will seamlessly connect to an area that could provide up to 77,000 jobs and 4,000 homes.

- 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 for the project then it is unlikely that it will be taken forward unless similar levels of investment are secured from other sources. Options could be considered to remove resource efficiency and habitat improvements elements but this would significantly impair outcomes. As set out above Solihull is seeking a step change in cycling infrastructure provision and creating a network that has wider environmental and social benefits for Solihull communities.

- 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.

There are no local AQMAs, however, the Defra's national air quality assessment has projected an exceedance in the area. The project will improve air quality by reducing congestion as part of a package of sustainable transport interventions (including TfWM Sprint), junction throughput improvements along Damson Parkway and green corridor habitat improvements. The European Cyclists' Federation Cycling and Urban Air Quality report concluded that cycling measures can improve urban air quality levels as part of a package of measures directed at reducing overall road traffic. The DfT Cycling and Walking Strategy quotes shifting 10% of journeys from car to bike would reduce air pollution and save 400 productive life years.

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

Table A: Funding profile (Nominal terms)

£000s	2018-19	2019-20
DfT funding sought	1,490	2,980
Local Authority contribution	265	90
Third Party contribution	730	1,895
TOTAL	2,485	4,965

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 total project cost is £7,920,000 and all Local Authority and Third Party Contributions are described below over its 3 year life:

Local Transport Plan IT Block (£705,000) – an allocation has been made for this project in our Growth and Development Programme indicating a strong level of local commitment and will be available over financial years 2017/18 (£350,000), 2018/19 (£265,000) and 2019/20 (£90,000).

S106 (£120,000) – monies secured from JLR and Birmingham Airport are available now and committed for use in 2017/18.

European Structural and Investment Fund (£2,625,000) – an outline application has been submitted and it is expected that the funding outcome will be known in Autumn 2017 for use over 2018/19 (£730,000) and 2019/20 (£1,895,000).

Other strong options for funding potential contribution gaps include future applications for West Midlands Combined Authority Devolution Agreement and Greater Birmingham and Solihull Local Enterprise Partnership.

- 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.

European Structural and Investment Fund outline application is in progress with the outcome expected Autumn 2017, see above.

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

The project comprises two schemes brought together, the A45 to Town Centre Cycle Link and UKC Hub Cycle Links, and then enhanced further by introducing resource efficiency and habitat improvement aspects to provide green corridors. Current economic appraisals of the schemes are attached for each, see Appendix D (Part 1: A45 to Town Centre and Part 2: UKC Hub). The A45 to Town Centre Cycle Link scheme has had an Outline Business Case prepared and shows a BCR of 2.4 representing high value for money, see page 15. Adding the green corridor enhancements increases the cost, however, there would be increased environmental benefits too. The UKC Hub Cycle Links scheme does not have an Outline Business Case but could be expected to perform similarly given its location, connectivity and economic characteristics. A qualitative assessment is presented at Part 2.

The A45 to Town Centre Outline Business Case (OBC) describes compliance with WebTag and the models used, see Appendix D (Part 1) page 5. The major benefits described are: modal shift reducing congestion and providing benefit to business users, scheme would deliver benefits to the wider economy based on LSE study, physical activity benefits associated with increased cycling, impact of improved health on absenteeism and better facilities lead to a large improvement in journey quality. The only slightly adverse impact was a slight increase in cycling accident numbers. Solihull, with West Midlands partners, is alive to minimising accident risk whilst promoting the many benefits of cycling as cycling numbers increase.

The UKC Hub Cycle Links economic outcomes/impact assessment suggested large benefit for links to national transport networks and international gateways, moderate benefit for business efficiency and labour market efficiencies and slight benefit for business investment.

Although a Projects Impact Proforma is not presented the A45 to Town Centre OBC provides strong supporting evidence with car km reduced by 136,731 per year and 371 additional weekday cyclists.

Bringing the schemes together and with their green corridor enhancements in addition to other planned transport interventions, opportunities for inter-modality especially bike-train increasing the catchment area, in the location and linking to the Birmingham Cycle Revolution will bring agglomerated benefits far above each individual scheme. It will also connect to and enhance the North Solihull Strategic Cycle Network.

The project will improve air quality as part of a package of sustainable transport interventions and junction throughput improvements along Damson Parkway, as well as in the projects use of resource efficient construction methods and techniques and through improving the ecological value of the habitat along the network, reducing the carbon footprint as well as the heat island effect.

More widely the economic case for investing in cycling infrastructure is well established as set out in the DfT Cycling and Walking Strategy and European literature such as the European Cyclists' Federation The EU Cycling Economy report.

The main risks and uncertainties are managing time and cost over-runs and coordination with the JLR Logistics Operation Centre (highway improvements will fit project objectives), the Damson Parkway Corridor Enhancements and Birmingham City Council cross-border links (see risk register).

** 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

See commentary above

Has a description of data sources / forecasts been appended? Yes No N/A

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

See Appendix D Part 1 page 16-17 A45 to Town Centre only

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 project will improve air quality as part of a package of sustainable transport interventions and junction throughput improvements along Damson Parkway. The European Cyclists' Federation Cycling and Urban Air Quality report concluded that cycling measures can improve urban air quality levels as part of a package of measures directed at reducing overall road traffic. The DfT Cycling and Walking Strategy quotes shifting 10% of journeys from car to bike would reduce air pollution and save 400 productive life years. In addition, the use of energy and resource efficient techniques, improvements in the ecological value of the habitat along the network will further improve local air quality and reduce the urban heat island effect. Without these interventions planned growth will worsen air quality.

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

Yes No N/A

- Please supply further details:

-
Where applicable social value is incorporated into the evaluation criteria of most tender projects and it is envisaged it will be incorporated into associated procurement opportunities. The procurement department work closely with colleagues in Employment and Skills to ensure the Council's Employment and Skills Strategy is promoted in relevant projects and that Employment Skills Plans are provided as part of a tender submission. The Employment Skills Plan is then monitored to ensure effective delivery of work placements, new entrants, apprenticeships and development of existing workforce.

B7. Management Case - Delivery (Essential)

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

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

The project has been assessed as having no major barriers to delivery within the bid timescales, see Appendix E Gantt Chart. The project will be managed by Solihull MBC through a cross-discipline and experienced team using gateway methodology including Cabinet Member approvals and is expected to be ready for construction mobilisation by September 2018. Planning and delivery risks and their mitigation are described in the Risk Register at Appendix F. The project has a number of dependencies including Birmingham cross-border elements, the JLR Logistics Operation Centre and Damson Parkway Corridor Enhancements. This will require close liaison with their design teams to ensure programmes are aligned and seamlessly communicated.

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

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

Formal land acquisition procedures are not anticipated.

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	December 2018
Opening date	November 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)

A45 Coventry Road South Bridge cost £12.0m completed October 2016 on time and to budget – critical bridge replacement over the West Coast Mainline improving safety and accommodating future growth to UKC Hub area on strategic route of national importance involving complex design and delivery and multi-award industry design winner.

Lode Lane Route Enhancements cost £5.3m completed October 2016 on time and to budget – Solihull’s first dedicated bus route serving 4.7m passengers/year and promoting increasing public transport, cycling and walking levels along key economic corridor linking UKC Hub and Solihull Town Centre growth centres and wider along A45 corridor/East Birmingham.

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.

The project can be delivered using existing statutory powers and consents held by Solihull MBC and statutory utilities.

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

There are none outstanding.

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.

With a multi-million pound UKC infrastructure programme critical to regional and local growth Solihull MBC has introduced new programme management procedures and is committed to giving governance assurance to government, WMCA, GBSLEP, relevant Cabinet Members, internal boards and funders, see Appendix F.

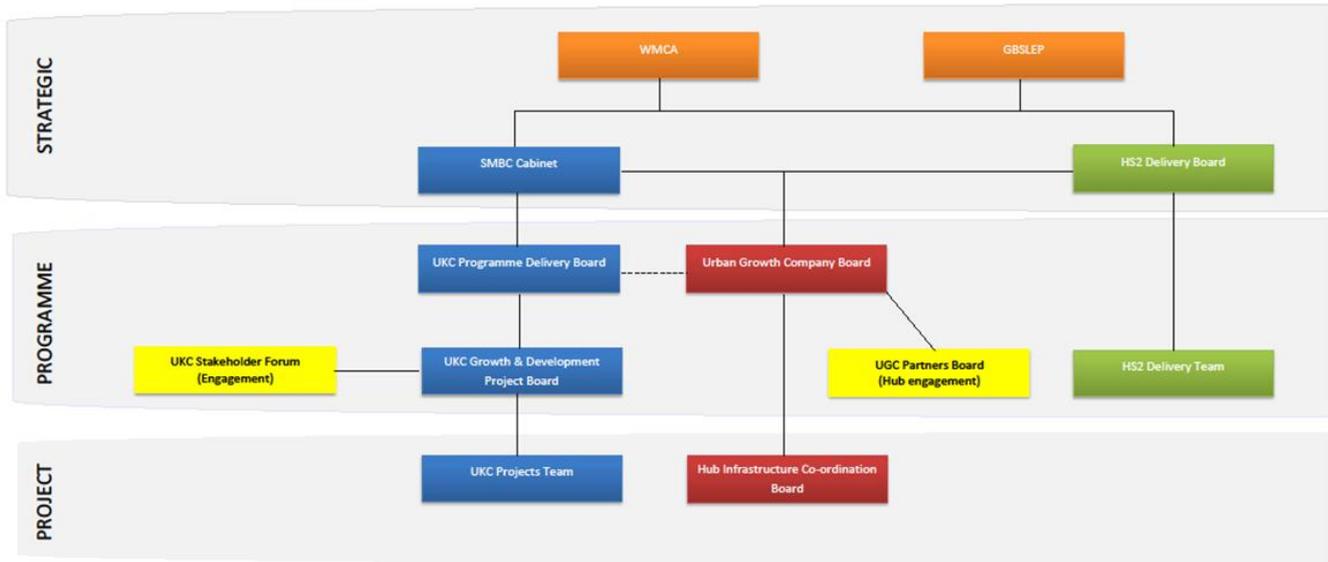
The Senior Responsible Officer is Perry Wardle (Assistant Director for Managed Growth and Communities) – responsible for the long term priorities/programme/project outcomes and success liaising with the Programme Manager to approve project scope, resources, variations and gateways and escalate matters for resolution.

The Programme Manager is Amrik Manku (Solihull Connected Lead) – responsible for the overall delivery of the project, defining scope and objectives, appointing the project team and defining delegations and ensuring compliance with procedures.

Appendix F pages 13-14 give more detailed responsibilities commentary and other project team roles.

Projects are developed through a multi-disciplinary Projects Team Group and approved at the Growth and Development Project Board consisting of Assistant Directors, Heads of Service and Professional Leads, using gateway review methodology. Key decisions are considered at the Programme Delivery Board consisting of Directors and then taken to relevant Portfolio Holders for Transport and Highways and Economic Regeneration for approval, an extract organogram from Appendix F page 18 is shown below.

UK Central Programme Governance Structure



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.

A project Quantified Risk Assessment is has not been undertaken but appropriate financial allowance has been made to the project cost estimate.

The Solihull Council Risk Management Policy, see link below, has been used to define the risk strategy and register which is shown at Appendix G.

http://www.solihull.gov.uk/Portals/0/KeyStats/PublicationScheme/Risk_Management_Policy.pdf

Has a QRA been appended to your bid? Yes No

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

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?

An assessment has been made on contingency levels of up to 30% depending on design stage and an appreciation of unknown cost elements. In addition an optimism bias of 15% has been applied given the project's relative Stage 2 design status.

b) How will cost overruns be dealt with?

Cost overruns will be managed through the UKC Programme Management Procedures in particular the Growth and Development Projects Board described in B9 above.

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

The main risks and uncertainties are managing time and cost over-runs and coordination with the JLR Logistics Operation Centre (highway improvements will fit project objectives), the Damson Parkway Corridor Enhancements and Birmingham City Council cross-border links (see risk register).

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.

In 2015 Solihull MBC, as part of developing the Solihull Connected Transport Strategy, undertook what was widely recognised as a comprehensive and successful consultation with stakeholders and the public using particular techniques to ensure good demographic representation and reach. Key messages in relation to cycling themes and links to growth:

- a) 90%+ agreed planned growth in jobs and home would create congestion if no action is taken.
b) A strategic cycle network was widely supported by the public (60%) and stakeholders (80%).
c) 27% of consultation respondents said they would definitely cycle more often if there was a comprehensive cycle network.

The stakeholder management strategy builds on this success with an inherent insight to cycling themes and uses specialised communications support to identify key stakeholder groups, their influence in decision-making and engagement events to ensure great participation. The stakeholder groups are show in Appendix H and events will include workshops, focus groups and public exhibitions and use of social media.

- 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

- 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);

Please refer to WMCA package

Name of MP(s) and Constituency

1 Julian Knight (Solihull) Yes No

2 Caroline Spelman (Meriden)

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.

The monitoring, evaluation and benefit realisation strategy will focus on economic, transport, environmental and social impact with interim (6 month) and final (1-3 years) reporting post completion. Key measures will include an impact assessment on (from a baseline position): access to jobs and homes, reducing congestion, increasing cycling levels, understanding user experiences and behaviour change, air quality improvements, access to green spaces and public health outcomes. Where possible readily available existing and partner resources will be used to assess and report the project outcomes.

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 the Solihull Strategic Cycle Network I hereby submit this request for approval to DfT on behalf of Solihull Metropolitan Borough Council and confirm that I have the necessary authority to do so.

I confirm that Solihull Metropolitan Borough Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Perry Wardle

Signed:

Position: Assistant Director, Growth & Development



D2. Section 151 Officer Declaration

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

- 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: Paul Johnson

Signed:

Director of Resources & Deputy Chief Executive



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 type="checkbox"/> Yes	<input checked="" 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