

Local Highways Maintenance Challenge Fund



Department
for Transport

Application Form

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, for a small scheme we would suggest around 10 to 15 pages including annexes would be appropriate and for a larger scheme, 15 to 30 pages.

A separate application form should be completed for each scheme up to a maximum of one large bid and one small bid for each local highway authority.

Applicant Information

Local authority name(s)*: BURY METROPOLITAN BOROUGH COUNCIL

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

Bid Manager Name and position: Swee Ong – Service Manager (Design & Operations)

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

Contact telephone number: 0161 253 5799 **Email address:** s.l.ong@bury.gov.uk

Postal address: Department for Resources & Regulation
3 Knowsley Place
Duke Street
Bury BL9 0EJ

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

Please specify the weblink where this bid will be published:
<http://www.bury.gov.uk/index.aspx?articleid=10161>

SECTION A - Scheme description and funding profile

A1. Scheme name: A58 Bury Inner Relief Road & Rochdale Road, Bury Principal Road Network renewal scheme

A2. Headline description:

Please enter a brief description of the proposed scheme (in no more than 50 words)
Major maintenance/renewal of A58 carriageways between Bury Bridge and River Roch

A3. Geographical area:

Please provide a short description of area covered by the bid (in no more than 50 words)
Linear scheme between west of Bury Town Centre and East Bury, including Inner Relief Road and M66 J2 roundabout

OS Grid Reference: Between 379672, 410907 and 382232, 410543

Postcode: **N/A**

Please append a map showing the location (and route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.

A4. Type of bid (please tick relevant box):

Small project bids (requiring DfT funding of between £5m and £20m)

Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures

Major maintenance or renewal of carriageways (roads)

Major maintenance or renewal of footways or cycleways

Major maintenance or renewal of drainage assets

Upgrade of Street Lighting

Large project bids (requiring DfT funding of between £20m plus)

Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures

Major maintenance or renewal of carriageways (roads)

Major maintenance or renewal of footways or cycleways

Major maintenance or renewal of drainage assets

Upgrade of Street Lighting

A5. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? Yes No

SECTION B – The Business Case

B1. The Scheme – Summary/History (Maximum 200 words)

Please select what the scheme is trying to achieve (this will need to be supported by short evidence in the Business Case).

The Council has an ongoing programme of Capital maintenance works, which has included sections of the A58. However, the extents of the works which can be delivered in this manner are insufficient to meet the needs. Overall, the condition of the asset is deteriorating year on year. The scheme would address this long-term maintenance backlog.

The maintenance and renewal of this stretch of the A58 would help to maintain and improve the vitality and viability of the Bury town. It will also assist in improving connectivity with the strategic road network at M66 Junction 2, and it also forms the part of the orbital Key Route between Bolton and Rochdale, via Bury Town Centre.

B2. The Strategic Case (Maximum 650 words)

This section should set out the rationale for making the investment and evidence of the existing transport problems, set out the history of the asset and why it is needed to be repaired or renewed. It should also include how it fits into the overall asset management strategy for the authority.

In particular please provide evidence on the relevant questions/issues at paragraph 15 onwards of the accompanying Challenge Fund guidance.

Supporting evidence may be provided in annexes – if clearly referenced in the strategic case. This may be used to assist in judging the strength of your strategic case arguments but is unlikely to be reviewed in detail or assessed in its own right. So you should not rely on material included only in annexes being assessed.

What are the current problems to be addressed by your scheme? (Describe any economic, environmental, social problems or opportunities which will be addressed by the scheme.

The A58 serves as the primary link from Bury Town Centre and surrounding employment areas through to the M66 at Junction 2. There are currently four large existing employment areas (as illustrated on the attached plan) that are largely served off the A58 (either directly or indirectly). These areas offer a range of employment opportunities including those in the more traditional manufacturing sector as well as more modern, office-based employment.

In addition, there are a number of large scale development opportunities that would use the A58 corridor as their primary access route. These are identified on the attached plan (ten specific areas) and largely stem from the Bury But Better Masterplan, which has already been influential

in delivering the Rock development. The development opportunities include retail (food superstore and non-food outlets), employment (including B1,B2 and B8 uses, with the potential to create around 110,000 sq.m. of commercial floorspace and residential development (potential to deliver over 1,000 units).

As stated, the A58 is the primary route that provides access to Bury town centre from the east (i.e. from the M66 and from the adjoining Borough of Rochdale) and the west (i.e. from Radcliffe and the adjoining Borough of Bolton). Despite the recent economic downturn, Bury town centre has seen significant investment in recent years – most notably with the opening of the £350m mixed retail, leisure and residential development at the Rock. This investment has seen Bury identified as the second most popular town centre shopping destination in Greater Manchester, behind Manchester City Centre.

The A58 runs through the area of Pimhole, which has recently been the subject of regeneration initiatives that have helped to improve the local environment and the living condition of local residents. Much of the regeneration efforts were funded through the Single Regeneration Budget and included some clearance areas, with a number of new homes. One of the key elements of the regeneration programme sought to improve key road frontages (existing homes and businesses) and this has helped to vastly improve the appearance of the area. This was particularly important along the A58 which, as mentioned, is one the key through routes in and out of Bury Town Centre and has led to significant environmental improvements in this area. Further improvements and the renewal of this stretch of road would complement the on-going regeneration efforts in this part of the Borough.

The monies would be used to allow for major maintenance and renewal of the A58 in order to help retain the existing employment areas in close proximity and also to help attract new development opportunities on the sites identified on the plan.

Why the asset is in need of urgent funding?

Significant sections of Bury's A56 & A58 road network are falling below SCRIM investigatory levels. The network is also nearing end of useful life and has an accumulated depreciation of £8.5M. See Table 2 and 3 below.

Following the protocols established in the DMRB HD 28/04 annual SCRIM surveys are undertaken and the results corrected using the single annual survey method. See attached thematic map and Table 1.

UKPMS Corrected SCRIM coefficient Data.

Investigatory Priority	IL Functional Deficit (CSC)	Lane Length Km	Lane Length %
0	Above assigned IL	25.5	49 %
0	No observation	5.6	11 %
1	>= 0.05 below IL	8.6	17 %
2	Between 0 and 0.05 below IL	12.5	23 %

Table 1

40% of the A56 & A58 is at or below the investigatory level of skid resistance, 17% of which is at a level that would suggest urgent treatment would be required.

UKPMS HAMFIG Accumulated Depreciation Results

DFT Class Code	Network Length	Average Width	Survey Coverage	Accumulated Depreciation	
	Km	M	%	%	£'000s
2a	32.28	10.1	96.8%	44.6%	8,538.429

Table 2

SCANNER BIN	%'age	SCRIM Single Annual Survey Analysis	%'age
GREEN: Generally good condition	79	Above assigned IL	38
AMBER: Plan investigation soon	18	>= 0 and < 0.05 below IL - Investigate	37
RED: Plan maintenance soon	3	>= 0.05 below IL - Investigation Priority	25

Table 3

Annual highway maintenance capital budgets have reduced from £2.05M in 2011/12 to £1.69 in 2014/15. Whilst it is expected that Bury will have £2.04M, available for 2015/16, the demand for refurbishment across the classified network cannot be met at that level. In order to instigate life cycle planning with much cheaper intervention treatments, the starting state would need to be significantly increased.

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

A number of potential schemes have been considered and the sites put forward in this bid have been prioritised on the basis of their condition.

What are the expected benefits / outcomes?

With the exception of those parts of the A56 & A58 either recently resurfaced or not nearing end of useful life, which lie outside the scheme, inlay resurfacing of this particular network will improve skid resistance, remove rut and longitudinal profile issues, significantly increasing the safety of the network.

Please provide information on the geographical areas that will benefit from your scheme. You should indicate those areas that will directly benefit, areas that will indirectly benefit and those areas that will be impacted adversely.

See above

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

Proposed scheme will not be carried out but ongoing PRN resurfacing projects will continue.

What is the impact of the scheme?

Will provide a quality carriageway surface which is fit for purpose in the long-term

B3. The Financial Case – Project Costs

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the Department's maximum contribution.

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

Table A: Funding profile (Nominal terms)

£000s	2015-16	2016-17	2017-18	Total
<i>DfT Funding Sought</i>	466	466	466	1398
<i>LA Contribution</i>	89	89	89	267
<i>Other Third Party Funding</i>	0	0	0	0

Notes:

- 1) Department for Transport funding must not go beyond 2017-18 financial year.
- 2) A minimum local contribution of 10% (local authority and/or third party) of the project costs is required.

B4. The Financial Case - Local Contribution / Third Party Funding

Please provide information on the following points (where applicable):

- a) The non-DfT contribution may include funding from organisations other than the scheme promoter. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.
Bury Council's local contribution of 16% will be from the Council's Resources
- b) Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.

Have you appended a letter(s) to support this case? Yes No N/A

- c) Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection.

B5. The Financial Case – Affordability and Financial Risk (maximum 300 words)

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme (you should refer to the Risk Register – see Section B10).

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

Please provide evidence on the following points (where applicable):

- a) What risk allowance has been applied to the project cost?
- b) How will cost overruns be dealt with?
- c) What are the main risks to project delivery timescales and what impact this will have on cost?

B6. The Economic Case – Value for Money

- a) If available for smaller scheme bids, promoters should provide an estimate of the Benefit Cost Ratio (BCR) of the scheme.**

With reference to the report – ‘Development of Socio-economic Models for Highway Maintenance’ University of Birmingham/WSP for Dft, it is understood that in that study, the increased capital maintenance scenarios delivered Benefit Cost Ratios from 6.74 to 7.98 when including the negative cost impacts of traffic delay due to the increased maintenance activity. BCR’s greater than 1 indicate that benefits outweigh costs. Without specific models available, the CBR of this particular bid cannot be determined, though the assumption would be that it would be positive. However, a VfM assessment has been completed for the Manchester resurfacing schemes which form part of the TfGM overall bid and it is considered that this is broadly transferable – this returns a BCR of 3.22, which equates to ‘high’ value for money.

- b) For larger schemes costing £20 million or more we would expect the bid to include a BCR and this should align with WebTAG - <https://www.gov.uk/transport-analysis-guidance-webtag>**

Where a BCR is provided please provide separate reporting in the form of an Annex to the bid to enable scrutiny of the data and assumptions used in deriving that BCR. This should include:

- A description of the key risks and uncertainties in the data and assumptions and the impact these have on the BCR;
- Key assumptions including (but not limited to): detail of the data used to support the analysis, appraisal period, forecast years, level of optimism bias applied; and
- A description of the modelling approach used to forecast the impact of the scheme and evidence to demonstrate that it is fit-for-purpose.

- c) Please provide the following data which may form a key part of our assessment:**

Note this material should be provided even if a BCR estimate has been supplied (unless already covered in a VfM Annex).

A description of the do-minimum situation (i.e. what would happen without Challenge Fund investment).	Proposed scheme will not carried out but ongoing PRN resurfacing projects will continue.
Details of significant monetised and non-monetised costs and benefits of the scheme (quantified where possible)	
Length of scheme (km)	3.33 km
Number of vehicles on affected section (AADT in vehicles and if possible split by vehicle type) – to include details of data (age etc.) supporting this estimate.	Estimated AADT flow data for individual sections of the route for 2013, based on count dates shown in brackets A58 Bolton Street, Bury – All Vehicles 67156, LGV 5529, OGV 1180 (Date: 08/05/13) A58 Angouleme Way, Bury – All Vehicles 20736, LGV 1567, OGV 303 (Date: 30/09/10) A58 Rochdale Road, Bury – All Vehicles 20392, LGV 1701, OGV 545 (Date: 25/09/12)
d) Other VfM information where relevant - depending on type of scheme bid:	
Details of required restrictions/closures if funding not provided (e.g. type of restrictions; timing/duration of restrictions; etc.)	N/A
Length of any diversion route, if closure is required (over and above existing route) (km)	N/A
Regularity/duration of closures due to flooding: (e.g. number of closures per year; average length of closure (hrs); etc.)	N/A
Number and severity of accidents: both for the do minimum and the forecast impact of the scheme (e.g. existing number of accidents and/or accident rate; forecast number of accidents and or accident rate with and without the scheme)	Data relates to most recently available three year period (1.10.11-30.9.14) 58 collisions (6 serious, 52 slight) involving 89 casualties (7 serious, 82 slight) 14 of the 89 are vulnerable road users (4 serious, 10 slight)
Number of existing cyclists; forecasts of cycling usage with and without the scheme (and if available length of journey)	24 hour cycle flows. Estimated AADT flow data for 2013, based on count dates shown in brackets A58 Bolton Street, Bury – 204 (Date: 08/05/13) A58 Angouleme Way, Bury – All Vehicles 63 (Date: 30/09/10) A58 Rochdale Road, Bury – All Vehicles 23 (Date: 25/09/12)

B7. The Commercial Case (maximum 300 words)

This section should set out the procurement strategy that will be used to select a contractor and, importantly for this fund, set out the timescales involved in the procurement process to show that delivery can proceed quickly.

What is the preferred procurement route for the scheme? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

For all civil engineering schemes over £25k, Bury Council Contract Procedure Rules require that tendering be on an open tender basis and advertised using the online northwest procurement portal, The Chest. If the value exceeds the EU financial threshold (currently £4,322,012 for works) then the requirements of directive (2004/18/EC) will also be implemented.

The procurement strategy can be selected to suit the works - either a most economically advantageous tender (MEAT) or a quality/cost evaluation based on a pre-determined scoring matrix, the score being determined by a panel of stakeholders.

Whichever method is adopted, any candidate tenderers must be able to demonstrate their suitability and sufficiency to undertake the works i.e. meet minimum standards in Health & Safety, financial standing, technical competence and have documented policies on equality and diversity.

Before a tender can be accepted, the candidate contractor must also pass a stage 2 Health & Safety assessment to demonstrate that they are capable of undertaking the works.

In term of timescales, initially, an invitation to tender period of 2-3 weeks would be followed by a tendering period of 3-6 weeks. The exact duration of these periods would depend on the size and complexity of the proposed works, giving more time to tenderers on large and/or complex schemes. The use of a quality/cost evaluation would add time after tender return but once a candidate has been identified, 2-3 week are required to undertake the necessary competency checks before appointment which can be run in parallel with any required standstill period. Finally, depending on the complexity of the works, 2-3 weeks will be required for the Principal Contractor to compile his Construction Phase Plan and for planning and preparation for construction work in line with the requirements of the Construction (Design & Management) Regulations.

**It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department with confirmation of this, if required. An assurance that a strategy is in place that is legally compliant is likely to achieve the best value for money outcomes is required from your Section 151 Officer below.*

B8. Management Case - Delivery (maximum 300 words – for b)

Deliverability is one of the essential criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

- a) An outline project plan (typically in Gantt chart form) with milestones should be included as an annex, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any contingency periods, key dependencies (internal or external) should be explained.

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

- b) Please summarise any lessons your authority has learned from the experience of delivering other DfT funded programmes (such as pinch point schemes, local majors, Local

Sustainable Transport Fund, and Better Bus Areas) and what would be different on this project as a result.

B9. Management Case – Governance (maximum 300 words)

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and set out the responsibilities of those involved and how key decisions are/will be made. An organogram may be useful here. This may be attached as an Annex.

Project Governance arrangements are set out in the attached TfGM overview document.

B10. Management Case - Risk Management

A risk register covering the top 5 (maximum) specific risks to this scheme should be attached as an annex including, if relevant and in the top 5, financial, delivery, commercial and stakeholder issues.

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

Has a risk register been appended to your bid?

Yes

No

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation (maximum 250 words)

Please provide details on the profile of benefits, and of baseline benefits and benefit ownership. This should be proportionate to the size of the proposed scheme.

C2. Monitoring and Evaluation (maximum 250 words)

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme

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

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for A58 Bury Inner Relief Road & Rochdale Road, Bury Principal Road Network renewal scheme, I hereby submit this request for approval to DfT on behalf of Bury Metropolitan Borough Council and confirm that I have the necessary authority to do so.

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

Name: David Fowler

Signed:

Position: Assistant Director (Localities)



D2. Section 151 Officer Declaration

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

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- will allocate sufficient staff and other necessary resources to deliver this scheme on time and on budget
- 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 scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested
- has the necessary governance / assurance arrangements in place
- has identified a procurement strategy that is legally compliant and is likely to achieve the best value for money outcome
- will ensure that a robust and effective stakeholder and communications plan is put in place

Name: Stephen Kenyon

Signed:



Submission of bids:















The deadline for bid submission is 5pm, **9 February 2015**

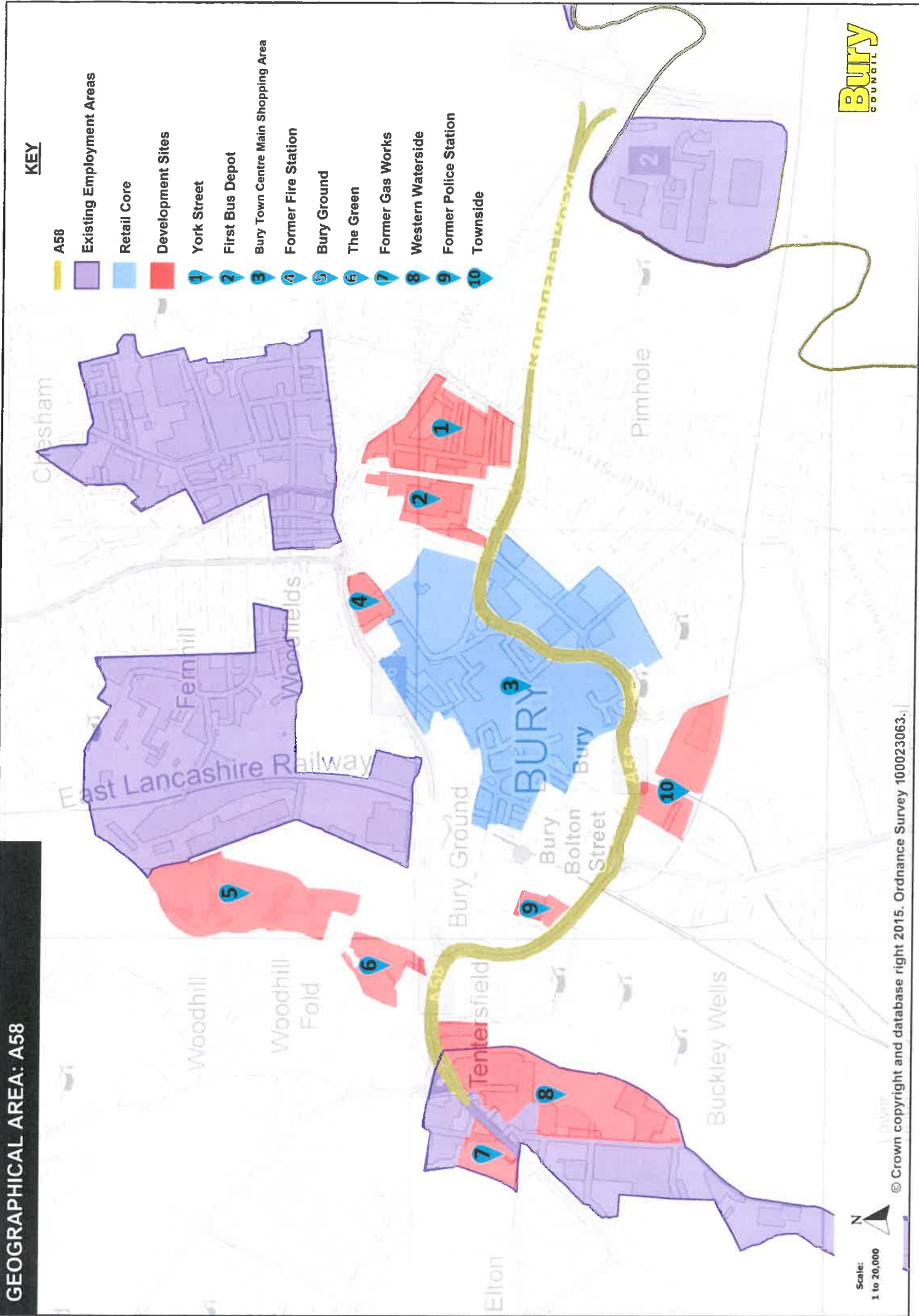
An electronic copy only of the bid including any supporting material should be submitted to:

roadmaintenance@dft.gsi.gov.uk copying in steve.berry@dft.gsi.gov.uk

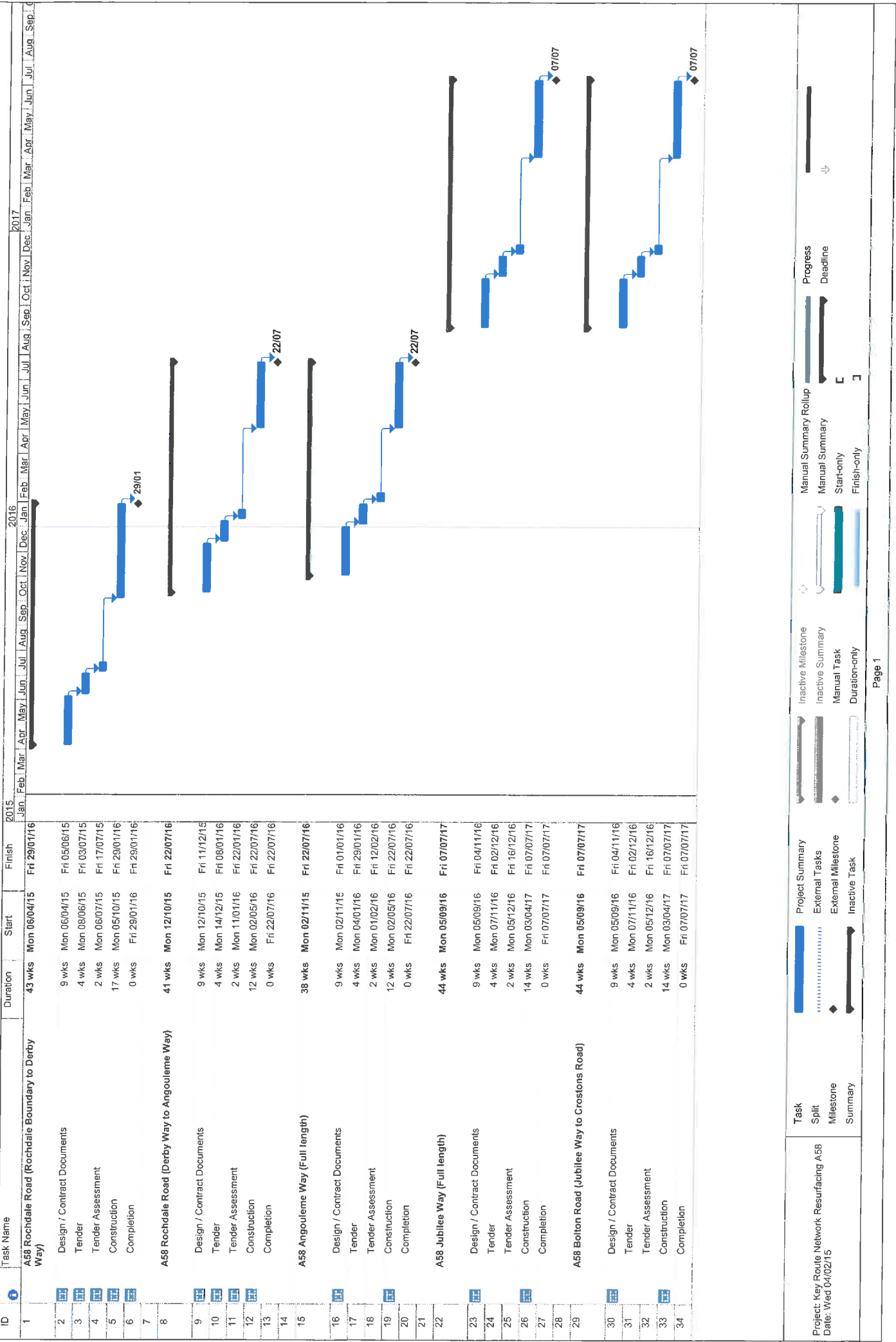
GEOGRAPHICAL AREA: A58

KEY

-  A58
-  Existing Employment Areas
-  Retail Core
-  Development Sites
-  1 York Street
-  2 First Bus Depot
-  3 Bury Town Centre Main Shopping Area
-  4 Former Fire Station
-  5 Bury Ground
-  6 The Green
-  7 Former Gas Works
-  8 Western Waterside
-  9 Former Police Station
-  10 Townside



KEY ROUTE NETWORK RESURFACING - A58 BURY



Project: Key Route Network Resurfacing A58
Date: Wed 04/02/15

Task: Task, Split, Milestone, Summary

Project Summary: Project Summary, External Task, External Milestone, Inactive Task

Inactive Milestone: Inactive Milestone, Manual Task, Duration-only

Manual Summary Rollup: Manual Summary Rollup, Manual Summary, Start-only, Finish-only

Progress: Progress, Deadline

Highways Maintenance Challenge Fund VFM Pro-Forma

The pro-forma should be filled in with as much of the 'specific data' as possible - with supporting data / information included where possible. Not all elements will be relevant for every bid - however we would expect for most bids 'specific data' will be available for at least rows 1 and 2. In the 'Specific Data' Column - please supply the information in the units/format requested. The 'Other Supporting Data' column should be used to provide salient details not captured under 'Specific Data' and/or further supporting information. Please add any further information on scheme benefits either at the end of this pro-forma or within the body of the main bid (or annexes)

Input data	Specific Data	Other Supporting Data / information (either input directly or provide reference to supporting information reported elsewhere)	Information requested
Length of Scheme - A88 Bury	(Km)	3.33 km	Provide length of route covered by the scheme - if an area wide scheme then provide total route length covered by scheme.
Number of vehicles (or users) on affected section (split by vehicle type if possible) - Flows vary by section	(Total Vehs - AADT) (Cars - AADT) (LGV - AADT) (OGV - AADT) (Bus & Coach - AADT)	26962 23586 2139 569 564 N/A	Provide an estimate of the traffic flow on the section of route covered by the scheme - also provide details of the data used to support that estimate (e.g. age, type and duration of count, etc.).
Details of required restrictions/closures if funding not provided (e.g. type of restrictions; timing/duration of restrictions; etc.)	(restriction type - text description) (start date of restriction - MM/YY)		Provide details of any future restrictions. E.g. if restrictions to particular vehicle types will be needed in the do minimum (i.e. without funding) provide details of why they are required, what vehicle types are covered and when such restrictions will come into place.
Length of any diversion route, if closure is required (over and above existing route)	(Km)	N/A	Provide estimate of the length of diversion route over and above existing route. It would be helpful to support this with some mapping to demonstrate this.
Average extra time per vehicle on diversion route (over and above existing route)	(mins)	N/A	Provide estimate of the average extra time vehicles would spend on the diversion route over and above existing route. It would be helpful to support this with details of any data used/assumptions made (e.g. source of speed data used in any calculations).
Regularity/duration of closures due to flooding; (e.g. number of closures per year; average duration of closure (hrs); etc.)	(number of closures/year) (duration of closure - hrs) (length of diversion - Km) (extra time in using diversion - mins)	N/A	Provide estimates of closures / durations /delay and provide details of the data used to support those estimates (e.g. number of years of data etc.).
Number and severity of accidents: both for the do minimum and the forecast impact of the scheme (e.g. existing number of accidents and/or accident rate; forecast number of accidents and or accident rate with the scheme)	(DM Total Accidents/yr) (DM Slight Accidents/yr) (DM Serious Accidents/yr) (DM Fatal Accidents/yr) (DM Accident Rate - P/A/MV/Km) (DS Total Accidents/yr) (DS Slight Accidents/yr) (DS Serious Accidents/yr) (DS Fatal Accidents/yr) (DS Accident Rate - P/A/MV/Km)	19 17 2	Provide estimates of accidents (split by severity if possible) or accident rates for the without scheme (DM) case and the with scheme case (DS). Provide details of the data and assumptions/analysis used to support these estimates (e.g. number of years of data, etc.).
Number of existing cyclists: forecasts of cycling usage with and without the scheme (and if available length of journey)	(DM cyclists/day) (DM av trip length - Km) (DS cyclists/day) (DS av trip length - Km)	80 Not Available 80 Not Available	Provide estimates of the number of cyclists (and if possible trip length) for the without scheme (DM) case and the with scheme case (DS). Provide details of the data and assumptions/analysis used to support these estimates.
Other salient information for the VFM Case	Provide a textual description or reference to salient part of main bid		A description of the do-minimum situation (i.e. what would happen without Challenge Fund investment). Details of significant monetised and non-monetised costs and benefits of the scheme.