Appendix A	
Appendix A Extracts from the DfT's Value for Money Framework	_
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Value for Money Framework

Moving Britain Ahead

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Category Definitions

Proposals with significant transport budget impacts

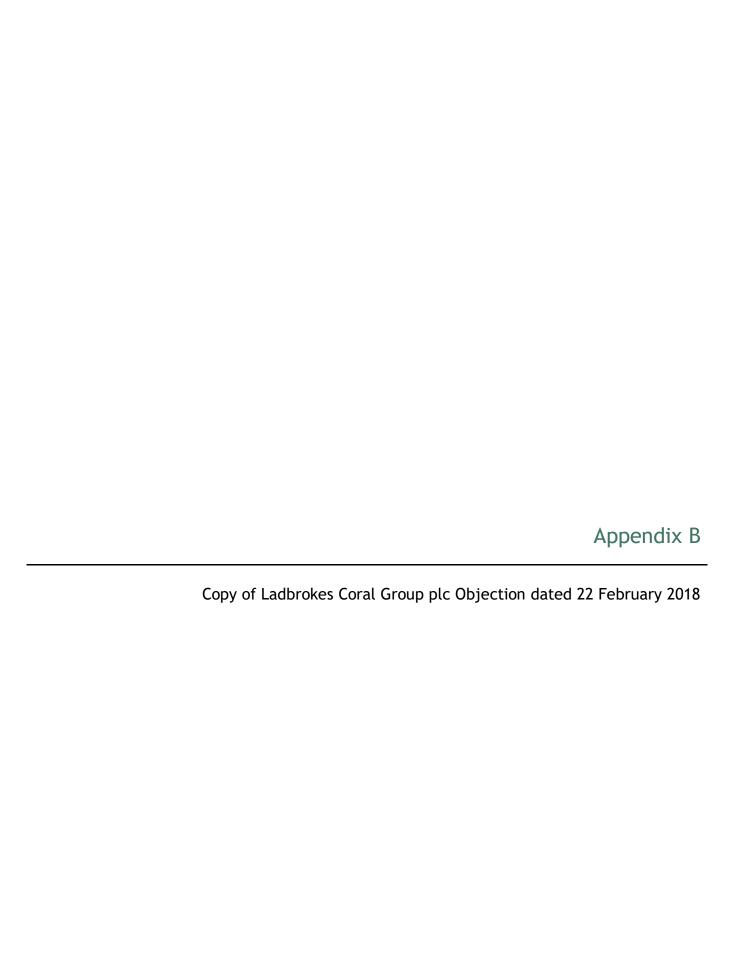
5.6 In **standard cases**, where Broad Transport Budget cost outlays exceed revenues or cost savings, the Department uses six value for money categories. The relevant categories are detailed in Box 5.1.

Box 5.1 Standard Categories (Transport cost outlays exceed revenues or cost savings)

VfM Category	Implied by*
Very High	BCR greater than or equal to 4
High	BCR between 2 and 4
Medium	BCR between 1.5 and 2
Low	BCR between 1 and 1.5
Poor	BCR between 0 and 1
Very Poor	BCR less than or equal to 0

^{*}Relevant indicative monetised and/or non-monetised impacts must also be considered and may result in a final value for money category different to that which is implied solely by the BCR. This chapter provides guidance on how to select the final value for money category.

- 5.7 Four additional categories have also been introduced to reflect special cases where the proposal will result in **cost savings** (see Box 5.2).
- 5.8 Proposals that could result in cost savings include reductions in service, projects being de-scoped, fare rises and tolling schemes.





2 3 FEB 2018

22 February 2018

Secretary of State for Transport National Transport Casework Team Department of Transport Tyneside House Skinnerburn Road Newcastle Business Park Newcastle upon Tyne NE4 7AR

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Mobile 07855 275674

Recorded Delivery

Dear Sirs,

C2415 Plot 20 913 Harrogate Road Bradford (Grd floor and Basement)

I refer to the above shop and note the proposed CPO detailed as The City of Bradford Metropolitan District Council (Harrogate Road/New Line Junction Improvement Scheme) Compulsory Purchase Order 2017.

The Company holds a leasehold interest in the above property and the CPO seeks to acquire our interest therein.

I write on behalf of the company to object to the proposed CPO on the following grounds

- The acquisition and demolition of the above premises is solely to facilitate a new access into the Farmfoods store to the rear. There is
 already an existing access from Harrogate Road into the Farmfoods property and we fail to see how it is in the public interest to adopt
 CPO powers to acquire and demolish the Coral shop premises (thereby extinguishing our business) to the benefit of another existing
 commercial occupier.
- It appears that an arbitrary decision has been made to acquire/demolish the above property along with No 911 rather than adopt other options to facilitate the scheme.

I look forward to hearing from you.

Yours faithfully

J Addrew Legge MRICS

Senior Regional Estate Manager

Ladbrokes Coral Group plc

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