



Department
for Transport

Innovation Challenge Fund Guidance

Moving Britain Ahead

December 2016

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1. Introduction

- 1.1 The Innovation Challenge Fund (ICF) is a scheme that enables the Department for Transport (DfT) to fund research projects in support of innovative ideas or concepts that facilitate a better transport system.
- 1.2 The purpose of the scheme is to encourage the development of technologies, methods or processes that could address specified DfT policy goals.
- 1.3 The Department is looking to explore and exploit technology, capabilities and knowledge that seek to address transport problems/issues and move transport forward in the UK. One way that we are approaching this is through the funding of 6-12 month ICF research projects. The projects are expected to utilise research to develop new products, processes, models or services in order to deliver tangible benefits for UK transport.
- 1.4 This is the first ICF scheme, which aims to fund research into a wide-range of novel and innovative solutions that use or enable science, engineering and technology to advance the UK's transport system. Funded projects may also have wider benefits for the Department, such as developing the evidence base for policies or better informing decision-making.
- 1.5 ICF provides grant funding and is open to UK businesses including micro, small and medium-sized enterprises, academia and other organisations.
- 1.6 ICF grants of up to £90,000 are available to fund up to 100% of the cost of a project (dependant on the type and size of your organisation and category of research being undertaken), with up to 30% of the grant available at the beginning of the project.
- 1.7 ICF will support post feasibility research projects, indicatively supporting projects between 4 and 8 on the Technology Readiness Level scale (see Annex A).

2. Application process

- 2.1 In order to apply to the ICF scheme you **must** be:
 - UK based; and
 - a business of any size or research organisation, local authority or academic institution.
- 2.2 In addition to the criteria above, your project **must** be innovative, transport-related and be focussed on science, engineering or technology which supports achievement of the policy goals described in the grant specifications document.
- 2.3 Your application **must** be within the scope of the competition you are applying for.
- 2.4 The Department welcomes proposals from consortia. However, a lead applicant who will be the grant recipient should be identified and act as sole point of contact with DfT.

How to apply

- 2.5 Carefully read this guidance document together with the grant specifications document. Decide which competition you are applying for and complete the application form.
- 2.6 Your application must be completed in the Innovation Challenge Fund grant application form and submitted as a Word document to ICF.Grants@dft.gsi.gov.uk.
- 2.7 Please keep within the maximum word counts noted in each of the sections of the application form.
- 2.8 Only information in your application form will be assessed. No other documentation should be included with your submission.
- 2.9 Applications must be submitted by 23:59 on the day of the submission deadline. Late submissions will not be considered.

Application form questions

- 2.10 In addition to the information included in the grant application form, further guidance on what should be included in your response to the questions is given below and in Section 9. This guidance is provided to allow applicants to see the criteria that will be used by the assessors and to support them to produce good quality applications and to maximise their score.

Question 1 The Challenge

- 2.11 This question seeks to understand the main motivation for your project. You should clearly describe the problem or challenge you are seeking to address within the scope of the competition you are applying for. You must clearly articulate why you have selected this challenge and the wider benefits your idea could potentially have on the economy, society and environment. You should not give full details of your innovation here, however, you should focus on why it is needed. Discuss what the possible unmet need or shortcomings there are in current practise.

Question 2 Innovation

- 2.12 You should clearly describe your innovative solution that will address the challenge you have set out in question 1. Please include relevant diagrams or figures to clearly explain your concept. You should note solutions that currently exist and how your proposed innovation is different. Explain how your solution will improve the current state of the art. Provide evidence of how or why your innovation solution is likely to work. Supporting evidence will be helpful, however, avoid listing a series of publications or directing assessors to websites.

Question 3 Project Management

- 2.13 Clearly set out your project plan in a Gantt chart. Please detail the aims and objectives of your research, how you plan to accomplish them and who will deliver this project, this will be especially important when the project is to be delivered by a consortium or involves the use subcontractors. Please clearly state what deliverables you expect to produce and at what stage in the project. There is an expectation to see clear work packages, milestones and deliverables. Clearly identify and assess relevant risks to this project and how you plan to mitigate them. Describe the roles, skills and relevant experience of the project team, including any collaborators or subcontractors. Indicate the main research category of the project and the research category for each work package if different.

Question 4 Impact and Exploitation

- 2.14 A report is required as a minimum (see section 4). Successful projects should be taken forward beyond the funding offered here. Detail how you plan to exploit your results. Clearly describe how the results of your research will have beneficial impact on the policy goal in the competition you are applying for. You should demonstrate how the potential outputs of your project aligns to the challenge described in question 1.

Question 5 Project Finances

- 2.15 Projects should demonstrate value for money. All cost information provided should be clearly explained and all rates must reflect fair market value. Subcontractor and material costs should be justified. Funding of subcontractors should not constitute more than 30% of the grant. Your answer should clearly describe what you will spend the funding on and why. Details of how the non-ICF funded costs of the project will be met, eg via payment in kind or funding from other routes.

How your application is assessed

- 2.16 After the deadline, only applications that meet the eligibility criteria and scope of the competition will be assessed. You will be notified if your application is out of scope

with a clear rationale for the decision taken. The Department reserves the right to declare applications as out of scope.

- 2.17 This scheme will operate on an open and transparent basis; proposals will be assessed against the assessment scoring criteria, detailed in Section 9.
- 2.18 Applications will be assessed by at least 3 assessors from across the Department and partner organisations. As far as possible, your application will be assigned to assessors with knowledge in the area of your innovation. Assessors with knowledge in other areas will also mark your application. You should therefore write clearly in layman terms, avoiding acronyms and jargon.
- 2.19 Successful applications are all required to meet a quality threshold which is relative to other applications received.
- 2.20 Where projects address areas which impact on transport users, applicants should consider accessibility issues within their project proposal, however this is not one of the assessment criteria for your application.

Notification of assessment outcome

- 2.21 Once all applications have been assessed, you will be informed of the final decision by email. It is the lead applicant's responsibility to inform collaborators and partners of the decision.
- 2.22 A breakdown of the scores achieved for each section of the application form will be provided. Please note that detailed feedback will NOT be provided to unsuccessful candidates.

Successful applications

- 2.23 In order to inform the level of funding grant recipients will receive, you will be asked to define which category of research your project includes and provide sufficient evidence to the Department that you are eligible to receive the grant
- 2.24 The funding supplied by ICF will be assessed by the DfT and may not align with the funding being sought.
- 2.25 You will be sent a conditional grant offer letter that you must sign and return to DfT.
- 2.26 Any additional finance documentation that you are asked for will need to be completed and returned within stated timelines.
- 2.27 We will review your project costs to check that they meet our funding rules. You may be asked to provide further information on the detail of the project finance.
- 2.28 There will be a project initiation meeting within two weeks of notification of a successful application to discuss the details of the project. You will be asked to discuss your project and how you will deliver it effectively. The Department shall have the right to request any reasonable changes to the project. The meeting will take place at DfT offices in London or via webinar.

3. Project structure

- 3.1 Projects can take from 6 to 12 months and consist of at least two work packages, with the first work package likely to cover the first 2 to 3 months of the project, dependent on the project's structure.
- 3.2 Funding for latter work packages will be provided on completion of the initial work package and DfT approval of deliverables from this first work package.
- 3.3 If the outcome of the initial work package does not support completion of the project the project may be terminated at this stage.
- 3.4 DfT retains the right to end the project at any stage, and funding will be limited to work carried out at that stage.

4. Project reporting

- 4.1 You will provide regular updates to demonstrate that progress is in line with the expected milestones and that the research will deliver or disprove the expected solution. If at any point you discover that the solution is no longer viable and/or if external factors make it unviable, you must inform the Department as soon as possible.
- 4.2 Key findings/first draft of the final report will be delivered one month in advance of the agreed final project end date. You will be given feedback on the report and may be asked to make changes before the final report is due.
- 4.3 The final report upon completion of the project should be no more than 40 pages long, excluding references or data tabulation annexes. It will be comprehensive and succinct. Payment of the grant will be on condition of a high quality report which clearly sets out:
 - The problem, issue or challenge
 - The solution proposed
 - The work conducted and how this advances the solution
 - The project findings
 - Next steps to deploy the solution, if proven.
- 4.4 The final project report must cover:
 - Executive summary, including project outcome
 - Aim of the project
 - Objectives of the project
 - Outline of the concept (including scientific basis) on how the technology is going to help to solve a transport problem
 - How the idea was generated (e.g. is it an application from another industry?) and any intellectual property rights
 - Assumptions made
 - Methodology used
 - Technologies/equipment used
 - Results obtained
 - Limitations
 - Practical applications of the concept to the UK transport system (including costs)
 - Next steps for testing and implementation
 - Conclusions.
- 4.5 The final report will be disseminated across the Department, key stakeholders and made publicly available.
- 4.6 All reports should be written and presented to a professional standard and suitable for non-specialists, with all acronyms and unavoidable technical language clearly explained.

5. Funding

- 5.1 Up to £90,000 is available to fund projects. Up to 30% of the grant is available to fund the initial work package. The remainder of the grant will be paid at the end of the project once DfT have approved project deliverables.
- 5.2 The funding projects can receive will depend on the size and type of your organisation and the category of research you are conducting in the project. Organisations fall into 2 categories:
- businesses
 - research organisations, public sector organisations or charities undertaking research activity.
- 5.3 The definition of micro, small and medium-sized enterprises (SME) is set out in the European Commission Recommendation of 6 May 2003¹. A large business in this context means any enterprise which is not an SME. A business is defined as an organisation undertaking commercial activities.
- 5.4 The categories of research and development activity (R&D) are described in Annex B.
- 5.5 The maximum levels of funding available from ICF by applicant type and R&D category are given in Table 1.

Table 1 Maximum levels of funding available from ICF by applicant type and R&D category

Applicant	R&D category		
	Feasibility Studies	Industrial Research	Experimental Development
Micro/Small Business	70%	70%	45%
Medium Business	60%	60%	35%
Large Business	50%	50%	25%
Research organisations, public sector organisations and charities	100%	100%	100%

¹ <http://ec.europa.eu/growth/smes/business-friendly-environment/sme-definition/>

- 5.6 Depending on the type and size of organisation and the R&D category of the proposals, grant applicants will have to fund up to 75% of the project costs. This funding may be in kind funding.
- 5.7 Applicants should clearly state, which category applies to their application. However, DfT reserve the right to decide whether the correct categories have been assigned to the project and adjust the funding levels accordingly.
- 5.8 Public sector organisations or charities can apply for 100% grant funding for their eligible costs but must make sure that they are not applying for a grant towards costs which are already being paid by the public purse.
- 5.9 Funding of subcontractors should constitute no more than 30% of the grant.
- 5.10 There is no guarantee of future funding for further developments of the project but the DfT and partner organisations may wish to work further with successful grant recipients.

Grant funding

- 5.11 The Department supports investment in research, development and innovation in transport. The support we provide via the ICF scheme operates under European Commission state aid rules.
- 5.12 ICF provides grant funding under the General Block Exemption Regulation (GEBR) rules.
- 5.13 To qualify for the competition grant, your organisation must conform to the grant aid options available. If successful, you will have to demonstrate that you are eligible to receive the grant under the terms of the GEBR rules.
- 5.14 Details of the state aid rules and further guidance which applicants should read is provided in Annex B.

6. Intellectual Property Rights

- 6.1 The ownership of any intellectual property to emerge from the project will reside with the grant recipient. However, they will be expected to agree that the Department may disseminate any information, know-how, system or process learned from or created as part of the project among persons or bodies who have responsibility for similar projects.
- 6.2 Grant recipients will be expected to agree that such persons may share and use freely all such information, know-how, system or process for their own purposes.
- 6.3 The funding agreement will also require the successful applicant to grant a licence to the Department under section 91(3) of the Copyright Designs and Patent Act 1988 in relation to the future copyright in works funded in whole or in part by the grant. The licence will be non-exclusive and granted without provision for the payment of royalties for the full period protected by copyright in the works. This will allow the Department to copy, issue or adapt any such works for its own purposes.

7. Finance summary

- 7.1 Along with a grant offer letter, successful applicants will be asked to complete a F001 grant vendor creation form and provide their bank account details on company letter headed paper. This will allow the Department to set up an account for you to receive your funding.
- 7.2 Once the grant offer letter terms and conditions have been accepted and signed grant payment will be made in 2 stages:
 - A payment of up to 30% of the agreed funding
 - The remaining funding will be paid at the end of the project provided that financial documentation such as receipts and the final project report is approved by the Department.
- 7.3 When claiming the final payment, applicants will be expected to complete a statement of grant usage form to explain the costs incurred. This should detail staff time utilised, cost of materials, subcontracting charges, travel expenses and other costs. You must provide receipts for all claims.
- 7.4 Individual items costing £20 or less do not require a receipt. However, the total cost of non-receipted items should not exceed £100.
- 7.5 Rates for staff time should already include some overhead costs and therefore no further overheads charges should be made. However, the salary rates must be justified and appropriate, reflecting market values.
- 7.6 The final invoice should be based on costs only. There should no profit margins added to the costs. The grant is paid to research a concept or technology, not provide profit. Therefore, the only claim that can be made is for costs incurred in the research of this concept.
- 7.7 Only costs incurred between project start and end dates will be paid. All claims made in the statement of grant usage form will be closely scrutinised.

VAT

- 7.8 A grant is not payable on any VAT that you are able to recover from HMRC. Grants are outside the scope of VAT and therefore you cannot add VAT on the invoice to the Department.
- 7.9 If you expect to pay VAT during the delivery of the research (e.g. for materials purchased or subcontracted services) that you are unable to recover from HMRC, you must ensure that the cost of these VAT payments are included in your response to the project finance question in the application form.

8. Dates and deadlines

Competition dates and deadlines

- 8.1 Please note the dates and deadlines for the competition below. These are indicative timings. We will adhere to this schedule as best as possible. The closing date for applications is fixed and will be **23:59 13 February 2017**.
- 8.2 Applications submitted after the deadline will not be considered. Extensions will not be granted under any circumstances.

Competition opens	21 December 2016
Briefing webinars for all 3 calls	5 and 11 January 2017
Availability of webinar recordings	by 13 January 2017
Competition closes, application deadline	23:59 13 February 2017
Decision to lead applicants	by 7 March 2017
Projects start	13-24 March 2017
Projects end	October 2017 – March 2018

Project reporting dates and deadlines

- 8.3 An indicative project reporting schedule is given below. This is subject to change on a case by case basis.

Milestone	Deliverable	Date
Initiation meeting	_____	9-20 March 2017
Work package 1 report	A report of progress to date, including evidence of approach being sufficiently proven to allow approval of remainder of project Any challenges or setbacks should be highlighted together with a description of how these will be overcome.	June-July 2017, dependent on project
Approval of work package 1 report and approval to	_____	Within 3 weeks of receipt of work package 1 report

continue remainder of project or to amend scope.		
Further work package reports	Report of progress to date. Any challenges or setbacks should be highlighted together with a description of how these will be overcome	At 6-12 week periods depending on project plan and length.
Key findings/first draft of final project report	Draft final report	September 2017 - February 2018
Results compiled and final report completed	Final report	October 2017 - March 2018

9. Assessment scoring criteria

- 9.1 This section contains the assessment scoring criteria for applications. Applicants should refer to this section, including Annex C, to help them write good quality applications and to maximise their score.
- 9.2 Applications will be assessed to ensure you have all the appropriate skills and expertise to successfully carry out the project. Proposals should:
- Demonstrate an understanding of the challenges that face the UK transport system;
 - Demonstrate an understanding of the science/technology behind the proposed solution;
 - Demonstrate consideration of the practicality of implementation (including limitations e.g. legislative) to the UK transport system;
 - Name the key members of the proposed team for delivering the programme of work;
 - Outline the respective roles of all key members of the team and their relevant experience.
- 9.3 The scoring guide below and the assessment scoring criteria in Annex C give indicative marks. Assessors are free to use the full range up to the maximum score per question.
- 9.4 Should there be several projects with the same scores, preference will be given to those projects receiving the higher scores for question 2, demonstrating a high level of innovation.
- 9.5 The applications will be marked on their responses to five questions (as in the grant application form).
- 9.6 All questions have a weighting factor of 1, except questions 2 and 4 which have a weighting factor of 4 and 3 respectively.

Questions	Weighting factor	Maximum score
1. The Challenge What is the challenge being addressed by the proposed project?	1	10
2. Innovation How is your proposal innovative?	4	40
3. Project Management What is your project plan to deliver the project? What are the relevant skills and expertise of the team?	1	10

4. Impact and Exploitation How will the outcome from this research have a beneficial impact on the policy goal being addressed?	3	30
5. Project Finances How much will the project cost to deliver and how will this be spent to ensure value for money?	1	10
TOTAL	10	100

Annex A: Technology Readiness Level

A.1 In terms of [Technology Readiness Levels \(TRL\)](#), ICF funding will indicatively support projects between 4 and 8 on the TRL scale (see Figure 1). Funding at this stage enables researchers to carry forward concepts which have been proven to be technically feasible to develop new products, processes, models or services for transport applications.

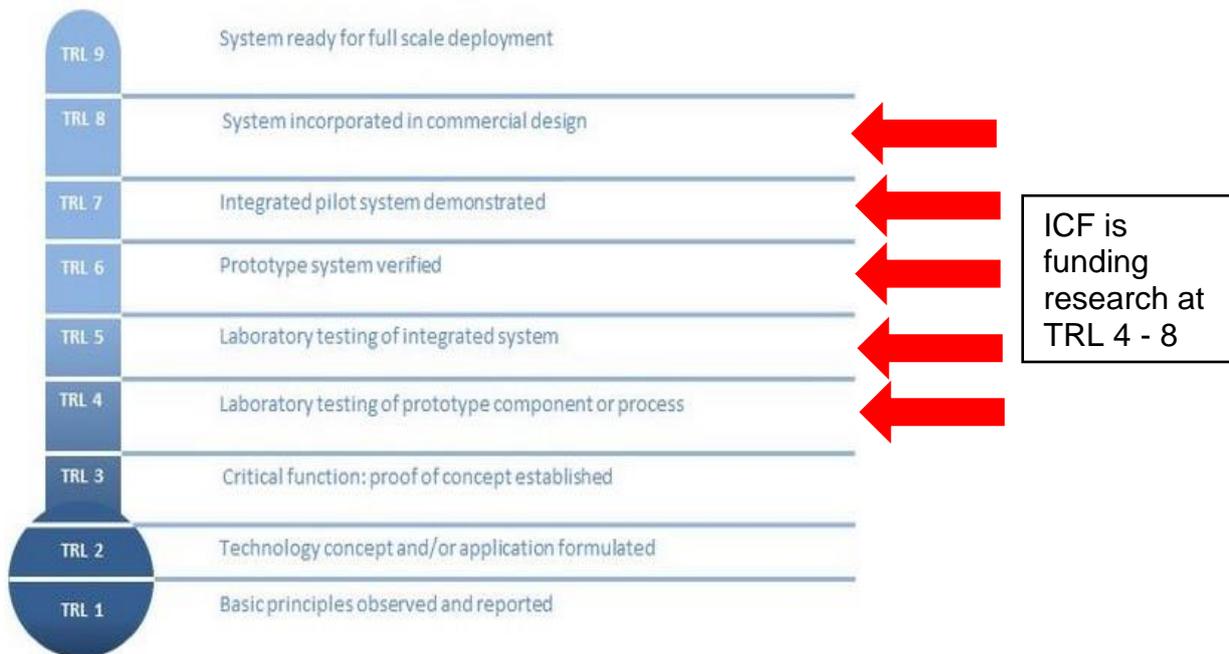


Figure 1: Technology Readiness Level (TRL) Scale

Annex B: State aid

- B.1 The Department supports investment in research, development and innovation in transport. The support we provide via the ICF scheme operates under European Commission state aid rules.
- B.2 State aid is any advantage granted by public authorities through state resources on a selective basis to any organisations that could potentially distort competition and trade in the European Union (EU).
- B.3 The state aid rules are designed to regulate subsidies and stop public authorities from distorting markets. They are also designed to help public authorities to make sure that public resources are being targeted to where they are most needed.
- B.4 State aid rules apply to grant schemes like the ICF. In principle, state aid is not allowed in the EU. However, some state aid is beneficial to the economy and supports growth and other policy objectives.
- B.5 State aid can be given to support a wide variety of activities including research and development, environmental protection and aid for small to medium-sized businesses. The state aid rules allow for good aid, which is necessary to deliver growth and other important objectives.

Further information on state aid

- B.6 The General Block Exemption Regulation (GBER) covers a range of pre-approved types of state aid that do not require individual approval from the European Commission in advance of being granted. Such pre-approved aid may favour small and medium-sized enterprises (SMEs), research and innovation.
- B.7 Member states are encouraged to focus on aid that will benefit job creation and competitiveness. The GBER also reduces the administrative burden for the public sector, the beneficiaries and the Commission.
- B.8 The Department's Innovation Challenge Fund scheme provides state aid coverage in accordance with GBER.

Research organisations, public sector organisations and charities

- B.9 The research funded by ICF is expected to be working towards development of deployable solutions. Research/public sector or charity organisations which are engaged in economic activity as part of the project, will therefore be treated as business enterprises for the purposes of funding.
- B.10 Within the ICF competition, Research organisations are :
 - universities (higher education institutions)
 - non-profit research and technology organisations (RTOs) including catapults

- public sector research establishments (PSRE)
- research council institutes

Categories of research and development

B.11 The ICF supports research across the following categories of research and development activity (R&D):

- industrial research
- experimental development
- feasibility studies (as a small component of a wider project)

Industrial research

B.12 This means the planned research or critical investigation aimed at the acquisition of new knowledge and skills for developing new products, processes or services or for bringing about a significant improvement in existing products, processes or services. It comprises the creation of component parts of complex systems, and may include the construction of prototypes in a laboratory environment or in an environment with simulated interfaces to existing systems as well as of pilot lines, when necessary for the industrial research and notably for generic technology validation.

Experimental development

B.13 This means acquiring, combining, shaping and using existing scientific, technological, business and other relevant knowledge and skills with the aim of developing new or improved products, processes or services. This may also include, for example, activities aiming at the conceptual definition, planning and documentation of new products, processes or services.

B.14 Experimental development may comprise prototyping, demonstrating, piloting, testing and validation of new or improved products, processes or services in environments representative of real life operating conditions where the primary objective is to make further technical improvements on products, processes or services that are not substantially set. This may include the development of a commercially usable prototype or pilot which is necessarily the final commercial product and which is too expensive to produce for it to be used only for demonstration and validation purposes.

B.15 Experimental development does not include routine or periodic changes made to existing products, production lines, manufacturing processes, services and other operations in progress, even if those changes may represent improvements.

Feasibility studies

B.16 This means the evaluation and analysis of the potential of a project, which aims at supporting the process of decision-making by objectively and rationally uncovering its strengths and weaknesses, opportunities and threats, as well as identifying the resources required to carry it through and ultimately its prospects for success.

Projects that span more than one category of research

B.17 Projects may include work packages with more than one category of research. For example, a project may include elements of industrial research and experimental development. In this case, you would need to identify:

- the main research category (this will be where more than 50% of the eligible costs will be incurred)
- which other categories the other work packages fit into
- the appropriate level of funding for the total project, for example for a large company if 80% of a project is industrial research and 20% is experimental development, the total eligible funding is 45% (80% of project grant funding at 50% = 40%, and 20% of project grant funding at 25% = 5%). See Table 1 for maximum levels of funding available from ICF by applicant type and R&D category.

B.18 You should apply for grant funding equivalent to the aggregated work packages.

B.19 DfT will decide whether the work packages have been correctly assigned across the R&D categories. DfT reserve the right to decide whether the correct categories have been assigned to the project and adjust the funding levels accordingly.

Further information

B.20 The state aid branch of the Department for Business, Energy & Industrial Strategy (BEIS) has lead responsibility within the UK for coordination and development of state aid policy. The BEIS State Aid guidance has further information. You can also visit the European Commission's information on state aid.

B.21 Further information on the grant options is available from the following links:

- [State Aid: The Basics Guide \(July 2015\)](#)
- [State Aid: Frequently Asked Questions](#)
- [State Aid in Research, Development and Innovation: A Guide for Universities](#)
- [BEIS State Aid guidance](#)
- [European Commission's information on state aid.](#)

Annex C: Assessment scoring criteria

	Give a Score of 0	Give a Score 2	Give a Score 4	Give a Score 6	Give a Score 8	Give a Score 10
1. The Challenge	Limited detail is provided on the challenge with weak evidence. There are very weak links to the competition policy goal.	The challenge is poorly described with very little evidence provided. The challenge has weak links to the competition policy goal.	The challenge is well described with limited evidence. The challenge has some links to the competition policy goal.	The challenge is clearly described with satisfactory evidence provided. The challenge has good links to the competition policy goal.	The challenge is very clearly described with good evidence provided. The challenge has very good links to the competition policy goal.	The challenge is described in substantive detail with significant evidence provided. The challenge is strongly linked to the competition policy goal.
2. Innovation	Limited detail is provided on the technical solution. It does not meet the needs of the challenge.	The technical approach is poorly described. It is unlikely to meet the needs of the challenge.	The technical approach is well described with limited evidence. It may not be sufficient to meet needs of the challenge.	The technical approach described is credible with some evidence. It is likely to meet the needs of the challenge.	The technical approach described is very credible with good evidence. It is very likely to meet the needs of the technical challenge. The innovation is significantly different from previous work.	The technical approach described is highly credible and innovative, strong evidence is provided. It shows a strong likelihood of meeting the challenge. The technical solution has practical applications.

	Give a Score of 0	Give a Score 2	Give a Score 4	Give a Score 6	Give a Score 8	Give a Score 10
3. Project Management	There is a poor project plan. No details are given of the milestones, the team, or risks. No Gantt Chart is provided.	The project plan has limited detail. It has weak evidence to suggest the project can be delivered effectively. It has weak details of milestones, the project team, and risks. A poor Gantt Chart is provided.	The project plan has some detail. It has some evidence to suggest the project can be delivered effectively. It has some details of, milestones, the project team and risks. A Gantt Chart is provided.	The project plan has good detail. It has good evidence to suggest the project can be delivered effectively. It has good details of milestones, the project team and risks. A Gantt Chart is provided.	The project plan has very good detail of how the project will be delivered effectively with very good evidence. It gives very good details of milestones, the project team and risk assessment. Suitable risk mitigation measures are provided. The project team's skills and expertise are noted in sufficient detail. A Gantt Chart is provided.	The project plan is highly credible and likely to deliver the project effectively. The plan clearly conveys the aims and objectives, deliverables, timescales, milestones and skill of the project team. Appropriate risks are identified, assessed and suitable mitigation measures are given. A Gantt Chart is provided.
4. Impact and Exploitation	There is minimal impact of this project on UK transport and no potential for future development. Exploitation of the results is not or poorly described	The impact of this project on UK transport is poor and there is insufficient evidence provided. There are poor links to the challenge. There is limited potential for further development. There is no discussion of the exploitation of the project results	The impact of this project on UK transport is marginal and there is poor evidence provided. There are weak links to the challenge. There is some potential for future development. There is some consideration of the exploitation of the results	The impact of this project is likely to benefit UK transport and there is good evidence provided. There are good links to the challenge. There is potential for further development. Limited information is provided on an exploitation route.	The impact of this project on UK transport is highly likely and there is very good evidence provided. There are very good links to the challenge. There is potential for further development and an exploitation route has been identified.	The impact of this project on UK transport is highly credible and strong evidence is provided. There are strong links to the challenge. There is clear potential for further development and a credible exploitation route has been clearly described.

*The challenge refers to the challenge selected within the competition's policy goal in question 1

	Give a Score of 0	Give a Score 2	Give a Score 4	Give a Score 6	Give a Score 8	Give a Score 10
5. Project Finances	The cost information provided is limited.	The cost information provided is limited or lacking in detail. The information does not represent value for money.	The cost information provided is limited. The cost is somewhat broken down and some justification is given. Staff costs are given.	The cost information is given. It demonstrates value for money and there is good breakdown of the information. Staff costs are given. Some costings for materials and subcontracting work is given but not explained in good detail.	The cost information given is good. It demonstrates value for money and there is sufficient breakdown of the information. Staff costs are given and reflect market value. A clear explanation of other costs including materials and subcontracting work is given.	The cost information given is excellent and fully justified. It demonstrates value for money and there is clear breakdown of the information. Staff costs are given and reflect market value. A clear explanation of other costs including materials and subcontracting work is given. In kind contribution is given.

