



Department
for Transport

Transforming Cities Fund Application Form – Capital Schemes for Tranche 1 (under £10m)

Applications may be made for grants of up to £10m per city region for multiple schemes. **One application form must be completed per scheme.** Please include all relevant information with your completed application form.

Applicant Information

City region name

North East Combined Authority and North of Tyne Combined Authority

Bid Manager name and position

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SECTION A – Scheme description and Corridor name

A1 Scheme Name and Location (please provide maps in an annex where necessary)

Cycling Schemes to Key Employment Sites

This package of schemes provides improved and high quality cycling access to key major employment sites in the North East of England area, at:

- Follingsby Park in Gateshead
- The Nissan Plant in Sunderland and the International Advanced Manufacturing Park in South Tyneside
- Cobalt and Silverlink business parks in North Tyneside

The package also includes improved cycling access to the Tyne Pedestrian and Cycling Tunnel, which the NECA has invested in during recent years to bring it up to standard. The tunnel provides an important walking and cycling linkage between employment and housing sites either side of the River Tyne.

A map showing the location of the schemes in this package can be found at Annex A.

A2 Scheme Description

This package is comprised of the following cycling schemes:

- Coast Road (final phase) – completion of a continuous route alongside the A1058 corridor between Newcastle city centre and the coastal towns of Wallsend, Tynemouth and Whitley Bay.
- Northumberland Park to Cobalt – complementing recent cycling investment in the vicinity of Cobalt Business Park to provide a dedicated route between Cobalt and the Metro/bus interchange at Northumberland Park.
- New Road/Lingey Lane – dedicated route between Wardley and Follingsby Park (where significant new commercial developments is currently being constructed), providing the first phase of a western link to the International Advanced Manufacturing Park (IAMP).
- A19 Lindisfarne Roundabout to IAMP – linking existing cycleways serving the Tyne Pedestrian and Cycling Tunnel with a new cycleway at Testos (A19/A184) to be built by Highways England during 2019.
- Tyne View Terrace – dedicated cycleway from the northern portal of the Tyne Pedestrian and Cycling Tunnel to Tyne Tunnel Trading Estate.

SECTION B – The Business Case

B1 Background (what are the Scheme Objectives?)

Please provide a description of which issues are to be addressed (congestion, access to employment sites etc). This should include details through which these issues have been identified (max 300 words).

This package of cycling schemes is focussed on important employment sites either side of the River Tyne. At the heart of this package of schemes is the Tyne Pedestrian and Cycling Tunnel which provides unique cycling access across the river to the east of Newcastle upon Tyne. The package of schemes fan out from the Tunnel to serve a number of key employment destinations north of the River (at Cobalt Business Park and Tyne Tunnel Industrial Estate) and south of the River (at Follingsby Park and IAMP). These are a mixture of existing employment sites that are being expanded and, in the case of IAMP, a new development site of national strategic significance that is being developed adjacent to the Nissan car manufacturing plant.

The package also help to provide more continuous dedicated cycling facilities between two important further education colleges either side of the Tyne that are in the process of merging.

The following objectives are to be addressed by this package of schemes:

- Access to key employment and education sites
- Congestion in urban areas linked to high levels of single occupancy vehicle usage (see Annex C, section 2.3.1)
- Poor road safety, particularly for pedestrians
- Poor air quality (NO₂) within Air Quality Management Areas and near to links which are exceedances on the PCM model (see Annex B, section 4.3)

North Tyneside has developed a Cycling Strategy and the Coast Road and Tyne View Terrace align with the strategy's objective to grow cycling numbers. South Tyneside Council re developing a Cycling and Walking Investment Plan (CWIP) and the objectives of the A19 Lindisfarne Roundabout to IAMP scheme align with the plan.

B2. Strategic Case - Scheme Rationale ("What does this scheme contribute to the programme objectives?")

The packages of schemes included in the North East's Tranche 1 bid are focussed on two key themes:

- **Theme 1: cycling schemes that are focussed on improving sustainable transport access to city centres, employment sites and Metro stations.** These schemes are all focussed on providing connectivity that meets the objectives of the Transforming Cities Fund programme, as well as local strategic transport objectives. As set out in Section B4, the package has a considerable degree of match funding as a result of it mainly comprising of

schemes that are a continuation of existing investment in cycling infrastructure in the vicinity of city centres and key employment areas. In addition, the package includes schemes that encourage Metro use amongst cyclists, a theme that will be developed further in our Tranche 2 bid.

- **Theme 2: public transport schemes that are focussed on creating reliable and prioritised journey times for buses on strategic routes.** These schemes form the early stages of several programmes that are likely to feature in our Tranche 2 bid, using a mixture of region-wide technology investment and focussed infrastructure investment to address existing bus congestion issues. Some of the investments also address new issues that are anticipated to arise in the next few months.

In developing these themes and their constituent packages, we considered a long list of potential schemes and shortlisted them based on their deliverability within the proposed Tranche 1 timescales, their state of readiness for being included in the Tranche 1 bid, and their contribution to the TCF objectives. As a result a number of schemes were sifted out of the Tranche 1 bids, some of which may be suitable for inclusion in Tranche 2.

Both themes, and all their individual constituent packages and schemes, will deliver transport improvements that align closely with the objectives of the Transforming Cities Fund programme:

- they will improve connectivity and efficient access for sustainable and public transport modes;
- they are focussed on delivering improved connectivity to city centres and other major employment sites; and
- by influencing modal shift positively, they will deliver the air quality and carbon emissions objectives of both the North East region and the whole nation.

Each scheme has a positive economic impact, as demonstrated in the economic cases set out in Section B3, and combined they make a considerable £80 million contribution to the North East's economy.

The **Cycling Schemes to Key Employment Sites** package contributes to national and local objectives as set out below. The strategic context for the Transforming Cities Fund can be found in Annex C, which provides important data and policies that underpin these objectives.

TCF Objectives (from DfT Guidance)	Local Objectives (source indicated)	Contribution of Package to Objectives
<p>Drive up productivity through improved connectivity</p>	<p>The NELEP Strategic Economic Plan (SEP) aims to improve local connectivity to foster growth, ‘ensuring links to our clusters and residential locations, reducing carbon emissions and leveraging private investment’.</p> <p>The Transport Manifesto identifies that growth can be achieved through good local, regional, national and international connections that enable businesses to link up with one another.</p> <p>[Transport Manifesto 2016 p. 8] [SEP 2017 p. 15]</p>	<p>The package of schemes provides enhanced and continuous cycling access from surrounding residential areas to several key employment sites. This will improve the accessibility to jobs by sustainable modes, and improve the reach of existing and new employers into regional labour markets.</p>
<p>Improving access to work and delivering growth</p>	<p>The Transport Manifesto sets the objective of enabling transport to drive competitiveness by safely and reliably delivering goods, and allowing employees to travel to and from work quickly, easily and affordably.</p> <p>In order to achieve this, the Manifesto aims to provide a network of attractive, good quality and safe cycle routes integrated with transport hubs, workplaces, shopping, leisure, and education sites.</p> <p>[Transport Manifesto 2016 p. 8]</p>	<p>The package of schemes directly improves the ability of employees to access existing and new employment opportunities by sustainable transport modes, contributing to a growing economy by allowing employers to source workers and employees to access new job opportunities.</p>

<p>Encouraging the use of new mobility systems</p>	<p>Several objectives of the Transport Manifesto concern innovative technologies such as developing and expanding the Urban Traffic Management and Control Centre, expanding rapid EV charging points, promoting ultra-low emission buses, taxis and freight vehicles, and supporting universities and businesses as leaders of research and technology for sustainable urban development.</p> <p>[Transport Manifesto 2016 p. 20]</p>	<p>Not applicable.</p>
<p>Tackling air pollution and reducing carbon emissions</p>	<p>The Transport Manifesto sets the objectives of reallocating road space to more sustainable forms of transport, and improving road safety for cyclists and pedestrians to encourage the use of zero-carbon modes.</p> <p>Regionally, one of the four pan-Northern transport objectives set out in the Transport for the North Strategic Transport Plan is to 'promote and support the built and natural environment', a key part of which is to reduce carbon emissions and reduce the negative impact of transport on air quality.</p> <p>[Transport Manifesto 2016 p. 21]</p> <p>[TfN Strategic Transport Plan 2018 p. 13]</p>	<p>The package of schemes will encourage the use of cycling for more work-related trips, as a viable and convenient alternative to the private car. This will reduce the use of (and reliance on) the private car and lead to reduced emissions levels from private vehicles.</p>
<p>Delivering more homes</p>	<p>The local ambition set out in the SEP is to 'to return to pre-recession housing rates and deliver over 6,000 housing units a year'. This is envisaged through the LEP maximising available resources and through cooperation between Local Planning Authorities to ensure that planning is not considered a barrier to housing growth in the region.</p> <p>[SEP 2017 p. 15]</p>	<p>Not applicable.</p>

<p>Delivering apprenticeships and improving skills</p>	<p>The SEP 'vision for 2024' is for our education establishments to be providing academic, technical and professional education including apprenticeships and higher level apprenticeships in all areas of growth in our economy, to ensure that our labour market contains the skills needed to drive growth.</p> <p>[SEP 2017 p. 19]</p>	<p>The package of schemes provides improved links to major employers and tertiary education establishments. These improvements will enable more apprentices to access opportunities for employment, and also facilitate better access by bike to training opportunities.</p>
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This package supports the following key economic centres, corridors and housing growth sites identified in Annex C:

- International Advanced Manufacturing Park (IAMP)
- Nissan
- Follingsby Park
- Cobalt Business Park

The package of schemes has the following resulting outcomes and key performance indicators:

- Improving cycling infrastructure on major cycling routes – consolidating previous investments in cycling routes to provide continuous links to employment sites. KPI – growing cycling flows on existing and new cycling routes.
- Increasing cycling flow – providing new continuous links to existing employment sites will encourage existing journeys to switch to cycling, while these same new links to new developments will embed cycling activity in more new employees. KPI – growing cycling flows on existing and new cycling routes.
- Improving air quality – by encouraging cycling as a more viable alternative to the car, fewer car trips will be made and car emissions will be reduced. KPI – reduced car modal share to key development sites.
- Improving public health – increased cycling activity will improve health outcomes for employees. KPI – growing cycling flows on existing and new cycling routes.
- Improving productivity through high-quality transport links to major employment sites

The scheme-specific key performance indicators above map directly onto our wider programme KPIs, which are:

- Economy
 - To increase the number of jobs in the region (SEP);

- Improvement of productivity measured by the Gross Value Added (GVA) per full-time equivalent job, and;
- Improvement in the employment rate of local people
- Environment and Public Health
 - Reduction of areas of poor air quality in the region measured by meeting NO₂ targets at exceedance sites;
 - Reduction in Carbon Emissions associated with transport;
 - Physical activity by travel by increasing walking and cycling 3 days each week
- Transport
 - More households able to reach two or more city centres within 30 minutes by sustainable transport.
 - Improvement in peak efficiency on key routes.
 - 50% increase in Metro patronage by 2030.
 - Arresting the decline in bus patronage.
 - Increase modal share of walking to 11.5% and cycling to 7% by 2027
 - Increased customer satisfaction with public transport.
 - Improved air quality.

Objective	Impacts
TCF objectives met	<ul style="list-style-type: none"> ● Drive up productivity through improved connectivity ● Improving access to work and delivering growth ● Tackling air pollution and reducing carbon emissions ● Delivering apprenticeships and improving skills
Geographic corridor targeted	<ul style="list-style-type: none"> ● North and South ● Banks of the Tyne <p>The package achieves improvements in these corridors by linking key Employment sites to the north of the Tyne (Cobalt Business Park, Tyne Tunnel Industrial Estate) and south of the Tyne (Follingsby Park, Nissan, IAMP), consolidating investment in the Tyne Pedestrian and Cycling Tunnel, the key cross-river link between these employment sites and residential areas either side of the River.</p>

Primary user segment(s) targeted	Existing and future employees and apprentices at key employment sites.
Other benefits (environmental, social etc.)	Improvements to air quality and reductions in carbon emissions arising from increased cycling. Improved physical and mental health outcomes through increased physical activity.

B3. Economic Case – Value for Money

Introduction

The packages of schemes submitted under this tranche of the Transforming Cities Fund (TCF), seeks to greatly enhance sustainable transport provision, providing excellent alternatives to car use. Journeys will become more reliable, with significant benefits to people's health and the environment. The North East economy falls below the average productivity in England, and the Strategic Economic Plan seeks to close this gap. Tranche 1 will support the ambitions of the North East LEP, stimulating economic growth and job creation.

The North East falls well below other areas of the UK in terms of public health, which has a direct consequence on productivity. There are several air quality management areas designated across the area, including most parts of Newcastle City Centre and Gateshead town centre. NO₂ threshold levels are exceeded in thirteen parts of North-East urban areas, measures are being considered to address this, which will be helped by the schemes forming part of this tranche 1 bid.

The package of schemes seeks to improve health by expanding the cycle network, linking existing infrastructure and enabling new cycle trips to be undertaken, in effect, linking people to jobs, leisure and retail facilities. It is estimated that poor air quality is responsible for around 1,200 deaths (aged 25 and above) in the North East of England each year¹.

Our package of ITS schemes is wide-ranging and seeks to improve journeys across large parts of the highway network, alleviating congestion in some places, improving public journeys and making journey times more reliable. At the same time having a positive impact on quality of life and health.

The packages to be delivered strongly support sustainable travel (walking, cycling and bus) to encourage greater use of these modes to access employment opportunities and urban centres for retail and leisure purpose. The package of measures will support the objectives of the NELEP's SEP to create more and better jobs

Funding is being sought through the TCF to enhance the well-developed cycle network in the North East, connecting residential communities to employment opportunities, retail and leisure opportunities in urban centres, and also to the wider national cycle network.

Improved cycle access to employment and development sites contributes to reduced congestion and improved connectivity to key city centre employment sites (Newcastle and Sunderland) and business parks (e.g. Follingsby Park, Nissan Plant, IAMP Silverlink and Cobalt). Furthermore, cycle schemes encourage modal shift that results in both environmental and health benefits and there is a wealth of data and

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/332854/PHE_CRCE_010.pdf

information available to show the positive benefits of active travel modes. The introduction of cycling infrastructure through other funding sources (e.g. Cycle City Ambition Grant and Local Sustainable Transport Fund), has shown that there is a considerable uplift in cyclist numbers following the delivery of a scheme, reducing the reliance on motor vehicles and improving cyclists' health. Local authorities report successful uplift in initial analysis of Cycle City Ambition Grant funded schemes, further supporting the growth that has been experienced in the North East following the implementation of cycling schemes.

Increasing the use of sustainable travel, such as cycling, is a way to target issues such as congestion and promote active healthy lifestyles.

Four areas of the North East have been identified for significant housing growth. There is also good growth in the digital and creative sector, and emphasis is being given to specialist employment sectors identified in the Industrial Strategy, and the role the North East economy can play in that. To enable such development requires sustainable transport networks to enable 'good growth'.

In addition to the direct impact of healthier residents, through increased cycle trips; there is evidence that air quality improvements from modal shift will have a significant improvement to wider local public health. Modal shift to sustainable travel will also support the progress towards a clean air zone, currently of particular concern to North Tyneside, Newcastle and Gateshead. Two key corridors suffering from exceedance of NO2 include the Coast Road A1058 and A167 leading to the Tyne Bridge. The benefits of the cycling and pedestrian scheme will alleviate some of the adverse effects of traffic on these corridors. The enhance cycle provision will improve accessibility between urban centres and along key strategic corridors offering employment opportunities.

Cycle Schemes to Key Employment Sites Package

This cycling package places a focus on the key employment and enterprise sites in the North East, to provide sustainable and healthy travel alternatives to the car. Many of these proposed schemes supplement and build on existing infrastructure. They will provide for more cycling opportunities along the north-south running A19 corridor, serving major existing employment sites such as Cobalt in North Tyneside through to the newly developing International Advanced Manufacturing Park IAMP and Nissan sites in South Tyneside and Sunderland, with further onward connections to Sunderland City Centre via the existing cycle network.

Table 1 gives a high level overview of the impacts of the schemes included in this package.

Table 1: Main impacts of the Cycle to Employment Package

Project Element	Economic	Environmental	Social/Distribution
New Road – Lingey Lane	- Improves cycle	- Reduced car use to improve	- Improved public health

Cycle Scheme	<p>accessibility along the corridor and to Follingsby Park, a key strategic business zone and industrial estate.</p> <ul style="list-style-type: none"> - Potential to unlock housing developments in East Gateshead. 	<p>AQMA to the NE of scheme.</p> <ul style="list-style-type: none"> - Encourages modal shift. - Improved carbon footprint of area. 	<p>in area of low percentage of adults cycling more than 3 days a week.</p> <ul style="list-style-type: none"> - Improved road safety.
Coast Road (final phase)	<ul style="list-style-type: none"> - Connects with major areas of new and existing employment. - Serves Tyne Metropolitan College. - Area with intentions of building approx. 5,000 new homes. 	<ul style="list-style-type: none"> - Identified by DEFRA as an area subject to air quality exceedances. - Encourages modal shift. 	<ul style="list-style-type: none"> - Targets public health issues. - Supports younger generation in higher education opportunities. - Serves areas in the 20% most deprived. - Improved road safety.
Tyne View Terrace	<ul style="list-style-type: none"> - Connects A19 corridor. - Serves major employment areas with ~12,400 employees. 	<ul style="list-style-type: none"> - Contribution to improving NE air quality through modal shift. - Improved carbon footprint of area. 	<ul style="list-style-type: none"> - Targets public health issues. - Serves areas in the 20% most deprived. - Improved road safety. - Connects with existing infrastructure and Tyne Tunnels.
Northumberland Park to Cobalt	<ul style="list-style-type: none"> - Provides link to Killingworth Moor 	<ul style="list-style-type: none"> - Improved air quality in area with large number of 	<ul style="list-style-type: none"> - Serves leisure cycle/walking route for

	<ul style="list-style-type: none"> - housing estate. - Improves accessibility to Cobalt Business Park. - Reduced generalised travel costs through taking strain off A19. 	<ul style="list-style-type: none"> - housing. - Links to Metro station (Northumberland Park) encouraging use of public transport for longer trips. 	<ul style="list-style-type: none"> - local residents. - Serves areas in the 20% most deprived. - Improved road safety.
A19 Lindisfarne Roundabout to IAMP	<ul style="list-style-type: none"> - Links both banks of the Tyne to IAMP. - Facilitates economic growth. - Furthers potential for housing delivery. 	<ul style="list-style-type: none"> - Encourages model shift improving air quality. - Improved carbon footprint of area. 	<ul style="list-style-type: none"> - Improved public health in area of low percentage of adults cycling more than 3 days a week. - Improved road safety.

A summary of the benefits of this package of schemes are reported in Table 2.

Table 2: Cycle to Employment Package - summary results (£1000s)

	New Rd - Lingey Lane	Coast Rd	Tyne View Terrace	Northumberland Park to Cobalt	A19 Lindisfarne Roundabout to IAMP	Package
Congestion benefit	60.76	124.32	66.17	37.39	60.01	348.65
Infrastructure	0.21	0.43	0.23	0.13	0.20	1.19
Accident	6.20	12.88	6.75	3.82	6.12	35.77
Local Air Quality	0.03	0.08	0.04	0.02	0.03	0.20
Noise	0.41	0.86	0.45	0.25	0.41	2.38
Greenhouse Gases	1.18	2.49	1.29	0.73	1.17	6.85
Reduced risk of premature death	634.36	1313.24	690.88	390.35	626.51	3655.34
Absenteeism	147.72	311.83	160.88	90.90	145.89	857.21
Journey Ambience	216.79	922.86	271.87	65.01	1694.85	3171.38

Results of individual AMATs can be found in Annex E and are summarised in Table 3.

Table 3: BCR Packages

Package	PVB (1000s)	PVC (1000s)	BCR
Cycle Schemes to Key Employment Sites	£8051	£3544	2.27

The delivery of this package benefits the following users:

- Pedestrians
 - Existing users;
 - New users (particularly those who have changed from less sustainable modes).
- Cyclists
 - Existing users;
 - Prospective workers with new access to work;
 - New users (particularly those who have changed from less sustainable modes)
 - Commuters and leisure users.
- Businesses
 - New sustainable infrastructure links.

Additionally, there are a number of wider benefits that can be seen from this scheme, environmental and social have been noted in the earlier table. Other non-monetised benefits come from:

- Public realm enhancements.
Public realm can improve the townscape, making places more attractive and bring uplift value to local properties, especially commercial and retail units.
- Affordability;
Modal shift to active modes can reduce travel costs (both in terms of fares and on-going/maintenance costs for cars) for users, providing them with increased disposable income, which in turn brings economic benefits.

Economic Assessment – Methodology

Active Mode Appraisal Toolkit

The schemes within the packages of ‘Cycle to Employment Package’, ‘Newcastle Cycling Package’, ‘Sunderland Cycling Package’ and ‘Barras Bridge’ have all been appraised in the Active Mode Appraisal Toolkit (AMAT), provided by Department for Transport (DfT). The version of AMAT used was last updated in November 2018.

AMAT is produced by DfT and allows the appraisal of walking and cycling schemes. Inputs include current and future journey levels by cyclists and pedestrians (per day), along with the quality of the infrastructure provided pre- and post-scheme construction. Results are produced as present value of benefits and costs and a

benefit cost ratio is calculated. The “AMCB” tab also details the benefits (mode shift, health and journey quality) of the scheme

For information on the inputs, please see Annex E. In all the appraisals in AMAT, no changes were made to the assumptions section of the “User Interface” tab. Optimism bias has been set at 3% for all schemes assessed in AMAT, with an appraisal period of 20 years.

Economic Assessment – Data Sources

Table 4 outlines the data sources used. Further information can be found in the methodology section and / or Annex E.

Table 4: Data Sources

Topic	Issue	Figure Used	Data Source / Evidence
General	Appraisal Period	20 years, unless stated	WebTAG Unit A5.1. Para B.4.2
	Decay Rate	0%	Provided in AMAT
	Number of Days	220 or 253	220 provided in AMAT
	Percentage of journeys that are return journeys	90%	Provided in AMAT
Walking	Number of walking journeys in do nothing scenario/without project	See scheme inputs and outputs in Annex E	See scheme inputs and outputs in Annex E
	Number of walking journeys in the do something scenario/with project	See scheme inputs and outputs in Annex E	See scheme inputs and outputs in Annex E
	Average length of walking journey	As per NTS 2016	Default in AMAT
	Average walk speed	As per NTS 2016	Default in AMAT
	% of new pedestrians that would otherwise use a car	As per NTS 2016	Default in AMAT
Cycling	Number of cycling journeys in do nothing scenario/without	See scheme inputs and outputs in	See scheme inputs and outputs in Annex E

project	Annex E	
Number of cycling journeys in the do something scenario/with project	See scheme inputs and outputs in Annex E	See scheme inputs and outputs in Annex E
Average length cycling journey	As per NTS 2016	Default in AMAT
Average cycle speed	As per NTS 2016	Default in AMAT
% of new cyclists that would otherwise use a car	As per NTS 2016	Default in AMAT

B4. Financial Case – Scheme Costs

This should include a profile of costs for each financial year up to 2022/23. This should include total scheme cost, total Transforming Cities Fund contribution and total public sector contribution to scheme.

Cycling Access to Key Employment Sites Package

Total scheme cost (£m)	2018/19	2019/20	2020/2021	2021/2022	2022/23
Total DfT (TCF) funding contribution (£m):	0.884	1.816			
Total public sector contribution (£m):	3.493	1.039			
Total local and/or private contribution (£m):	0.000	0.425			

Coast Road

Total scheme cost (£m)	2018/19	2019/20	2020/2021	2021/2022	2022/23
Total DfT (TCF) funding contribution (£m):	0.085	0.165			
Total public sector contribution (£m):	0.000	0.219			
Total local and/or private contribution (£m):					

New Road to Lingey Lane

Total scheme cost (£m)	2018/19	2019/20	2020/2021	2021/2022	2022/23
Total DfT (TCF) funding contribution (£m):	0.500	0.200			
Total public sector contribution (£m):	0.500	0.450			
Total local and/or private contribution (£m):					

Tyne View Terrace

Total scheme cost (£m)	2018/19	2019/20	2020/2021	2021/2022	2022/23
Total DfT (TCF) funding contribution (£m):	0.045	0.405			
Total public sector contribution	2.813**	0.000			

(£m):					
Total local and/or private contribution (£m):					

** expenditure committed to refurbishment of Tyne Pedestrian and Cycling Tunnel

A19 Strategic Cycle Link Lindisfarne to IAMP

Total scheme cost (£m)	2018/19	2019/20	2020/2021	2021/2022	2022/23
Total DfT (TCF) funding contribution (£m):	0.200	0.800			
Total public sector contribution (£m):	0.000	0.200			
Total local and/or private contribution (£m):		0.200			

Northumberland Park to Cobalt

Total scheme cost (£m)	2018/19	2019/20	2020/2021	2021/2022	2022/23
Total DfT (TCF) funding contribution (£m):	0.054	0.246			
Total public sector contribution (£m):	0.180	0.170			
Total local and/or private contribution (£m):	0.000	0.225			

Notes:

- 1) DfT funding will be awarded in 2018/19.
- 2) The maximum contribution from the DfT for each capital scheme is £10m.
- 3) Please provide details of the source of any local and/or private contribution.
- 4) Please provide costs in both cash/nominal terms and in real terms, discounted 2010 market prices. The latter is needed to inform the calculations from the pro forma.
- 5) Outline the breakdown in costs year-by-year if possible

B5. Management Case – Delivery and Risk Management

The project plans for the individual schemes within this package is shown below. It is clear that a start on all schemes can be achieved before the end of March 2019, and all schemes will be substantially complete by the end of December 2019 (or shortly thereafter).

The powers and consents required for each scheme are as follows:

- Coast Road (final phase) – all necessary consents and permissions are in place to enable construction of the scheme. Completion of construction is scheduled for May 2019.
- Northumberland Park to Cobalt – all necessary consents and permissions are in place to enable construction of the scheme. Completion of construction is scheduled for April 2019.
- New Road/Lingey Lane – all necessary consents and permissions are in place to enable construction of the scheme. A roadworks notice and temporary TRO reducing the speed limit has been applied for and will be in place to allow works to commence in February 2019. Completion of construction is scheduled for June 2019.
- A19 Lindisfarne Roundabout to IAMP – no planning permissions or legal powers are required to construct the scheme. Traffic Regulation Orders will be required as part of the scheme to ensure the route can be classed as shared use. This will take several weeks to consult upon and will be completed during the latter part construction phase during October and November 2019. Completion of construction is scheduled for December 2019.
- Tyne View Terrace – all necessary consents and permissions are in place to enable construction of the scheme. Completion of construction is scheduled for June 2019.

Each scheme within this package has a slightly different set of key milestones and delivery dates, as set out below:

Coast Road (final phase)

Task	Task description	Start date	Completion date
FBC completion	n/a	n/a	n/a

Procurement	Not applicable – see Commercial Case	n/a	n/a
Planning approval and associated licences	Not applicable – deliverable as highway authority	n/a	n/a
Mobilisation	Mobilisation	21 Jan 2019	03 Feb 2019
Construction start	Construction start	04 Feb 2019	26 Apr 2019
Project completion	Completion of works on site	n/a	26 Apr 2019
Financial completion	Financial completion	n/a	30 Jun 2019
Monitoring and evaluation	Post scheme monitoring	26 Apr 2020	31 Jul 2020

Northumberland Park to Cobalt

Task	Task description	Start date	Completion date
FBC completion	n/a	n/a	n/a
Procurement	Not applicable – see Commercial Case	n/a	n/a
Planning approval and associated licences	Not applicable – deliverable as highway authority	n/a	n/a
Mobilisation	Mobilisation	07 Jan 2019	20 Jan 2019
Construction start	Construction start	21 Jan 2019	29 Mar 2019
Project completion	Completion of works on site	n/a	29 Mar 2019
Financial completion	Financial completion	n/a	31 May 2019
Monitoring and evaluation	Post scheme monitoring	29 Mar 2020	30 Jun 2020

New Road/Lingey Lane

Task	Task description	Start date	Completion date
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FBC completion			
Procurement	Design	Nov 18	Jan 19
Planning approval and associated licences		N/A	N/A
Mobilisation		Jan 19	Jan 19
Construction		Feb 19	May19
Project completion		June 19	June 19
Financial completion		July 19	July 19
Monitoring and evaluation		Sept 19	Sept 2023

A19 Lindisfarne Roundabout to IAMP

Task	Task description	Start date	Completion date
FBC completion	Completed, designs in principle have been created as have BCR's.		
Procurement	Not required internal construction and design teams will be used.		
Planning approval and associated licences	Not required, works will be kept within the adopted highway. No planning approvals will be required. TRO's will be developed as necessary.		
	Consultation with stakeholders (Councillors, local residents etc.)	January 2019	February 2019
Mobilisation	Highways England to be formally consulted to minimise risk to scheme.	December 2019	
Mobilisation	Teams will be prepared and briefed to ensure clarity of purpose.	March 2019	
Construction	Work teams will commence on site during the Spring.	April 2019	April 2019
Project completion	The works to be substantially completed-	December 2019	

	excluding TRO's and associated lining.		
	Completion of TRO's and final details of the scheme including signage as necessary.	December 2019	March 2020
Financial completion	Compiling of final invoices including finalisation of TRO's.	March 2020	April 2020
Monitoring and evaluation	Post Scheme Monitoring of the scheme over the course of a neutral month. Procured via existing frameworks.	June 2020	June 2020

Tyne View Terrace

Task	Task description	Start date	Completion date
FBC completion	n/a	n/a	n/a
Procurement	Not applicable – see Commercial Case	n/a	n/a
Planning approval and associated licences	Not applicable – deliverable as highway authority	n/a	n/a
Mobilisation	Mobilisation	13 Feb 2019	27 Feb 2019
Construction	Construction	28 Feb 2019	31 May 2019
Project completion	Completion of works on site	n/a	31 May 2019
Financial completion	Financial completion	n/a	31 Jul 2019
Monitoring and evaluation	Post scheme monitoring	31 May 2020	31 Aug 2020

B6. Management Case – Governance

Do you have governance processes in place to deliver the scheme?

Yes No

Please provide the name and position of the Senior Responsible Owner:

Scheme	SRO
Coast Road (final phase)	Colin MacDonald (Senior Manager – Technical and Regulatory Services), North Tyneside Council
Northumberland Park to Cobalt	Colin MacDonald (Senior Manager – Technical and Regulatory Services), North Tyneside Council
New Road/Lingey Lane	Anneliese Hutchinson (Service Director - Development, Transport and Public Protection), Gateshead Council
A19 Lindisfarne Roundabout to IAMP	George Mansbridge (Acting Corporate Director for Economic Development), South Tyneside Council
Tyne View Terrace	Colin MacDonald (Senior Manager – Technical and Regulatory Services), North Tyneside Council

Further details are available on request.

B7. Commercial Case

A brief description of the level of market engagement and procurement strategy for the packages. Proposals that involve lengthy procurement processes may struggle to meet the delivery timeframe of this Fund.

Scheme	SRO
Coast Road (final phase)	In November 2012, North Tyneside Council and Capita entered into a 15-year Technical Partnership to deliver a range of services, including Engineering (Design & Build), securing multi-million pound investment in the borough. The

	<p>partnership was subject to the full OJEU process and allows North Tyneside Council to utilise Capita's services for all schemes included within the agreement.</p> <p>This means that a streamlined process is in place which will allow the timely delivery of all stages to be undertaken within the context of the Technical Partnership arrangements, with appropriate client oversight from North Tyneside Council. This is both fully compliant with all relevant procurement requirements and means that scheme delivery can proceed within the timeframe. In addition, it offers scope for programme and cost efficiencies, e.g. owing to the availability of the in-house Construction Team there is also an element of Early Contractor Involvement.</p>
<p>Northumberland Park to Cobalt</p>	<p>In November 2012, North Tyneside Council and Capita entered into a 15-year Technical Partnership to deliver a range of services, including Engineering (Design & Build), securing multi-million pound investment in the borough. The partnership was subject to the full OJEU process and allows North Tyneside Council to utilise Capita's services for all schemes included within the agreement.</p> <p>This means that a streamlined process is in place which will allow the timely delivery of all stages to be undertaken within the context of the Technical Partnership arrangements, with appropriate client oversight from North Tyneside Council. This is both fully compliant with all relevant procurement requirements and means that scheme delivery can proceed within the timeframe. In addition, it offers scope for programme and cost efficiencies, e.g. owing to the availability of the in-house Construction Team there is also an element of Early Contractor</p>

	Involvement.
New Road/Lingey Lane	The works will be delivered through normal channels via the Council's Direct Labour Organisation (DLO). There is no lead-in required for a procurement exercise.
A19 Lindisfarne Roundabout to IAMP	South Tyneside Council has completed the initial designs for the scheme. These are to be costed using Quantity Surveyors from the Asset Management team and will be constructed using standard highway operational resources that are readily available. The procurement process will be completed internally and minimal risks for delivery are expected.
Tyne View Terrace	<p>In November 2012, North Tyneside Council and Capita entered into a 15-year Technical Partnership to deliver a range of services, including Engineering (Design & Build), securing multi-million pound investment in the borough. The partnership was subject to the full OJEU process and allows North Tyneside Council to utilise Capita's services for all schemes included within the agreement.</p> <p>This means that a streamlined process is in place which will allow the timely delivery of all stages to be undertaken within the context of the Technical Partnership arrangements, with appropriate client oversight from North Tyneside Council. This is both fully compliant with all relevant procurement requirements and means that scheme delivery can proceed within the timeframe. In addition, it offers scope for programme and cost efficiencies, e.g. owing to the availability of the in-house Construction Team there is also an element of Early Contractor Involvement.</p>

B8. Equality Analysis

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

Yes No

Further details are available on request.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Monitoring

An Annual Monitoring Report (AMR) should be prepared following the completion of each year of the project. This will report on the outputs achieved each year for each individual project contained in the full package, including:

- Project update
- Financial spend
- Outputs achieved from each element of the project
- Reporting of any changes to the format of the project, and update on the risk register
- Overall summary of project progress

The AMR will be prepared by September of each year, reporting on the preceding financial year's activity. Hence, the first AMR would be prepared in September 2019 reporting on 2018/19.

Do you agree to undertake this monitoring?

Yes No

C2. Evaluation

Each scheme over £5m should be evaluated in line with the DfT's Monitoring and Evaluation Framework (2012). This requires the preparation of a monitoring and evaluation plan, to be signed off by the Department, as well as 1-year and 5-year post-completion evaluation reports. The evaluation should aim to identify to what extent schemes achieved their main objectives, and what value for money was achieved. In cases of innovative, complex or controversial projects, the evaluation should also explore what challenges the scheme implementation encountered and how it dealt with these challenges.

Do you agree to undertake this evaluation?

Yes No

C3. Cross-area evaluation

The Department will lead on a cross-area evaluation, aimed at answering questions about the success of the Fund as a whole. This will involve case studies on identified topics of interest. Do you agree to take part in case study interviews and data collection if your area should be selected?


Yes No

SECTION D - Declarations

D1 Senior Responsible Owner Declaration

As Senior Responsible Owner for THE CYCLING SCHEMES TO EMPLOYMENT SITES PACKAGE I hereby submit this request for approval to DfT on behalf of NORTH EAST COMBINED AUTHORITY AND NORTH OF TYNE COMBINED AUTHORITY and confirm that I have the necessary authority to do so.

I confirm that NORTH EAST COMBINED AUTHORITY AND NORTH OF TYNE COMBINED AUTHORITY will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.


Name	Helen Golightly	
Position	Head of Paid Service, NECA	
Signed		

D2 Section 73 Officer Declaration (equivalent to S151 Officer)

As Section 73 Officer for NORTH EAST COMBINED AUTHORITY, which is the accountable body for the NORTH EAST JOINT TRANSPORT COMMITTEE I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that the local Authority that will deliver the projects on behalf of the NORTH EAST JOINT TRANSPORT COMMITTEE and the NORTH EAST COMBINED AUTHORITY

- has allocated sufficient budget to deliver this scheme 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 and capital requirements in relation to the scheme;
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2022/23;

- Confirms that the authority has the necessary governance and assurance arrangements in place and the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name	Paul Woods
Position	Chief Finance Officer, NECA
Signed	

Submission of Bids

The deadline for bids is: 6pm on Friday, 4 January 2019.

An electronic copy (including supporting material) should be submitted to tcfproposals@dft.gov.uk

However, if you must send hard copies of papers, please provide three copies to:

Charles Small
Head of English Devolution Team
Transforming Cities Fund Business Cases
Department for Transport
2/19, Great Minster House
33 Horseferry Road
London
SW1P 4DR