



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 in Newcastle - High Level Bridge Early Measures Fund and Broadway to Brunton

The High Level Bridge scheme links to established large employment centres in Newcastle and Gateshead. The scheme is on the Cities-Airport and North and South Key Corridors identified within our Transforming Cities Fund Expression of Interest.

The Broadway to Brunton scheme links Regent Centre (a key employment site and transport interchange) to its south, major housing areas (Gosforth and Great Park) and other employment sites such as Sage HQ. When constructed, it will form part of the major cycling provision from the north into Newcastle City Centre, the region's

largest employment site (in number of jobs as opposed to size). The scheme is on the Cities-Airport and North and South Key Corridors identified within our Transforming Cities Fund Expression of Interest.

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

A2 Scheme Description

High Level Bridge extends and enhances the Early Measures Fund air quality improvement scheme providing off-road cycling near the air quality legal direction site in Newcastle and Gateshead. This scheme is supported by other linked cycling investments in the area:

- Westgate Road - St Nicholas Street/Moseley Street segregated, high quality on-road cycleway
- Durham Road (Shipcote Terrace to War Memorial) cycling improvements
- Northumberland Park to Cobalt cycle path improvements

Broadway to Brunton (North Newcastle) is a high-quality segregated cycleway between Broadway East/West to Brunton Lane in North Newcastle. This cycleway links the Regent Centre employment hub and Metro/Park and Ride Interchange to the main cycle access to Great Park, Newcastle's largest housing development (over 5,000 houses built or planned). It also improves links to Sage HQ, a FSTE100 technology firm. The cycleway is along the Great North Road, which already experiences around 400 cycle journeys per day.

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).

The following objectives are to be addressed as part of the schemes:

- Access to key employment and education sites
- Congestion in urban areas linked to high levels of single occupancy vehicle usage
- 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

The High Level Bridge Scheme and Broadway to Brunton Scheme are included in Newcastle City Council's emerging Local Cycling and Walking Infrastructure Plan (LCWIP).

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 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 including 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 will boost productivity by enabling travel to employment sites by sustainable 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 in Newcastle package** contributes to national and local objectives as set out below. The strategic context for the Transforming Cities Fund can be found in Annex B, which provides important data and policies that underpin these objectives.

| TCF Objectives (from DfT Guidance) | Local Objectives (source indicated) | Contribution of Package to Objectives |
|---|---|--|
| Drive up productivity through improved connectivity | <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</p> | <p>The package of schemes provides enhanced and continuous cycling access from surrounding residential areas, including Great Park, 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> |

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| | 2016 p. 8] [SEP 2017 p. 15] | |
| Improving access to work and delivering growth | <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> | 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. |
| Encouraging the use of new mobility systems | <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> | Not applicable |
| Tackling air pollution and reducing carbon emissions | <p>The Transport Manifesto sets the objectives of reallocating road space to more sustainable forms of</p> | The package of schemes will encourage the use of cycling for more work-related and shopping trips, as a viable and |

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| | <p>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>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. The High Level Bridge scheme will extend the schemes being delivered as part of the Early Measures Fund to improve air quality and focuses on areas with exceedances of Nitrogen Dioxide.</p> |
| Delivering more homes | <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>The package will support housing growth at the Great Park (Newcastle's largest housing development) and will enable residents to access employment opportunities by sustainable modes.</p> |
| Delivering apprenticeships and improving skills | <p>The SEP 'vision for 2024' is for our education establishments to be providing academic, technical and professional education including apprenticeships and higher level</p> | <p>The package of schemes provides improved links to major employers and education establishments, including Newcastle University, Newcastle College and Northumbria University. These</p> |

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| | apprenticeships in all areas of growth in our economy, to ensure that our labour market contains the skills needed to drive growth. [SEP 2017 p. 19] | improvements will enable more apprentices to access opportunities for employment, and also facilitate better access by bike to training opportunities. |
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The package supports the following key economic centres, corridors and housing growth sites identified in Annex B:

- Newcastle City Centre
- Great Park housing site
- Regent Centre
- Gateshead Town Centre

As identified in our EOI, restricted sustainable connectivity and restricted mobility are transport barriers which are limiting growth in our region (see Annex C). Our Tranche 1 proposal aims to address these barriers and the Cycling to Newcastle Package of schemes has the following resulting outcomes and key performance indicators:

- Improving cycling infrastructure and extending major cycling routes – identified using the Propensity to Cycle Tool as one of the top 10 cycling flows in the region. 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 - identified through Propensity to Cycle Tool and key regional/local objectives. 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. Cycle counters will be used to measure cycle flow.
- Improving cycling access within the urban core (Newcastle City Centre) and to employment and training. Identified via MSOA-level analysis of employment density and relevant linkages. Measured through a bespoke accessibility tool for the city and also through changes in cycling flow
- Improving air quality. Identified via local air quality monitoring of Nitrogen Dioxide and the Gosforth AQMA near the Broadway to Brunton scheme. Measured through changes in Nitrogen Dioxide at nearby monitoring sites and by diffusion tubes and automatic air quality sensors KPI- Improvements to air quality and reduction in Nitrogen Dioxide.
- Improving public health. Identified via regional public health data. Increased cycling activity and modal shift away from single occupancy vehicles 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 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
 - Increase modal share of walking to 11.5% and cycling to 7% by 2027
 - More households able to reach two or more city centres within 30 minutes by sustainable transport

| Objective | Impacts |
|---|---|
| TCF objectives met | <ul style="list-style-type: none"> • Improved access to centres of employment • Reduced congestion • Improved air quality • Reduced carbon emissions • Modal shift |
| Geographic corridor targeted | <ul style="list-style-type: none"> • Cities to Airport • North and South <p>The package achieves improvements in these corridors by linking key employment sites including; Newcastle City Centre, Regent Centre and Gateshead Town Centre.</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, including an Nitrogen Oxide exceedance sites, arising from increased cycling. Improved physical and mental health outcomes through |

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| | increased physical activity. |
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Further information on how the package meets national and regional objectives can be found in Annex D.

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

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

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 and Cobalt). Furthermore, cycle schemes encourage modal shift that results in both environmental and health benefits and there is a wealth of data and 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.

Cycling schemes in Newcastle Package

This package focuses on improvements to sustainable accessibility by cycle to and within the centre of Newcastle from Gateshead and North Tyneside. The main impacts are presented in Table 1.

Table 1: Main impacts of the Newcastle Cycling Package

| Project Element | Economic | Environmental | Social/Distribution |
|----------------------------|--|--|--|
| Broadway to Brunton | - Reduced generalised cost of travel through | - Route adjoins Gosforth AQMA. - Encourages | - Improving public health. - Improves |

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| | reducing vehicle trips off road network towards the city centre. | - modal shift. Improved carbon footprint of area. | accessibility to leisure activities - Improved road safety. |
| High Level Bridge Early Measures Fund | <ul style="list-style-type: none"> - Key walking and cycling route connecting Central Newcastle to Gateshead. - Provides good links to Newcastle Central Station | <ul style="list-style-type: none"> - Modal shift helping to improve city centre AQMA air quality. - Improved carbon footprint of area. | <ul style="list-style-type: none"> - Reduced severance. - Healthier workforce - Connects deprived areas in Gateshead to opportunities in Newcastle city centre. - Improved road safety. |

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

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

| | Broadway to Brunton | High Level Bridge | Package |
|--|---------------------|-------------------|----------------|
| Congestion benefit | 119.71 | 137.96 | 257.67 |
| Infrastructure | 0.41 | 0.48 | 0.88 |
| Accident | 12.22 | 14.29 | 26.51 |
| Local Air Quality | 0.07 | 0.08 | 0.15 |
| Noise | 0.81 | 0.95 | 1.77 |
| Greenhouse Gases | 2.33 | 2.76 | 5.09 |
| Reduced risk of premature death | 1249.87 | 1457.32 | 2707.19 |
| Absenteeism | 291.04 | 346.04 | 637.08 |
| Journey Ambience | 309.72 | 609.10 | 918.82 |

Economic Assessment – Results

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 |
|---|----------------|----------------|------|
| Cycling schemes in Newcastle Package | £4534 | £1796 | 2.52 |

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 | See scheme inputs and | See scheme inputs and outputs in ANNEX E |

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| scenario/without project | outputs in ANNEX E | |
| Number of cycling journeys in the do something scenario/with project | See scheme inputs and outputs in ANNEX X | 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 Schemes in Newcastle - High Level Bridge Early Measures Fund and Broadway to Brunton.

Total package cost

| Total scheme cost (£m) | 2018/19 | 2019/20 | 2020/2021 | 2021/2022 | 2022/23 |
|---|---------|---------|-----------|-----------|---------|
| Total DfT (TCF) funding contribution (£m): | 1.020 | 0.000 | | | |
| Total public sector contribution (£m): | 1.000 | 0.300 | | | |
| Total local and/or private contribution (£m): | | | | | |

High Level Bridge

| Total scheme cost (£m) | 2018/19 | 2019/20 | 2020/2021 | 2021/2022 | 2022/23 |
|---|---------|---------|-----------|-----------|---------|
| Total DfT (TCF) funding contribution (£m): | 0.250 | 0.000 | | | |
| Total public sector contribution (£m): | 0.500 | 0.000 | | | |
| Total local and/or private contribution (£m): | | | | | |

Broadway to Brunton

| Total scheme cost (£m) | 2018/19 | 2019/20 | 2020/2021 | 2021/2022 | 2022/23 |
|---|---------|---------|-----------|-----------|---------|
| Total DfT (TCF) funding contribution (£m): | 0.770 | 0.000 | | | |
| Total public sector contribution (£m): | 0.500 | 0.300 | | | |
| Total local and/or private contribution (£m): | | | | | |

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).

High Level Bridge Early Measures Fund

| Task | Task description | Start date | Completion date |
|---|-----------------------------|---------------|-----------------|
| FBC completion | | April 2019 | May 2019 |
| Procurement | | May 2019 | May 2019 |
| Planning approval and associated licences | Traffic Regulation Order | December 2018 | Feb 2019 |
| Mobilisation | Mobilisation | May 2019 | June 2019 |
| Construction | Construction | June 2019 | February 2020 |
| Project completion | Completion of works on site | March 2020 | March 2020 |
| Financial completion | Financial completion | March 2020 | March 2020 |
| Monitoring and evaluation | Post scheme monitoring | March 2020 | March 2025 |

Broadway to Brunton

| Task | Task description | Start date | Completion date |
|---|-----------------------------|---------------|-----------------|
| FBC completion | | February 2019 | February 2019 |
| Procurement | | March 2019 | March 2019 |
| Planning approval and associated licences | None | | |
| Mobilisation | Mobilisation | February 2019 | March 2019 |
| Construction | Construction | March 2019 | October 2019 |
| Project completion | Completion of works on site | November 2019 | November 2019 |
| Financial completion | Financial completion | November 2019 | November 2019 |
| Monitoring and evaluation | Post scheme monitoring | October 2019 | October 2024 |

Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and dat of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

High Level Bridge Early Measures Fund

Not applicable

Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.

Not applicable

Broadway to Brunton

All the necessary Traffic Regulation Orders are in place – see

<https://democracy.newcastle.gov.uk/ieListDocuments.aspx?CId=860&MId=7799&Ve r=4>

and

<https://democracy.newcastle.gov.uk/ieListDocuments.aspx?CId=860&MId=7973&Ve r=4>

Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.

Not applicable


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 |
|---------------------------------------|--|
| High Level Bridge Early Measures Fund | Graham Grant, Head of Transport Investment, Newcastle City Council |
| Broadway to Brunton | Graham Grant, Head of Transport Investment, Newcastle City Council |

| | |
|-----------------|---|
| Names | Graham Grant |
| Position | Head of Transport Investment |
| Signed |  |

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.

Cycling schemes to Newcastle Package

The majority of the works would be undertaken in-house. Newcastle City Council has a track record of delivering both small and large scale highways schemes. The Council Division provides a range of specialist functions, including: roads and bridge design; flood risk management; road safety; and structural, traffic and transport engineering. In the peak of Local Transport Plan funding, the Council delivered in excess of £6m per annum in transport schemes. These included highway and bridge maintenance, traffic management, road safety, cycling, public rights of way, public transport and schemes which facilitated the development of employment and housing sites.

Some specialist works will be undertaken by a framework contractor, including surfacing. This framework has been openly procured through the North East Procurement Organisation (NEPO) and is fully compliant with relevant procurement legislation. In the process of developing this bid, they have been engaged and can provide the required resource so no procurement process is required.

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 Newcastle 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.

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| 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

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|-----------------|---|
| 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

Annex A: Map of scheme location

Annex B: Geographic Economic and Social Context Background Evidence

Annex C: The Transport Barriers and our key corridors

Annex D: National and Regional Objectives

Annex E: AMAT results

Annex F: Spatial map

Annex G: Map of enterprise zones

Annex H: Spatial map of four key corridors

