



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)

Barras Bridge, Newcastle upon Tyne

A2 Scheme Description

Located in the urban core of Newcastle, close to transport hubs, universities, retailers and other key attractors, this scheme comprises a holistic package of measures that address the core objectives of the fund, to enhance productivity and connectivity, whilst also improving air quality.

The scheme will benefit pedestrian access and road safety and enhance the public realm in a location with high pedestrian footfall, as well as improving bus service

reliability through improvements to a major junction providing access to the city's main bus stations.

Developed in conjunction with key trading partners, especially Newcastle University, it will enhance sustainable access at a critical location, deliver a more reliable bus network and facilitate more efficient traffic movement, benefiting all vehicles including delivery vehicles. By reducing queueing traffic and promoting public transport use, it helps meet air quality objectives to reduce NOx emissions at a location close to city centre exceedance sites.

SECTION B – The Business Case

You may find the following DfT tools helpful in preparing your business case:

- [Transport Business Case](#)
- [Behavioural Insights Toolkit](#)
- [Logic Mapping Hints and Tips](#)

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 scheme is located within the urban core of Newcastle, at the heart of the key employment site in the region, with the greatest employment density. In addition, Newcastle City Centre is at the centre of three of the four Key Corridors as set out in our Transforming Cities Fund Expression of Interest. A map of the scheme location is provided in Annex A.

It will deliver improved access to key employment and educational sites and bus / rail transport hubs in the north of the city centre, securing benefits for pedestrians, bus users and traffic management in general, improving interchange opportunities, and contributing to a city centre urban realm that is cleaner, more sustainable and more attractive to businesses and residents. It has the following specific objectives that address issues raised by consultation with stakeholder groups:

- An improvement to pedestrian access within the urban core at a key junction, delivered through upgrades to crossings and measured by changes in pedestrian flow (Benefits: connectivity, air quality)
- An increase in journey time reliability for public transport within the urban core, delivered through improvements to a key junction and measured through changes to bus journey times collected through AVL data (Benefits: connectivity, productivity, air quality)
- An improvement to road safety for pedestrians, delivered through improvements to crossings and widening of the footway, reducing conflicts and measured through collision statistics (Benefits: road safety, productivity)
- Improving the urban realm at a key gateway point as set out in Urban Core Policy UC11, improved through widened footways, upgrades to materials,

installation of public art and measured through survey data (Benefits: connectivity)

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 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 £80m contribution to the North East’s economy.

The **Barras Bridge scheme** 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
<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’. 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. [Transport Manifesto 2016 p. 8] [SEP 2017 p. 15]</p>	<p>This scheme will provide improved pedestrian access to Newcastle city centre, the region’s key employment site, as well as more reliable bus services and improved traffic flow in general. 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. 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. [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. [Transport Manifesto 2016 p. 20]</p>	<p>Not applicable.</p>

<p>Tackling air and pollution 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>This scheme, by promoting public transport and pedestrian movement, will encourage the use of more sustainable modes for all types of trips made to the city centre including shopping, commuting and leisure journeys, 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>
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Delivering more homes	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. [SEP 2017 p. 15]	Not applicable.
Delivering apprenticeships and improving skills	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. [SEP 2017 p. 19]	The scheme provides improved links to major employers and Newcastle / Northumbria Universities. These improvements will enable more residents to access opportunities for employment and higher education provision.

This package supports the following key economic centres and educational sites identified in Annex F:

- Newcastle city centre
- Newcastle University
- Northumbria University

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

- Improving pedestrian infrastructure at a junction with a high pedestrian footfall KPI – increased modal share for walking
- ITS measures to reduce delays affecting bus services. KPI – bus service punctuality
- Improving air quality – by encouraging bus use and pedestrian movement, fewer car trips will be made and car emissions will be reduced. KPI – reduced car modal share to Newcastle city centre and former air quality exceedance site now within legal limit
- Improving road safety – by improving crossings and widening the footway, conflict will be avoided at this busy city centre location. KPI – number of road traffic injury accidents recorded in vicinity of scheme.
- Improving productivity through better transport links and easier interchange at this major employment site

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 • Cities to Airport <p>The package achieves improvements in these corridors by improving pedestrian access, bus reliability and traffic movement in general to the key employment site of Newcastle city centre, and by facilitating easier interchange between foot/bus/Metro journeys.</p>
Primary user segment(s) targeted	Existing and future employees and apprentices in Newcastle city centre, and students at two universities.
Other benefits (environmental, social etc.)	Improvements to air quality and reductions in carbon emissions arising from increased active travel. Improved physical and mental health outcomes through increased physical activity. Improved road safety through junction improvements and footway widening that reduce conflicts between road users.

B3. Economic Case – Value for Money

Introduction

The packages of schemes submitted under this tranche of the Transforming Cities Fund (TCF), seek 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 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) each year in the North East of England¹.

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.

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

1

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

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.

Barras Bridge, Newcastle Upon Tyne

Barras Bridge is a standalone scheme. This is one of the busiest areas for pedestrians in Newcastle city centre. Barras Bridge links the busiest shopping street in Newcastle (Northumberland Street), Haymarket Metro Station, Haymarket Bus Station, Newcastle University, the Civic Centre for Newcastle City Council, whilst also providing access to the RVI hospital. 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 benefits have been noted in the earlier table and 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.
- **Public transport users;**
The scheme also provides some benefits to bus users by improving reliability of bus services on a major intersection used by bus services heading to and from the north of the city.

Table 1 presents the impacts of this scheme.

Table 1: Main impacts of the Barras Bridge scheme

Project Element	Economic	Environmental	Social/Distribution
Barras Bridge	- Improved sustainable connectivity to employment and higher education sites.	- Improved air quality through modal shift to walking in AQMA. - Improved pedestrian connectivity to public transport links.	- Reduced severance; - New public realm; - Improved sustainable connectivity to areas of shopping and entertainment.

A summary of benefits of the scheme are reported in Table 22.

Table 2: Barras Bridge - summary results (£1000s)

Benefit	Value
Congestion benefit	44.57
Infrastructure	0.42
Accident	12.66
Local Air Quality	0.06
Noise	0.84
Greenhouse Gases	2.27
Reduced risk of premature death	1295.41

Absenteeism	301.65
Journey Ambience	2821.01

Economic Assessment – Methodology

Active Mode Appraisal Toolkit

The scheme has 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 the individual AMAT workbooks. 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.

Benefits to Bus Users

At this stage, it has not been possible to directly assess the impacts of the schemes on bus users. As an indication of this, it is assumed that 11% of the benefits accrue to bus users. This is on the basis that the National Travel Survey (2017) shows that an average of 11% of journeys are made by bus (when walks of less than 1 mile are excluded from the analysis). NTS also reveals that buses are used more frequently in urban than rural areas, suggesting that the true benefit to bus users may be higher than 11%.

Economic Assessment – Data Sources

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

Table 3: 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	See scheme	See scheme inputs and outputs in ANNEX E

	in do nothing scenario/without project	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 project	See scheme inputs and outputs in ANNEX E	See scheme inputs and outputs in 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
Bus	Number of bus journeys in do nothing scenario/without project	Please see proforma	NEXUS timetables (as per 15/12/18)
	Number of bus journeys in the do something scenario/with project	No change	n/a

Average length bus journey	Calculated	See methodology
Average bus speed	Calculated	See methodology
% of new bus users that would otherwise use a car	3 per bus	Assumption following guidance from promoters

For assumptions on the assessment of ITS schemes, please see the narrative above.

Economic Assessment – Results

Results of individual AMATs can be found in Annex E and are summarised in Table 1

Table 1: BCR Packages

Package	PVB (1000s)	PVC (1000s)	BCR
Barras Bridge	£4470	£1935	2.31

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.

Barras Bridge					
Total scheme cost (£m)	2018/19	2019/20	2020/2021	2021/2022	2022/23
Total DfT (TCF) funding contribution (£m):	0.890	1.500			
Total public sector contribution (£m):					
Total local and/or private contribution (£m):		0.390			

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

Key milestones are as follows:

Task	Task description	Start date	Completion date
FBC completion			
Procurement	In house development / construction capacity Materials procurement process	N/A Ongoing	
Planning approval and associated licences	Planning permissions not required Legal notification of TRO	April 2019	April 2019
Making of Experimental Traffic Regulation Order permanent	23 rd April 2019		
Expiration of existing Experimental Traffic Regulation Order	30 th April 2019		
Mobilisation	Detailed designs underway – review meeting scheduled w/c 17 th Dec 2 week mobilisation period	January 2019	February 2019
Construction start	Programme to commence at St Mary's Place / Claremont Road	January 2019 / February 2019 (subject to Finance)	Spring 2020
Project completion		Spring 2020	Spring 2020
Financial completion		Spring 2020	Spring 2020
Monitoring and evaluation		Spring 2020	Spring 2021

All required powers and consents are in place and no further consultation on this scheme is required.

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:
Graham Grant, Head of Transport Investment, Newcastle City Council is the Senior Responsible Owner for the Barras Bridge scheme.

Further details are available on request.

B7. Commercial Case

The majority of the works will 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 Barras Bridge scheme 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.

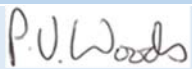
I confirm that [name of city region] will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

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