



## 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

Rachelle Forsyth-Ward, Strategic Transport Advisor

#### Contact telephone number

0191 211 6445

#### Email Address

[rachelle.forsyth-ward@northeastca.gov.uk](mailto:rachelle.forsyth-ward@northeastca.gov.uk)

#### Postal Address

North East Regional Transport Team, 2<sup>nd</sup> floor, Newcastle Civic Centre, Barras Bridge, Newcastle upon Tyne, NE1 8AX

### SECTION A – Scheme description and Corridor name

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

#### **Cycle links in Sunderland**

The package consists of four schemes to improve cycle links in Sunderland

- B1522 Ryhope to Sunderland City Centre
- B1285 Hetton – Easington Lane to National Route 1 and Sunderland City Centre
- Essen Way
- Ferryboat Lane, Castletown link to IAMP and Nissan

The B1522 Ryhope to Sunderland City Centre route will link Ryhope Village and Sunderland City Centre to the south of Sunderland Station, along the route of the former A1018 road.

Works on the B1285 Hetton – Easington Lane to National Route 1 and Sunderland City Centre route will take place between Hetton-le-Hole and Murton.

Works on the Essen Way cycle route will take place between the Plains Farm residential area of Sunderland and Tunstall to the south of the City Centre.

The Ferryboat Lane, Castletown link to IAMP and Nissan scheme will take place on The Broadway, Castletown connecting it to the existing non-motorised user route at Ferryboat Lane in the Castletown residential area in the north of Sunderland.

A map of each scheme can be found in Annex A.

## [A2 Scheme Description](#)

This package consists of four schemes that provide improved cycle links to/from Sunderland city centre and key employment sites.

### **B1522 Ryhope to Sunderland City Centre Route**

A 4km proposed cycling and walking route linking Ryhope to the city centre including Sunderland rail station.

### **B1285 Hetton – Easington Lane to National Route 1 and Sunderland City Centre Route**

The scheme will widen 2km of north side footway B1285 into adopted highway verge to create a 3 metre shared use connection from Hetton/Easington Lane to National Route 1 at Murton.

### **Essen Way Cycle Route**

A proposed cycling and walking route comprising of 650 metre of new shared use footway in adopted highway verge, connecting the existing cycle route.

### **Ferryboat Lane, Castletown link to IAMP and Nissan**

The scheme will deliver 300m widening of adopted footway to 3m and will form the completion of the Nissan/ East Washington industrial area commuter cycle routes.

## SECTION B – The Business Case

### B1 Background (what are the Scheme Objectives?)

The objectives of the individual schemes that form part of this package are described below:

#### **B1522 Ryhope to Sunderland City Centre Cycle Route**

The scheme objectives are as follows

- 1) Provide a new shared use sustainable active travel connection
- 2) Completion of cycle route works originally planned to run in unison with construction of the Southern Radial Route

These works will establish dedicated cycle provision on an arterial transport corridor into Sunderland from the south and is included in the Cycling Strategy for Sunderland.

#### **B1285 Hetton – Easington Lane to National Route 1 and Sunderland City Centre Route**

The objective of this scheme is to provide improved sustainable access from Hetton/Easington Lane (including new and proposed housing development in Easington Lane) to employment sites in Seaham, Ryhope and Sunderland.

The route has been planned in conjunction with Durham County Council to provide a cross-boundary link that benefits both areas, linking residents to jobs.

#### **Essen Way Cycle Route**

The scheme objectives are as follows

- (1) Provide a new shared use sustainable active travel connection
- (2) Complete an important link in the 'inner ring route' of the Sunderland Cycle Network

These works will enable easier cycle journeys across and around the city, reducing the need for car travel.

#### **Ferryboat Lane, Catletown link to IAMP and Nissan**

The scheme objectives are as follows

- (1) Provide a new shared use sustainable active travel connection
- (2) Complete commuter network works substantially delivered through the Regional Growth Fund in 2015-16
- (3) Improved sustainable travel connections to key employment sites at Nissan and East Washington

The overall package will deliver the following objectives:

- Improved sustainable access to key employment sites and housing growth sites
- Reduce congestion in urban areas linked to high levels of single occupancy vehicle usage
- Address areas of poor air quality (NO2)
- Promote public health and physical activity

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

The **Cycle Links in Sunderland** 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
<p><b>Drive up productivity through improved connectivity</b></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 cycle access from surrounding residential areas to 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><b>Improving access to work and delivering growth</b></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><b>Encouraging the use of new mobility systems</b></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><b>Tackling air and pollution reducing carbon emissions</b></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. 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. [Transport Manifesto 2016 p. 21] [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><b>Delivering more homes</b></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. [SEP 2017 p. 15]</p>	<p>Not applicable.</p>

<p><b>Delivering apprenticeships and improving skills</b></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. [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>
---	---	--

This package supports the following key economic centres, corridors and housing growth sites:

- Sunderland city centre
- Nissan
- Employment sites in East Washington, Seaham and Ryhope

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 and improved 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 NO<sub>2</sub> 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.

<b>Objective</b>	<b>Impacts</b>
TCF objectives met <ul style="list-style-type: none"> <li>• Improved access to employment sites</li> <li>• Improved access to enterprise zones</li> <li>• Reduced congestion</li> <li>• Reduced carbon emissions and improvement in air quality</li> <li>• Support housing delivery</li> </ul>	<ul style="list-style-type: none"> <li>• Improved employment opportunities for residents living close to the cycle routes</li> <li>• Reduced congestion due to modal shift, resulting in improved air quality.</li> <li>• Improved public health through reduced carbon emissions and increase in active travel</li> <li>• Improved cycling access to/from South Sunderland Growth Area</li> <li>• Multiple housing sites linked to the cycle network</li> <li>• Reduction in social deprivation by improving cycle links to isolated areas</li> </ul>
Geographic corridor targeted	<ul style="list-style-type: none"> <li>• River Wear Corridor</li> <li>• Cities to Airport Corridor</li> </ul>
Primary user segment(s) targeted	<ul style="list-style-type: none"> <li>• Commuters, job seekers, those in education or training</li> </ul>
Other benefits (environmental, social etc.)	<ul style="list-style-type: none"> <li>• Improved connections to the National Cycle Network</li> </ul>

## 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. NO<sub>2</sub> 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 year<sup>1</sup>.

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.

---

1

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/332854/PHE\\_CRCE\\_010.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/332854/PHE_CRCE_010.pdf)

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 enhanced cycle provision will improve accessibility between urban centres and along key strategic corridors offering employment opportunities.

### **Cycle Links in Sunderland Package**

A series of schemes to connect with existing routes, improve existing infrastructure and provide sustainable access to central Sunderland. The main impacts of the package are presented in Table 1.

Table 1: Main impacts of the Sunderland Cycle Package

Project Element	Economic	Environmental	Social/Distribution
Hetton – Murton	- Connects isolated former coalfield towns to major employment	- Alternative mode for residents to use, thereby reducing car	- Links to National Cycle Route 1. - Improving

	<p>areas.</p> <ul style="list-style-type: none"> <li>- Links housing site developments at Hetton/Easington Lane to employment and education.</li> </ul>	<p>dependency.</p> <ul style="list-style-type: none"> <li>- Improved air quality.</li> </ul>	<p>sustainable connectivity to schools in Hetton and Murton.</p> <ul style="list-style-type: none"> <li>- Serves areas of the most deprived.</li> <li>- Improved public health in area of low percentage of adults cycling and walking more than 3 days a week.</li> <li>- Improved road safety.</li> </ul>
Ryhope – Sunderland	<ul style="list-style-type: none"> <li>- Improvements on key highway corridor reducing generalised travel costs.</li> <li>- Improves connectivity to key employment opportunities in Sunderland City Centre.</li> <li>- Indirect support to new housing developments in South Sunderland Growth Area.</li> </ul>	<ul style="list-style-type: none"> <li>- Links south Sunderland to public transport opportunities in city centre</li> <li>- Encourages modal shift.</li> <li>- Improved air quality along Ryhope Road and within city centre.</li> </ul>	<ul style="list-style-type: none"> <li>- Improved connectivity to higher education opportunities in Sunderland city centre.</li> <li>- Improved public health in area of low percentage of adults cycling and walking more than 3 days a week.</li> <li>- Improved road safety.</li> </ul>
Essen Way	<ul style="list-style-type: none"> <li>- Improves sustainable connections to key employment and education areas.</li> </ul>	<ul style="list-style-type: none"> <li>- Improved air quality via modal shift in largely residential area.</li> <li>- Encourages modal shift.</li> <li>- Improved carbon</li> </ul>	<ul style="list-style-type: none"> <li>- Improves access to National Routes 1 and 70.</li> <li>- Improved public health in area of low percentage</li> </ul>

		footprint of area.	<p>of adults cycling and walking more than 3 days a week.</p> <ul style="list-style-type: none"> <li>- Improves access to supermarkets and sports facilities at Grangetown and Silksworth.</li> <li>- Improved road safety.</li> </ul>
Ferryboat Lane	<ul style="list-style-type: none"> <li>- Improves connectivity to the IAMP and large residential areas including new proposed housing development.</li> </ul>	<ul style="list-style-type: none"> <li>- Improved air quality via modal shift in area adjacent to A19.</li> <li>- Improved carbon footprint of area.</li> </ul>	<ul style="list-style-type: none"> <li>- Improves access to National Route 1.</li> <li>- Improved sustainable connectivity to higher education opportunities at Gateshead College.</li> <li>- Improved public health in area of low percentage of adults cycling and walking more than 3 days a week.</li> </ul>

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

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

	Hetton Murton	Ryhope Sunderland	Essen Way	Ferryboat Lane	Package
<b>Congestion benefit</b>	11.73	21.84	21.84	15.69	<b>71.10</b>
<b>Infrastructure</b>	0.30	0.07	0.08	0.05	<b>0.51</b>
<b>Accident</b>	2.11	2.23	2.26	1.63	<b>8.23</b>

<b>Local Air Quality</b>	0.03	0.01	0.01	0.01	<b>0.06</b>
<b>Noise</b>	0.30	0.15	0.15	0.11	<b>0.71</b>
<b>Greenhouse Gases</b>	1.42	0.43	0.44	0.31	<b>2.60</b>
<b>Reduced risk of premature death</b>	923.37	227.99	230.13	165.75	<b>1547.24</b>
<b>Absenteeism</b>	219.12	53.09	54.47	39.36	<b>366.04</b>
<b>Journey Ambience</b>	242.54	321.73	70.52	136.20	<b>770.99</b>

## Economic Assessment – Methodology

### Active Mode Appraisal Toolkit

The schemes within the Sunderland Cycling Package 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 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.

### Economic Assessment – Data Sources

Table outlines the data sources used. Further information can be found in Annex E.

Table 3: Data Sources

<b>Topic</b>	<b>Issue</b>	<b>Figure Used</b>	<b>Data Source / Evidence</b>
<b>General</b>	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
<b>Walking</b>	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	See	See scheme inputs and outputs in

	walking journeys in the do something scenario/with project	scheme inputs and outputs in ANNEX E	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
<b>Cycling</b>	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
<b>Bus</b>	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.

Table 4: BCR Packages

Package	PVB (1000s)	PVC (1000s)	BCR
Sunderland Cycling Package	£2657	£1171	2.35

### 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.

Cycle links to Sunderland package					
Total scheme cost (£m)	2018/19	2019/20	2020/2021	2021/2022	2022/23
Total DfT (TCF) funding contribution (£m):	0.495	1.035			
Total public sector contribution (£m):	0.036	0.250			
Total local and/or private contribution (£m):					



### B1522 Ryhope to Sunderland City Centre Cycle Route

Total scheme cost (£m)	2018/19	2019/20	2020/2021	2021/2022	2022/23
Total DfT (TCF) funding contribution (£m):	0.145	0.555			
Total public sector contribution (£m):	0.016	0.250			
Total local and/or private contribution (£m):					

### B1285 Hetton – Easington Lane to National Route 1 and Sunderland City Centre Route

Total scheme cost (£m)	2018/19	2019/20	2020/2021	2021/2022	2022/23
Total DfT (TCF) funding contribution (£m):	0.050	0.450			
Total public sector contribution (£m):	0.012				
Total local and/or private contribution (£m):					

### Essen Way Cycle Route

Total scheme cost (£m)	2018/19	2019/20	2020/2021	2021/2022	2022/23
Total DfT (TCF) funding contribution (£m):	0.190	0.010			

<b>Total public sector contribution (£m):</b>	0.005				
<b>Total local and/or private contribution (£m):</b>					

<b>Ferryboat Lane, Castletown link to IAMP and Nissan</b>					
<b>Total scheme cost (£m)</b>	2018/19	2019/20	2020/2021	2021/2022	2022/23
<b>Total DfT (TCF) funding contribution (£m):</b>	0.110	0.020			
<b>Total public sector contribution (£m):</b>	0.003				
<b>Total local and/or private contribution (£m):</b>					

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

- B1522 Ryhope to Sunderland City Centre Cycle Route

- B1285 Hetton – Easington Lane to National Route 1 and Sunderland City Centre Route
- Essen Way Cycle Route
- Ferryboat Lane, Castletown link to IAMP and Nissan

<b>B1522 Ryhope to Sunderland City Centre Cycle Route</b>			
<b>Task</b>	<b>Task description</b>	<b>Start date</b>	<b>Completion date</b>
<b>FBC completion</b>			
<b>Procurement</b>	Can appoint in-house		
<b>Planning approval and associated licences</b>	N/A as not required		
<b>Mobilisation</b>		28/01/2019	01/02/2019
<b>Construction start</b>		04/02/2019	27/09/2019
<b>Project completion</b>		27/09/2019	
<b>Financial completion</b>	completion date can only be identified after final snagging of scheme is completed		
<b>Monitoring and evaluation</b>	Sunderland City Council standard project management documents (PRINCE2) will be used for each project identified.		

<b>B1285 Hetton – Easington Lane to National Route 1 and Sunderland City Centre Route</b>			
<b>Task</b>	<b>Task description</b>	<b>Start date</b>	<b>Completion date</b>
<b>FBC completion</b>			
<b>Procurement</b>	Can appoint in-house		
<b>Planning approval and associated licences</b>	N/A as not required		
<b>Mobilisation</b>		25/02/2019	01/03/2019

<b>Construction start</b>		04/03/2019	28/06/2019
<b>Project completion</b>		27/09/2019	
<b>Financial completion</b>	Completion date can only be identified after final snagging of scheme is completed		
<b>Monitoring and evaluation</b>	Sunderland City Council standard project management documents (PRINCE2) will be used for each project identified.		

<b>Essen Way Cycle Route</b>			
<b>Task</b>	<b>Task description</b>	<b>Start date</b>	<b>Completion date</b>
<b>FBC completion</b>			
<b>Procurement</b>	Can appoint in-house		
<b>Planning approval and associated licences</b>	N/A as not required		
<b>Mobilisation</b>		07/01/2019	11/01/2019
<b>Construction start</b>		14/01/2019	29/03/2019
<b>Project completion</b>		29/03/2019	
<b>Financial completion</b>	completion date can only be identified after final snagging of scheme is completed		
<b>Monitoring and evaluation</b>	Sunderland City Council standard project management documents (PRINCE2) will be used for each project identified.		

## Ferryboat Lane, Castletown link to IAMP and Nissan

Task	Task description	Start date	Completion date
<b>FBC completion</b>	Complete as part of RGF 4 Application		
<b>Procurement</b>	Can appoint in-house		
<b>Planning approval and associated licences</b>	N/A as not required		
<b>Mobilisation</b>		07/01/2019	11/01/2019
<b>Construction start</b>		07/01/2019	08/03/2019
<b>Project completion</b>		29/03/2019	
<b>Financial completion</b>	completion date can only be identified after final snagging of scheme is completed		
<b>Monitoring and evaluation</b>	Sunderland City Council standard project management documents (PRINCE2) will be used for each project identified.		

## 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: Mark Jackson, Head of Infrastructure & Transportation, Sunderland City Council is the Senior Responsible Owner for all schemes in this package.

Further information is available on request.

## B7. Commercial Case

Market engagement is not deemed necessary as works will be carried out in-house by the Sunderland City Council Highway Operations team.

All procurement undertaken by the Council is regulated by law and the Council will continue to maintain detailed Procurement Procedure Rules (PPR's) within its Constitution to ensure all procurement is undertaken legally and maximises the local economic impact whilst securing the desired outcomes and value for money.

Highways operations will be used for the civil construction element of the proposals. The Regional Traffic Signals Group (RTSG) will be used for all traffic signal installations and equipment suppliers. Sunderland Councils Legal Services will be engaged to implement the necessary changes to the Highways Act that are required for the implementation of these proposals.

### Corporate procurement

The Corporate Procurement team has two distinct teams – a Commercial Team (including a Market Engagement function) and a Procurement Operational Team.

### Commercial Team

The team undertake strategic and complex procurement activity, usually of a significant scale, and often requiring a high level of interaction with other commercial teams within the Council, such as Legal and Finance.

The Commercial Team also includes a Market Engagement function, which is responsible for gathering intelligence on local supply markets, liaising with representative bodies (such as NECC (North East Chamber of Commerce) and FSB (Federation of Small Businesses)) and maintaining the Council's 'Buy Sunderland First' system.

### Operational Team

Procurement activity within the Operational Team is based on a category management model, which secures value for money and delivers strategic priorities

through grouping related products and services within the following specialist portfolios / categories:

Social Care Professional Services ICT and Telecoms Business Support Facilities Management Operational Goods and Services Construction, Repairs and Maintenance

Corporate Procurement must be notified via an online Procurement Request Form at the earliest opportunity of any future procurement requirements at or above £5,000 (total contract value).

## B8. Equality Analysis

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

Yes       No

Further information is 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?

Not applicable in view of the scheme costs but could be done.

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 Cyclce Links to Sunderland 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.

<b>Names</b>	<b>Helen Golightly</b>
<b>Position</b>	Head of Paid Service, NECA
<b>Signed</b>	

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

<b>Name</b>	<b>Paul Woods</b>
<b>Position</b>	Chief Finance Officer, NECA
<b>Signed</b>	

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](mailto: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

