Department for Transport

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

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

Applicant Information

City region name
North East Combined Authority and North of Tyne Combined Authority

Bid Manager name and position
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SECTION A – Scheme description and Corridor name

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

Public Transport and Reliability Upgrades Package

This package of schemes delivers reliable and prioritised journey times for buses on strategic routes, including:

- Durham City Centre
- Newcastle Quayside
- Follingsby Lane
- A185
- Key bus corridors in Tyne and Wear

A map of the scheme locations is provided in Annex A.

A2 Scheme Description

The package is comprised of the following schemes:

- Enhancement to ITS in Tyne and Wear – upgrading traffic signals on bus corridors in Tyne and Wear and providing improved real-time information to motorists
- UTMC measures in Durham City – complementing previous investment in Durham City to increase UTMC network
- Newcastle Quayside Intelligent Traffic Signal (ITS) extension – enhancement of the ITS scheme being delivered as part of the Early Measures Fund
- Follingsby Lane upgrade – upgrade Follingsby Lane to accommodate buses
- A185 Intelligent Transport Corridor - upgrade and connect the existing signals infrastructure on the A185

These schemes form the early stages of several programmes likely to feature in our Tranche 2 bid, using a mixture of region-wide technology investment and focused infrastructure investment to address existing bus congestion issues. Some of the investments, such as the Follingsby Lane upgrade, also address connectivity issues that are anticipated to arise in the near future.

SECTION B – The Business Case

B1 Background (what are the Scheme Objectives?)

This package of schemes is focused on key bus corridors and congestion hotspots situated along the four priority corridors identified in our Expression of Interest. Intelligent Transport Systems (ITS) offer significant opportunities to optimise existing road space and increase capacity by managing travel demand, improving and regulating traffic flows, increasing traffic speed and, improving public transport journey times reliability and quality. At the same time having a positive impact on quality of life and health.

Delivery of the package will improve public transport journey times to key employment sites; incuding Durham City Centre, Newcastle City Centre, Sunderland City Centre, Team Valley Trading Estate, Quorum Business Park, Follingsby Park and the developing International Advanced Manufacturing Park (IAMP).

A reduction in congestion will benefit air quality along the corridors, including in an Air Quality Management Area (AQMA) close and at identified NOx exceedance sites.

The package will deliver improvements to Follingsby Lane that will enable to route to accommodate bus services. This will enable existing bus services to be rerouted to serve Follingsby Park and IAMP, and is supported by the operators of those services.

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

- Poor air quality (NO2) within Air Quality Management Areas and near to links which are exceedances on the PCM model
- Access to key employment and education sites
- Congestion in urban areas linked to high levels of single occupancy vehicle usage.

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. For instance the Follingsby Lane improvement in South Tyneside will facilitate efficient movement of express bus services while major highway works on the A19 are ongoing, as well as opening up new public transport opportunities to strategic employment sites at IAMP and Follingsby Park.

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 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 **Public Transport and Reliability Upgrades 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	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]	The package of schemes provides improved public transport jouney times 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.
Improving access to work and delivering growth	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.	The package of schemes reduces public transport journey times to existing and new employment opportunities, contributing to a growing economy by allowing employers to source workers and employees to access new job opportunities.

	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]	The package also improves public transport access to IAMP and Follingsby Park, enabling the sites to be accessed by sustainable modes.
Encouraging the use of new mobility systems	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]	Not applicable.
Tackling air pollution and reducing carbon emissions	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	The package of schemes will reduce congestion, decreasing carbon emissions and improving air quality. The package will also enhance air quality in an AQMA close to NOx exceedance sites.

	negative impact of transport on air quality. [Transport Manifesto 2016 p. 21] [TfN Strategic Transport Plan 2018 p. 13]	
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 package of schemes provides improved bus journey times to major employers and tertiary education establishments, including Newcastle University, Northumbria University and Newcastle College.

This package supports the following key economic centres, corridors and housing growth sites identified in Annex B:

- International Advanced Manufacturing Park (IAMP)
- Nissan
- Follingsby Park
- Newcastle City Centre
- Durham City Centre
- Cobalt Business Park

- Metrocentre
- Sunderland City Centre
- Port of Tyne Enterprise Zone
- North Bank of the Tyne Enterprise Zone
- Team Valley Trading Estate
- Quorum Business Park

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 Public Transport and Reliability Upgrades Package has the following resulting outcomes and key performance indicators:

- Improved access to employment opportunities by public transport. Reduced and more reliable public transport journey times to key employment sites. KPI- Public transport journey times
- Improving air quality – by reducing congestion and vehicle dwell times KPI- reduced carbon emissions
- Improving productivity through improved public transport journey times 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_2 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

Objective	**Impacts**
TCF objectives met	• Tackling air pollution and

	reducing carbon emissions • Drive up productivity through improved connectivity
Geographical corridor targeted	• North and South • Banks of the Tyne • Cities to Airport The package achieves improvements to journey times and journey reliability in these corridors that benefit key employment sites across the region including; IAMP, Follingsby Park, Newcastle City Centre, Durham City Centre, Sunderland City Centre, Team Valley Trading Estate, Quorum Business Park..
Primary user segment(s) targeted	Existing and future employees and existing and potential public transport passengers.
Other benefits (environmental, social etc.)	Improved public health through improved air quality and reduced carbon emissions.

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. NO_2 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 encouraging greater use of public transport modes, which in turn encourages more walking and leads to improvements in air quality. 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[1].

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.

Public Transport and Reliability Upgrades Package

There is a comprehensive public transport system in the North East, including bus, rail, light rail (Tyne & Wear Metro), ferry, and air (Newcastle International and Durham Tees Valley airports). This package of schemes seeks to improve the reliability of the public transport network across the North East and make it the mode of choice and an attractive alternative offer to car use.

Public Transport

Table 1 outlines the main impacts of the public transport scheme for Follingsby Lane.

Table 1: Main impacts of Follingsby Lane scheme

Project Element	Economic	Environmental	Social/Distribution
Follingsby Lane	- Improved sustainable connectivity to major employment sites IAMP and Follingsby Park by bus from across the North East. - Faster alternative for	- Improved air quality via modal shift. - Reduced carbon footprint of commuters.	- Improved road safety.

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

	buses during Highways England works. - Soft factor benefits from new shelters and real time information at stops

The change in travel time for do-nothing and do-something scenarios are presented in Table 2.

Table 2: Travel time (passenger-hours) for Follingsby Lane

Scenario	AM Peak Hour Travel Time (passenger-hours)	Interpeak Peak Hour Travel Time (passenger-hours)	PM Peak Hour Travel Time (passenger-hours)
Do-nothing (no roadworks)	8.60	9.51	8.34
Do-nothing (roadworks)	28.67	31.71	27.80
Do-Something	22.32	25.03	22.55

Under the existing bus network, there will be a considerable disbenefit to bus users to travel via Follingsby Lane; due to the slower speeds achievable compared to the main road network. However, starting in 2019 for up to three years, Highways England (HE) are undertaking major roadworks on the A19 between Downhill Road and Testos Roundabout (A19/A184 junction). The roadworks are anticipated to cause considerable delays to all users travelling through this junction. The upgrading of Follingsby Lane, and restriction to public transport and local traffic, will provide bus services with a faster alternative to their current routing between Downhill Lane and the A184/A194(M). The re-routing of buses along Follingsby Lane also presents the longer term opportunity for the re-routed bus services to also serve the IAMP and Follingsby Park. This re-routing provides new sustainable travel opportunities by bus from Newcastle, Middlesbrough and Sunderland, which will reduce car trips to these places.

In addition to journey time savings during the roadworks, there are also £73,729 worth of benefits associated with the four new bus stops at the IAMP and Follingsby Park.

It is assumed that the use of Follingsby Lane by public transport will be successful, and bus services continue to serve the employment sites at either end once the roadworks are completed. This will maintain the accessibility of these sites to the

broader North East region by bus, with connections to the wider transport network in Newcastle and Sunderland.

Intelligent Transport Services (ITS)
The package of ITS schemes seeks to make journeys more reliable and provide real time information to drivers. This will enable them to make better informed decisions about mode, parking or route choice. ITS is a key service which can address congestion and air quality issues having already proved its benefits to the travelling North East public. Expanding the ITS service provision will provide further significant benefits to the area. Table 3 outlines the main impacts of the 4 ITS schemes within this package.

Table 3: Main impacts of ITS schemes

Project Element	Economic	Environmental	Social/Distribution
Key Bus Corridors in Tyne & Wear	- Reduced generalised travel costs through reductions in congestion and improved journey times to general traffic and public transport.	- Improved air quality through decreased delays. - Scheme impacts on all AQMAs and also allows non-AQMAs to proactively manage traffic flows to mitigate against NO2 emissions.	- Improved accessibility to employment and leisure.
A185 Intelligent Transport Corridor	- Improved accessibility into South Shields Town Centre, Tyne Tunnels, Bede Industrial Estates, Port of Tyne and Newcastle / Gateshead.	- Improved air quality through decreased delays.	- Improved accessibility to employment and leisure.

Newcastle Quayside ITS Extension	- Improved productivity through reduced journey time unreliability - Improved access to high-quality jobs in Newcastle city centre. - Real time information reducing the need to circulate to fins parking spaces.	- Improved air quality through decreased delays.	- Improved access to shopping and entertainment facilities in city centre.
Durham City Centre UTMC	- Improved access to Durham county's key employment centre. - Reduced generalised travel costs through reductions in congestion and improved journey times.	- Improved air quality through decreased delays. - Allows authorities to introduce strategies with improved air quality information.	- Improved access to shopping and entertainment facilities in city centre.

A summary of the benefits of this package of schemes are reported in Table 4 .
Table 4: ITS Schemes – Summary Results

	PVB	PVC	BCR	Indicative Bus Users Benefit
Key Bus Corridors in Tyne & Wear	£50,581,769	£5,490,766	9.21	£5,563,995
A185 Intelligent Transport Corridor	£3,512,623	£597,260	5.88	£386,389
Newcastle Quayside ITS Extension	£3,086,501	£364,992	8.46	£339,515

Durham City Centre UTMC	£3,739,480	£500,371	7.47	£411,343
ALL SCHEMES	**£60,920,373**	**£6,953,388**	**8.76**	**£6,701,241**

Economic Assessment

The delivery of this package benefits the following users:

- Public transport users
  - New users through new connections and more reliable bus journeys;
  - Existing users through more reliable journeys.
- Motorised vehicle users
  - Existing users.
- Businesses
  - New sustainable infrastructure links;
  - Reliable journeys for business related travel.

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:

- 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

Public Transport

- The proforma has been completed for the assessment of Follingsby Lane.
- Affected bus services and their frequencies have been identified (from the promoter and bus timetables available online from Nexus, along with the average capacity of a bus on each route (provided by operators);
- Estimated new number of passengers is 3 people per bus in a do-something scenario;
- Distance affected under a do-nothing (current network) and do-something (via Follingsby lane) network has been calculated between the following points:
  - A184/A194 junction
  - A19/A1290 junction
- Affected journey time between the two junctions has been calculated by using distance/speed (in the absence of a viable data set that covers the specific section and routes in question);
- Speeds have been set according to the speed limit and anticipated delays based on information available in the public domain.

- Bus soft factors have also been calculated for the provision of 4 new bus shelters and real time passenger information screens at these stops (2 stops at IAMP and 2 stops at Follingsby Park). Results have then been appraised over a 20 year period.

Intelligent Transport Systems

The key source for defining benefits for UTMC schemes is the report "NECA UTMC Review", prepared by AECOM on behalf of NECA in March 2016 (included in Appendix E). One of the outputs of this report is a review of the benefits of enhancements of this type of scheme, including monetised benefits where possible.

The following key valuations are used in the appraisal:

- Adaptive Traffic Signal Control:
    - Remote Access Sites (average of £60k per junction over 10 years, only 50% of benefits were taken for the business case); and
    - SCOOT Sites (average value of £90k per junction p.a., only 50% of the benefits were assumed for the business case).

  For this appraisal a conservative benefits of £60k/annum (2015 prices) is assumed for each junction included.

  (Note, 50% of the benefits were assumed as a conservative and realistic, without overstating the very positive benefits of these schemes

- Real Time Travel / Road Information:
    - Bundles together all the data collection systems (ANPR, weather stations, etc.);
    - Bundles together all dissemination system (VMS, Internet, etc.); and
    - Benefits from "Willingness to Pay" – various studies average value of 25p (values of between 5p-20p have been assumed for the NECA for various test scenarios).
    - For this appraisal, in common with the appraisal undertaken in 2016, a conservative value of 10p per trip has been assumed. This applies to any and all types of real time travel / road information included in the schemes.

In all cases, benefits are discounted and deflated to 2010 values and prices following WebTAG principles. A 10 year appraisal period is used, reflecting the life-expectancy of such schemes.

Enhancements to ITS in Tyne and Wear
144 junctions across the area are proposed for enhancement. This is valued at £60,000 benefit per annum per junction (2015 prices).

A185 Intelligent Transport Corridor
Four signalised junctions and 6 crossings are proposed for enhancements. This is valued £60,000 per annum per junction/crossing (2015 prices).

Newcastle Quayside - ITS extension
This scheme proposes ANPR/VMS at 6 large carparks + UTMC upgrades of 8 junctions.
The benefit to each car park user is valued at 10p per trip (2015 prices). In the absence of car-park usage data, the number of users has been estimated by considering the car park capacity, location and charging structure. This has been "validated" through comparison with surveyed occupancy levels, based on a study carried out by AECOM on behalf of NCC in 2015. This is summarised in Table 5. This yields a benefit of £47,213 per annum (2015 prices). The upgrade to the 8 junctions is valued at £60,000 per annum per junction (2015 prices).

Table 5: Car Park Details

Car Park	Number of Spaces	Surveyed Peak Weekday Term-Time Occupancy (2015 Study)	Assumed usage pattern (based on location, charging structure)	Assumed entries/day	Annual entries (assume 300 days/year)	Benefit (£)
Civic Centre	267	93% (weekend)	Staff parking, (weekend shopper, assume 1.5 entries/space, Saturday only)	400.5	20826* (assumes 52xSat/year)	£2,082.60
Claremont Road	219	90%	All day (1 entry per space)	219	65700	£6,570.00
Ellison Place	119	100%	All day (1 entry per space)	119	35700	£3,570.00
Grainger Town	401	95%	Shopper/ med stay (1.5 entries per space)	601.5	180450	£18,045.00
Manors	485	70%	Shopper/ med stay	509.25	152775	£15,277.50

			(1.5 entries per space, scaled down to 70% ro reflect occupancy).			
Oxford Street	139	40%	All day (1 entry per space, scaled down to 40% to reflect occupancy)	55.6	16680	£1,668.00
TOTAL (Annual Benefit)						**£47,213**

UTMC measures in Durham City
The proposal is for a range of VMS / driver information interventions across the city of Durham. These are valued at 10p per trip (2015 prices).
The number of users affected has been calculated as follows:

- 70,000 origins/destination trips in urban Durham per day (car drivers, sourced from TEMPRO database).
- It is assumed that 25% of these trips benefit from the scheme – 17,500 trips/day.
- This is multiplied by 365 to provide an annual number of trips of 6,387,500.
- This provides an annual benefit of £638,750 (2015 prices).

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 and 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%.

The AMAT for Follingsby Lane Upgrade can be found in Annex F.

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.

Enhancements to ITS in Tyne and Wear

Total Package cost (£m)	**2018/19**	**2019/20**
Total DfT (TCF) funding contribution (£m):	0.225	0.675
Total public sector contribution (£m):	1.000	1.800
Total local and/or private contribution (£m):	0.800	

Durham City UTMC measures

Total Package cost (£m)	**2018/19**	**2019/20**
Total DfT (TCF) funding contribution (£m):	0.454	0.100
Total public sector contribution (£m):	0.200	
Total local and/or private contribution (£m):		

Newcastle Quayside ITS extension

Total Package cost (£m)	**2018/19**	**2019/20**
Total DfT (TCF) funding contribution (£m):	0.250	
Total public sector contribution (£m):	0.150	0.200
Total local and/or private contribution (£m):		

Follingsby Lane Upgrade

Total Package cost (£m)	2018/19	2019/20
Total DfT (TCF) funding contribution (£m):	0.200	0.700
Total public sector contribution (£m):	0.100	0.300
Total local and/or private contribution (£m):	0.300	1.000

A185 Intelligent Transport Corridor

Total Package cost (£m)	2018/19	2019/20
Total DfT (TCF) funding contribution (£m):	0.250	0.400
Total public sector contribution (£m):		0.250
Total local and/or private contribution (£m):	0.250	0.650

Total Package Cost

Total Package cost (£m)	2018/19	2019/20
Total DfT (TCF) funding contribution (£m):	1.379	1.875
Total public sector contribution (£m):	1.450	2.550
Total local and/or private contribution (£m):	1.350	1.650

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 are shown below. It is clear that a start on all schemes can be achieved before the end of March 2019, and all schemes will be substantially complete by the end of December 2019 (or shortly thereafter).

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

- Enhancements to ITS in Tyne and Wear - there is already a contract in place for upgrade to traffic signals equipment. This was procured using the OJEU procedures.
- Durham City UTMC measures – procurement process for the upgrade of the back office system has commenced and the contractor pre-engagement is complete. Intend to use the Crown Commercial Services contract to secure all equipment. All other aspects of delivery will be undertaken by in-house resources at Durham City Council.
- Newcastle Quayside ITS extension - all works would be undertaken in-house by the Regional Traffic Signals Unit. 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.
- Follingsby Lane Upgrade - These can be priced using internal Officers and delivered using standard highway resources that are readily available. The procurement process will be completed internally and minimal risks for delivery are expected.
- A185 Intelligent Transport Corridor - has completed the initial designs for the scheme. These can be priced using internal Officers and delivered using standard highway resources that are readily available. The procurement process will be completed internally and minimal risks for delivery are expected.

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

Enhancements to ITS in Tyne and Wear

Task	Task description	Start date	Completion date
FBC completion			
Procurement	Contract already in place. Orders placed on grant confirmation	Grant confirmation (February 2019)	April 2019

Planning approval and associated licences	N/A		
Mobilisation			
Equipment Installation	Installation of Traffic Signal Upgrade	April 2019	March 2020
Project completion	All identified signals connected to and configured on back office system		March 2020
Financial completion			March 2020
Monitoring and evaluation			

Durham City Centre UTMC measures

Task	Task description	Start date	Completion date
FBC completion	Works to be completed in house	12 December 2018	12 January 2019
Procurement	Back office system already commenced Monitoring equipment and cameras VMS (12 week delivery)	October 2018 January 2018 January 2018	January 2019 February 2019 February 2019
Planning approval and associated licences	None required		
Mobilisation			
Construction start			
Project completion	Back office system Monitoring equipment and cameras VMS	February 2019 February 2019 February 2019	March 2019 March 2019 May 2019
Financial completion			Aug 2019
Monitoring and evaluation		May 2019	May 2022

Newcastle Quayside ITS extension

Task	Task description	Start date	Completion date
FBC completion	Business Case Complete	Jan 2019	Jan 2019
Procurement	Purchase of required equipment	Feb 2019	Feb 2019
Planning approval and associated licences	None		
Mobilisation	Plan and mobilise	Feb 2019	March 2019
Construction start	Begin work on site	March 2019	March 2019
Project completion	Complete work on Site	April 2019	April 2019
Financial completion		May 2019	May 2019
Monitoring and evaluation		May 2019	May 202

Follingsby Lane Upgrade

Task	Task description	Start date	Completion date
FBC completion	Completed, designs in principle have been created as have BCR's.		
Procurement	Not required internal construction and design teams will be used.		
Planning approval and associated licences	Not required, works will be kept within the adopted highway. No planning approvals will be required. TRO's will be developed as necessary.		
	Consultation with stakeholders (Councillors, local residents etc.)	January 2019	February 2019
Mobilisation	Highways England to be formally consulted to minimise risk to scheme.	December 2018	
Mobilisation	Teams will be prepared and briefed to ensure clarity of purpose.	February 2019	
Construction start	Work teams will commence on site during the Spring.	March 2019	June 2020

Project completion	The works to be substantially completed- excluding TRO's and associated lining.	March 2020	
	Completion of TRO's and final details of the scheme including signage as necessary.	March 2020	April 2020
Financial completion	Compiling of final invoices including finalisation of TRO's.	May 2020	June 2020
Monitoring and evaluation	Post Scheme Monitoring of the scheme over the course of a neutral month. Procured via existing frameworks.	June 2020	June 2021

A185 Intelligent Transport Corridor

Task	Task description	Start date	Completion date
FBC completion	Works are currently being completed by JCT. Designs and Benefits are currently being finalised.	September 2018	January 2019
Procurement	Works to be undertaken by the Regional Traffic Signals Team using existing framework agreements. No issues expected.	February 2019	April 2019
Planning approval and associated licences	Works to be undertaken on the adopted highway- no additional formal	N/A	

	approval is necessary		
	Consultation to be undertaken with local stakeholders to ensure local acceptability.	January 2019	February 2019
Mobilisation	Works are to be undertaken within existing frameworks and regional teams.	April 2019	April 2019
Construction start	Works to be constructed primarily during early- mid 2019	April 2019	September 2019
	Finalisation of construction element of project post Great North Run.	September 2019	October/November 2019
Project completion	Final completion of the project- subject to weather and nearby highways works.	October 2019	November 2019
Financial completion	Final payment of invoices will be completed towards the end of the financial year.	March 2020	April 2020
Monitoring and evaluation	Works are to be monitored one year post scheme implementation	June 2020	June 2020

B6. Management Case

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

☒ Yes ☐ No

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

Scheme	SRO
Regional Urban Traffic Management Control (UTMC)	Marshall Poulton, Assistant Director – Transport, Newcastle City Council
UTMC measures in Durham City	Dave Wafer, Strategic Traffic Manager
Newcastle Quayside Intelligent Traffic Signal (ITS) extension	Graham Grant, Head of Transport Investment, Newcastle City Council
Follingsby Lane upgrade	George Mansbridge, Acting Corporate Director for Economic Regeneration, South Tyneside Council
A185 Intelligent Transport Corridor	George Mansbridge, Acting Corporate Director for Economic Regeneration, South Tyneside Council

Further details are available on request.

B7. Commercial Case

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

Scheme	
Regional Urban Traffic Management Control (UTMC)	There is already a contract in place for the ugrade to traffic signals. The contract was procured using the OJEU procedures.
UTMC measures in Durham City	Durham City Council have commenced a procurement process for the upgrading of the back office system. Contractor pre-engagement is complete. As with previous projects Durham City Council intend to use the Crown Commercial Services contract to secure all equipment. All other aspects of delivery will be undertaken by in-house resources at Durham City Council.
Newcastle Quayside Intelligent Traffic Signal (ITS) extension	All works would be undertaken in-house by the Regional Traffic Signals Unit. 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.
Follingsby Lane upgrade	South Tyneside Council has completed the initial designs for the scheme. These can be priced using internal Officers and delivered using standard highway resources that are readily available. The procurement process will be completed internally and minimal risks for delivery are expected.
A185 Intelligent Transport Corridor	South Tyneside Council has completed the initial designs for the scheme. These can be priced using internal Officers and delivered using standard highway resources that are readily available. The procurement process will be completed internally and minimal risks for delivery are expected.

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 Public Transport and Reliability Upgrades Package I hereby submit this request for approval to DfT on behalf of North East Combined Authority and North of Tyne Combined Authority and confirm that I have the necessary authority to do so.

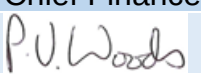
I confirm that North East Combined Authority and North of Tyne Combined Authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name	**Helen Golightly**
Position	Head of Paid Service, NECA
Signed	

D2 Section 73 Officer Declaration (equivalent to S151 Officer)

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

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties;
- accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2022/23;
- Confirms that the authority has the necessary governance and assurance arrangements in place and the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name	**Paul Woods**
Position	Chief Finance Officer, NECA
Signed	

Submission of Bids

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

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

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

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

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: NECA UTMC Review Report

Annex F: AMAT Follingsby Lane Upgrade

Annex G: Location map

Annex H: Map of enterprise zones

Annex I: Spatial map of four key corridors

Annex J: Scheme specific letters of support