

Levelling Up Fund Application Form

This form is for bidding entities, applying for funding from the Levelling Up Fund (LUF) across the UK. Prior to completing the application form, applicants should read the [LUF Technical Note](#).

The Levelling Up Fund Prospectus is available [here](#).

The level of detail you provide in the Application Form should be in proportion to the amount of funding that you are requesting. For example, bids for more than £10m should provide considerably more information than bids for less than £10m.

Specifically, for larger transport projects requesting between £20m and £50m, bidding entities may submit the Application Form or if available an Outline Business Case (OBC) or Full Business Case (FBC). Further detail on requirements for larger transport projects is provided in the [Technical Note](#).

One application form should be completed per bid.

Applicant & Bid Information

Local authority name / Applicant name(s)*: [Newcastle City Council](#)

**If the bid is a joint bid, please enter the names of all participating local authorities / organisations and specify the lead authority*

Bid Manager Name and position: Jean Browne, City Centre Specialist Advisor

Name and position of officer with day-to-day responsibility for delivering the proposed scheme.

Contact telephone number: 07956725337 **Email address:**
jean.brown@newcastle.gov.uk

Postal address: Newcastle Civic Centre, Barras Bridge, Newcastle,
NE1 8QH

Nominated Local Authority Single Point of Contact:
vicky.cuthbertson@newcastle.gov.uk

Senior Responsible Officer contact details:
Michelle.percy@newcastle.gov.uk

Chief Finance Officer contact details: tony.kirkham@newcastle.gov.uk

Country:

- England**
- Scotland**
- Wales**
- Northern Ireland**

Please provide the name of any consultancy companies involved in the preparation of the bid:

GENECON LTD

For bids from **Northern Ireland applicants** please confirm type of organisation

- | | |
|---|---|
| <input type="checkbox"/> Northern Ireland Executive | <input type="checkbox"/> Third Sector |
| <input type="checkbox"/> Public Sector Body | <input type="checkbox"/> Private Sector |
| <input type="checkbox"/> District Council | Other (please state) |

PART 1 GATEWAY CRITERIA

Failure to meet the criteria below will result in an application not being taken forward in this funding round

1a Gateway Criteria for **all bids**

Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22

Yes

Please ensure that you evidenced this in the financial case / profile.

1b Gateway Criteria for private and third sector organisations in **Northern Ireland bids only**

(i) Please confirm that you have attached last two years of audited accounts.

Yes

No

(ii) **Northern Ireland bids only** Please provide evidence of the delivery team having experience of delivering two capital projects of similar size and scale in the last five years. (Limit 250 words)

PART 2 EQUALITY AND DIVERSITY ANALYSIS

2a Please describe how equalities impacts of your proposal have been considered, the relevant affected groups based on protected characteristics, and any measures you propose to implement in response to these impacts. (500 words)

It is recognised that the proposed changes to the city centre may mean a change of access for some users. While the removal of vehicles from some city centre streets will unlock huge potential, there have been concerns raised around accessibility, particularly for those with disabilities or limited mobility, and the proximity of bus stops to city centre destinations.

Engagement with the public has been undertaken on several occasions including Summer 2018 and 2019 when road closures were in place to trial interventions in the city centre, and again in January 2020 to seek feedback on specific design proposals. Specific consultations have taken place with representatives of the Elders Council and disability groups to better understand their concerns relating to the proposals and to ensure feedback about the proposals are captured and incorporated into the design reviews. The major themes from the engagements include access to and around the Monument area and the reliability of bus services, and the quality of bus shelter provision and the new stop locations. Feedback from businesses also identified concern around access times for deliveries. To address the concerns changes have been made including:

- Increasing designated disabled parking. This will be consolidated into specific areas and will replace public pay and display parking to give greater confidence of access to disabled parking provision;
- Investigating the provision of accessible electric vehicles to bus users with mobility issues, dropping individuals nearer to the Monument if they need extra help to counteract mobility concerns;
- Additional stopping space for buses and higher quality bus shelters;
- Ongoing discussions with Nexus and Bus Operators to inform network modelling and identify potential alternative bus routing, service options and measures to mitigate concerns.

Initial accessibility modelling has been undertaken to give an insight into the impacts on accessibility in the city centre should the proposals be taken forward. The modelled results have been compared to routine changes in timetable, recognising that Covid will have had an impact on timetable changes in recent months. From the early reviews, modelling indicates that changes in the timetable generally produce a much greater change in the accessibility than the proposed changes of the stop locations from newly 'pedestrianised' areas to the bus loop. Discussions with Nexus and Bus Operators remain ongoing and accessibility

modelling will be progressed with more certainty and in more detail as and when future routes and stopping arrangements have been determined.

When authorities submit a bid for funding to the UKG, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of successful bids by UKG. UKG reserves the right to deem the bid as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published: www.newcastle.gov.uk

PART 3 BID SUMMARY

3a Please specify the type of bid you are submitting

Package bid. (2 linked projects)

3b Please provide an overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component elements are aligned with each other and represent a coherent set of interventions (Limit 500 words).

Newcastle city centre is the economic engine of the North East. We want to establish the city as a significant and unique European destination for tourism, business and investment, and create a place which our residents continue to be proud of.

Our city centre is underperforming. Covid-19 has exacerbated these challenges. We have an output-gap of £4.9bn and low levels of knowledge-intensive jobs. We need to attract investment to close this gap. Investing in the quality of spaces, environment and mixed-use offer at the historic heart of our city will bring the confidence private investors need to do business.

Our two investment packages, **Grainger Market and Old Eldon Square/Blackett Street** will dramatically improve the quality of the **Grainger Town** area and protect its heritage. They will significantly contribute to our city centre transformation and generate optimal economic and social impacts benefiting the wider region and our neighbourhoods.

1 Northumberland Street (south)
A High Street re-imagined

- A new type of city experience – living, working, shopping and spectacle
- A place to spend time - urban games, nature, chat, incidental play, art and people watching

2 Old Eldon Square
'The People's Square'

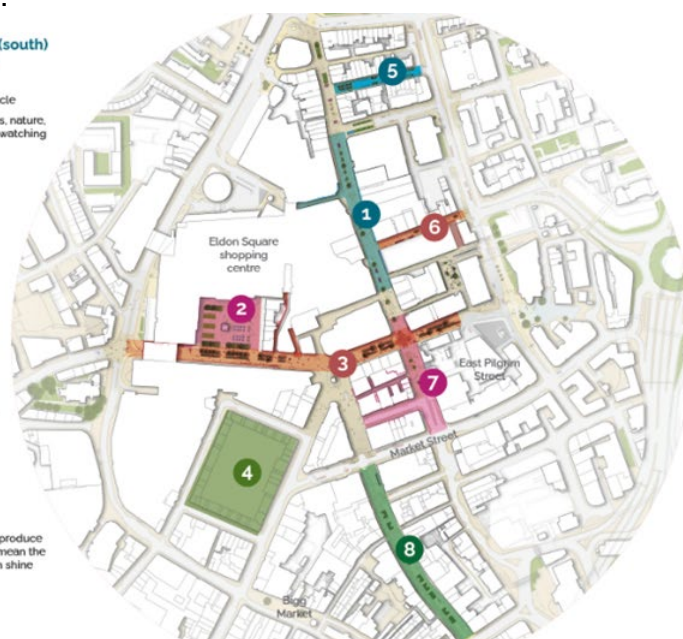
- A multi-generational space, for the very young and old
- Celebrating Newcastle's history, heritage and culture
- An engaging & dynamic events programme

3 Blackett Street
Re-imagining the Fosse

- A bold green gateway into the city centre, stitching together different areas
- Beautiful and biodiverse rainwater gardens, bringing people and nature together
- Providing delight, space to stop, dwell and socialise.

4 Grainger Market

- This will become the city's centre of produce and food culture, and our plans will mean the architecture and entrances will again shine



5 Ridley Place
Bohemian paradise, a medley of food, art & sound

- A pedestrian dominated destination space, to dwell, socialise, eat and drink
- A place to find local independent retailers, food and beverage
- A place for markets and popup retail

6 Saville Row
A new type of Garden Street

- Magical and playful, chic and boho
- Magical gardens, incidental play and fantastical lighting
- An incubator for local talent and independent businesses

7 Pilgrim Street

- High quality public realm
- Connecting new developments with the heart of the city centre
- Dedicated cycle lane to improve active travel

8 Grey Street
Europe's most elegant street

- One of Newcastle's iconic landmarks
- A majestic and uncluttered historic street that connects the river and the city
- A place for promenading, alfresco dining and marvelling at the architecture

- **Grainger Market** is the city’s oldest and most important retail asset. It needs protecting and enhancing.
- **Old Eldon Square** is an important but underperforming asset. Its layout impedes use for civic and cultural events. **Blackett Street** is heavily congested and severs the link between Old Eldon Square and Grainger Town.

These issues detract significantly from visitor experience, present a poor gateway and result in weak investment which undermines our economic performance.

Restoring **Grainger Market** and creating space for cultural activities will transform this iconic part of British retail history. It will become an international visitor destination that redefines urban retail - a food and produce retail ‘destination’ to rival the best European markets. Its striking architecture, diverse mix of independent traders and vibrant night-time events will draw large numbers of people to increase destination-retail tourism.

Old Eldon Square will become a multi-functional, elegant, civic space, anchored by spectacular interactive fountains and historic Cenotaph. Cafes, bars and restaurants will bring vibrancy day-and-night. The pedestrianisation of **Blackett Street** to New Bridge Street West will transform it into a linear-park of ecologically biodiverse rich rain-garden that cleans the air, attenuates stormwater, and cuts carbon emissions.

Creating this high-capacity world-class civic space for performances and celebrations will boost Newcastle’s competitiveness for international-scale events.

SMART-city digital-infrastructure, including ultra-fast wifi will enable a diverse range of major events, and via the Urban Observatory sensors will inform the future planning of the city.

The extension of the city’s low-carbon heat network, removing traffic from the area and new planting/biodiversity will improve air quality and reduce carbon emissions..

Our transformational designs are sensitive to our rich heritage, embrace cutting-edge digital and green technology and promote shared wellbeing and prosperity.

| | LUF | Public Match-Funding | Total |
|-------------------------------------|-------------|-----------------------------|--------------|
| Grainger Market | £7,000,000 | £2,000,000 | £9,000,000 |
| Old Eldon Square/Blackett St | £10,400,000 | £3,823,938 | £14,223,938 |
| Digital-Infrastructure | £1,100,000 | | £1,100,000 |
| Heat Network | £1,500,000 | | £1,500,000 |
| Project Management | | £400,000 | £400,000 |
| Total | £20,000,000 | £ 6,223,938 | £26,223,938 |

Spend in 2021/22 is £2m LUF.

Expected economic impact from LUF investment:

- Reoccupation of 10,201m² underutilised city centre GEA-space (20% of vacant floorspace)
- 646 gross FTE jobs
- £175m+ cumulative net-GVA (£136m+ @NPV)
- £62m net Land-Value Uplift (£56m NPV)

| | | |
|---|------------------------------|------|
| 3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case: | £20,000,000 | |
| 3d Please specify the proportion of funding requested for each of the Fund's three investment themes | Regeneration and town centre | 100% |
| | Cultural | % |
| | Transport | % |

PART 4 STRATEGIC FIT

4.1 Member of Parliament Endorsement (GB Only)

See technical note section 5 for Role of MP in bidding and Table 1 for further guidance.

4.1a Have any MPs formally endorsed this bid? If so confirm name and constituency. Please ensure you have attached the MP's endorsement letter.

Yes

Chi Onwurah MP Newcastle Central, endorses the bid. Letter of support attached.

4.2 Stakeholder Engagement and Support

See technical note Table 1 for further guidance.

4.2a Describe what engagement you have undertaken with local stakeholders and the community (communities, civic society, private sector and local businesses) to inform your bid and what support you have from them. (Limit 500 words)

A robust, inclusive, stakeholder engagement strategy is in place to ensure spaces are designed with the community and local businesses at their heart. More than 4,000 people have been surveyed over the last two years to gain wide input, alongside other meaningful engagement with a broad range of stakeholders.

During Covid-19 we have moved to virtual/electronic means and maintained a constructive two-way dialogue with stakeholder to help inform our plans as they develop. This work will continue throughout the delivery phase.

We have adopted a co-production approach that utilises our partners' expertise/insights to develop proposals that align with their objectives and our vision and strategic priorities. A detailed stakeholder audit has been undertaken, producing a defined (but not exhaustive) list of those who are fundamental to engage with on these proposals, including:

- Local MPs
- Local Businesses and membership organisations
- The NE1 Business Improvement District
- Key retail and other city centre employers
- Public sector organisations
- Tenants & social housing organisations
- Universities
- Young people
- VCSE organisations
- Disability people/groups/organisations.
- BAME groups/communities/organisations

- Religious & faith-based organisations
- Cultural Organisations
- LGBTQ+ people/organisations
- Refugees/Asylum Seeker Organisations
- Homeless people
- Bus & Metro operators

Our partners all recognise investment in the city centre will deliver the ambition to have a high-quality, vibrant mixed-use offer within the centre, with better connectivity to attract businesses, employees, residents, students and visitors to Newcastle.

People are overwhelmingly in favour of the proposed scheme for Old Eldon Square and Blakett Street area, commonly citing that it make them feel safer and provide more open space. These two issues were identified as the highest priority for improvements by those surveyed.

We have deployed a number of tools to communicate the programme and gather feedback, including:

- Regular 'face-to-face' meetings (currently virtual) with key stakeholders. Including meetings with businesses to make the case for change and demonstrate the council's commitment to making changes work for everyone.
- Regular stakeholder briefings/virtual-meetings to keep all informed regarding progress.
- Webinars hosted by the project team to talk groups through the proposals and enable detailed Q&A. These are a successful way of engaging with businesses and VCSE groups/organisations.
- Displaying/updating information to allow all to be kept informed. This enables wide and deep information sharing as it allows all public collateral to be displayed in accessible formats.

The delivery phase engagement programme will keep stakeholder groups fully informed via:

- Weekly construction-site bulletins regarding works in progress, produced in an accessible format and displayed on hoardings/information points throughout the city.
- Regular rolling information updates via the www.newcastle.gov website; making sure FAQs are regularly updated, and project photos shared.
- Regular newsletters focusing on achievements, progress and next steps produced for community distribution and available via the www.newcastle.gov website.
- Monthly/Quarterly Community Liaison Group meetings (CLG) to provide an opportunity for community and stakeholder groups to discuss the programme with the project team – especially important as businesses plan for a post-COVID-19 world.

4.2b Are any aspects of your proposal controversial or not supported by the whole community? Please provide a brief summary, including any campaigns or particular groups in support or opposition? (Limit 250 words)

The project proposals we have put forward all relate to improvements for the benefit of the public and are therefore not controversial in nature.

There are aspects of the proposals that are sensitive to some stakeholder groups and we continue to carefully manage our engagement so we communicate constructively, listen and act/respond constructively to concerns and other feedback. Our collaborative, co-production approach with stakeholders is helping us manage sensitivities effectively.

Proposals around the pedestrianisation of Blakett Street will lead to the re-routing of traffic and public transport away from the street. Some concerns have been voiced by a representation of bus users over the distance from proposed new bus locations to the main shopping area, compared to existing.

Grainger Town and the Grainger Market are historically significant and any proposals to alter the public realm or the structure/layout of the market will be subject to public scrutiny and to the traders and businesses that operate in the market.

4.2c Where the bidding local authority does not have the statutory responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?

N/A

For Northern Ireland transport bids, have you appended a letter of support from the relevant district council

Yes

No

N/A

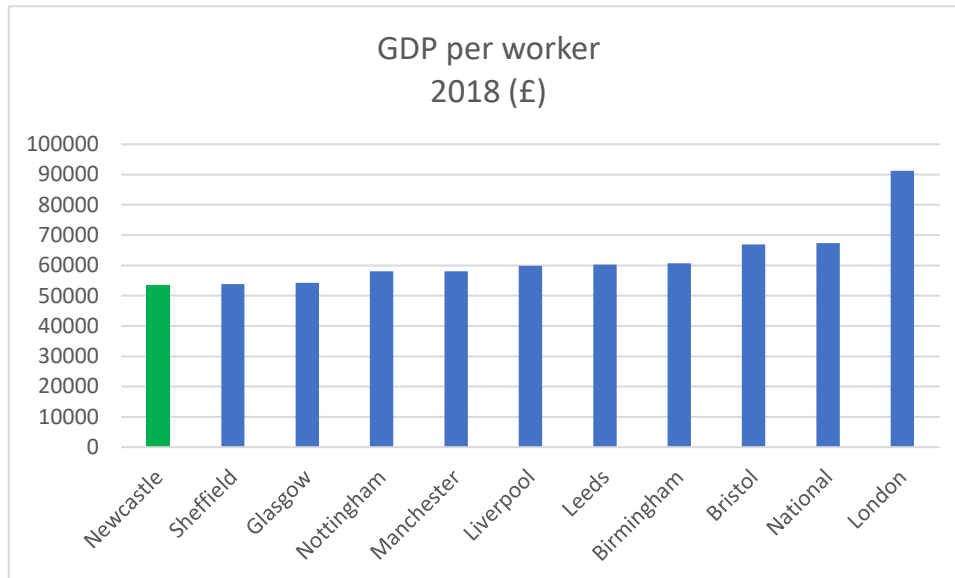
4.3 The Case for Investment

See technical note Table 1 for further guidance.

4.3a Please provide evidence of the local challenges/barriers to growth and context that the bid is seeking to respond to. (Limit 500 words)

Transformation of Newcastle City Centre is fundamental to the long-term future of the North East region. It is the largest retail/leisure and employment centre, providing employment for over 19,000 people and attracting 11 million visitors each year.

However, the city centre is underperforming. The 2020 Centre for Cities report “Why big cities are crucial to ‘levelling up’ ” highlights a £4.9bn output gap in the Newcastle economy. It recommends a specific focus on the city-centre economies, with clear priorities of providing more attractive spaces to do business and ensuring there is sufficient commercial space for businesses within centres.



Our ambition is by 2030 that 14,000 additional jobs are created and another 3 million visitors attracted as a result of Newcastle city centre’s transformation. Our challenge is to invest to create a successful, sustainable city centre of international quality and repute that delivers this ambition. To achieve this we must:

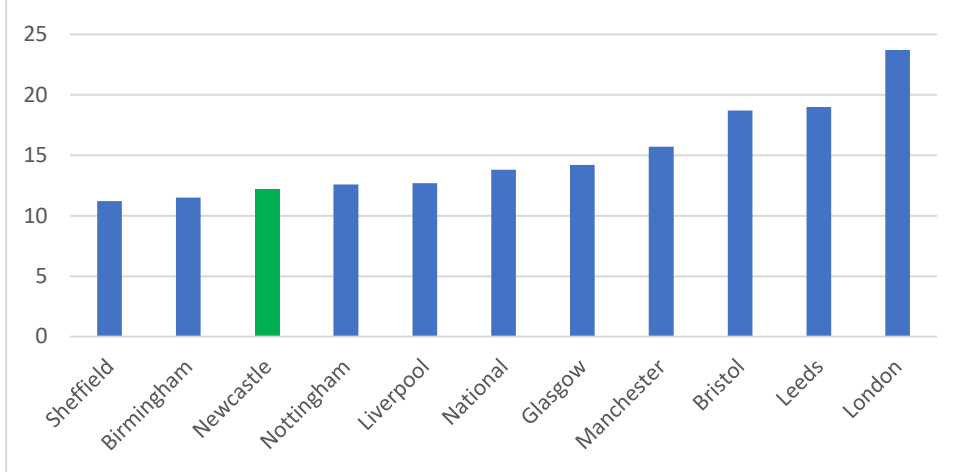
1. Unlock our economic potential by continuing our city centre transformation programme.

We need to create a connected urban streetscape that harnesses the intrinsic value of our strong Georgian heritage and builds contemporary spaces and experiences that excite local people, visitors and workers.

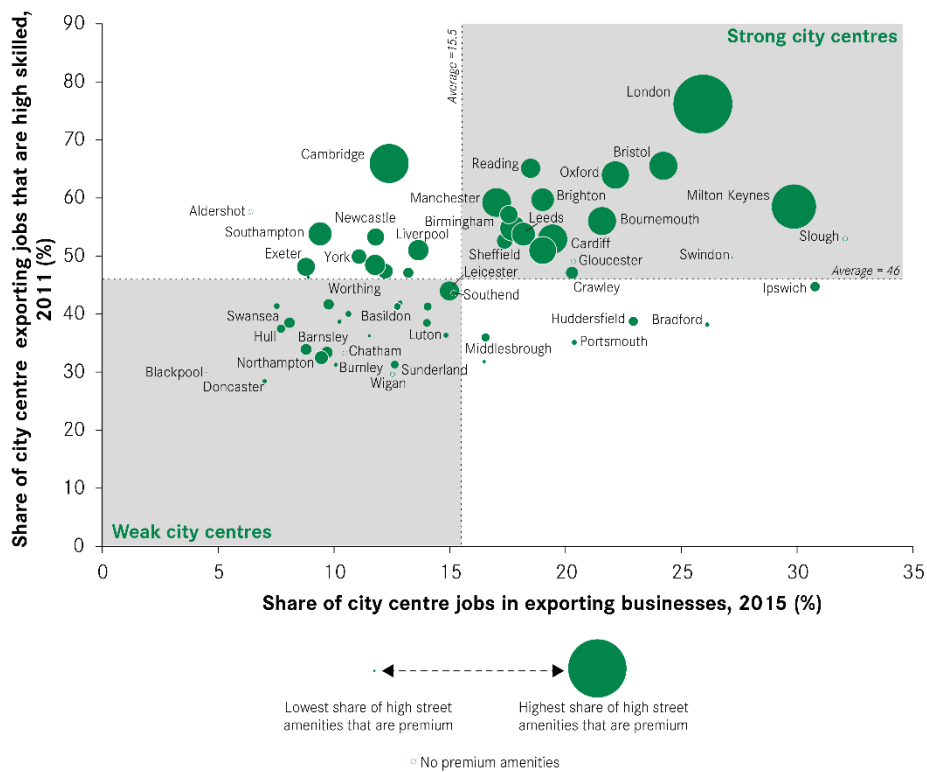
Significant public realm investment is needed to improve connectivity between commercial sites and the wider retail/services offer. This is the key to increasing investor confidence and unlocking investment in new commercial development.

With both Universities located in the centre we are having success at attracting and growing hi-tech, knowledge-intensive jobs,

Private knowledge intensive business services jobs 2019 (%)



Evidence shows that improving city centre amenity will enable us to attract more knowledge-intensive jobs and achieve the scale of impact we need to close our productivity gap.

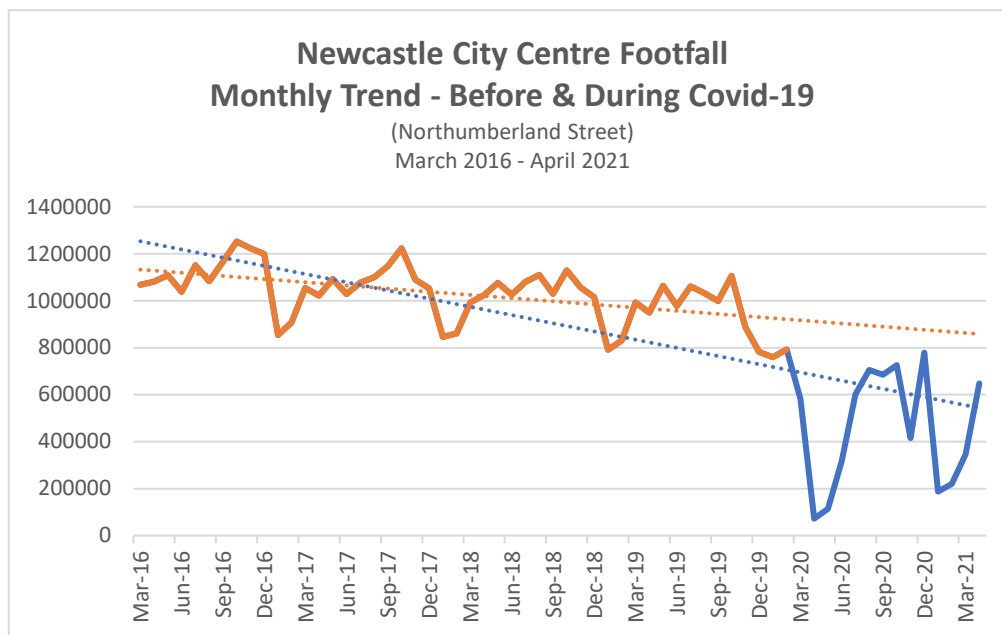


Source: Centre for Cities

2. Arrest the decline of retail and hospitality and bounce back from Covid-19 by consolidating, connecting and modernising our centre, creating new assets to underpin the sector.

Newcastle has been vulnerable to closures in the traditional retail offer. The impact of Covid-19 on footfall in the centre has been dramatic, but footfall was already on a downward trend before the pandemic.

Our stakeholder consultation identifies the current offering does not represent quality for a city like Newcastle, with a need to attract independents and Pop-up stores as an alternative to traditional retail.



Source: Northumberland University

Our challenge is to create a more vibrant, diverse centre that actively drives value into our economy, and builds our international reputation. From solemn Armistice Day ceremonies to The Great North Run or the Rugby League World Cup, we need spaces that enable us to capitalise even more from our major culture and sporting events programmes.

3. Meet climate change challenges head-on to achieve net-zero carbon emissions by 2030 and improve air quality by removing congestion from our urban core;

Pollution levels in the city centre are too high. In 2018 the annual mean ceiling for nitrogen dioxide was either exceeded or within 10% of the maximum permitted level at 23 of 32 centre monitoring locations. Temporary closures of Blakett Street for several weekends in 2018 reduced pollution significantly.

4.3b Explain why Government investment is needed (what is the market failure)? (Limit 250 words)

The proposed interventions will bring significant public benefits to those who live, work and visit Newcastle city centre. They will also provide a significant catalyst for private sector investment. Due to their nature, they will not be brought forward by the private sector.

Investment in Grainger Market is constrained due to the need to overcome conservation deficits that arise from the additional cost of developing buildings with recognised heritage value. Safeguarding the heritage value of this building and the surrounding area will enhance the everyday environment for local people and visitors, a benefit which would not be considered by a private investor.

The new and improved public spaces created through the investment in Old Eldon Square and Blakett Street pedestrianisation will be open to all. As they do not offer an immediate, exclusive financial return on investment, they would not be funded by private sector investors.

Crucially, all proposed interventions will transform and bring confidence back to the centre as we progress out of the Covid-19 pandemic. It will give people more reasons to be there more often and send a signal that Newcastle is back on-track to become a unique European destination for tourism, business, and investment, and a place our residents can continue to be proud of.

This is a positive externality which the private sector would not consider a benefit. However, it will increase spend and dwell-time and, as a result, lift the value of existing and future commercial and residential properties, catalysing future private investment.

4.3c Please set out a clear explanation on what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers with evidence to support that explanation. As part of this, we would expect to understand the rationale for the location. (Limit 500 words)

Our two investment packages will dramatically improve the quality and economic impact of the **Grainger Town** area, renowned as the heritage and cultural heart of the city.

Grainger Market is the city's oldest and most important retail asset but needs protecting and enhancing to boost its contribution to the vitality of the city centre.

Old Eldon Square is the only city centre green space. It is an underperforming asset as its layout impedes use for civic and cultural events.

Blakett Street cuts across the bottom of Old Eldon Square and severs the link to Eldon Square and Grainger Town. Traffic congestion, air and noise pollution create

a poor pedestrian experience (circa 40 buses per hour), and highway/level changes hinder use for events.

These issues detract significantly from the visitor experience, present a poor city centre gateway, result in weak investment in retail/hospitality and regeneration sites and weaken economic performance.



Significant investment in Grainger Market (4) Old Eldon Square (2) Blakett Street (3) will address these challenges.

Grainger Market will have its iconic status in British retail history acknowledged and become an international visitor destination that redefines urban retail. Market transformation will deliver a food and produce 'destination' to rival the best European markets. Its striking architecture, diverse mix of traders and vibrant night-time events will once again draw large numbers of people to increase destination-retail tourism.

Investment will create a vibrant, contemporary market, protect this heritage building and underpin the success of independent retail. It will:

- Create a multipurpose events space within the market for live performance and diverse functions, extending the day-to-night economy;
- Improve surrounding streetscape and link to Blakett Street and Old Eldon Square to extend the reach of the market through pop-up digitally-connected street-pods;
- Improve 16 market entrances through new signage and lighting, creating attractive/distinctive gateways that promote footfall.

Old Eldon Square will emerge as a multi-functional civic space, anchored by spectacular interactive fountains and the historic Cenotaph. Re-design will deliver an

elegant square capable of adding desperately needed roles/functions within the city centre and enable greater use of the square by adjacent businesses, including cafes, restaurants and bars, providing active-edges to the space in the day and night. Lighting will add dramatic change in the appearance/use of the square by night.

The pedestrianisation of **Blackett Street** will combine with Old Eldon Square to provide a seamless, world-class civic-space with enviable capacity for events, performances and celebrations, boosting Newcastle’s competitiveness for international-scale events. Hard landscaping will be replaced with a linear-park of ecologically-rich, biodiverse low-maintenance rain garden that cleans the air, attenuates stormwater and significantly cuts carbon emissions. Its metamorphosis to a bold green-gateway will re-connect Grainger Town to the wider urban-core.

City Heat network extension and SMART-city digital-infrastructure (including ultra-fast wifi and sensors linked to the Urban Observatory), underpin our proposals. The former will reduce carbon emissions via our low-carbon energy network, and the latter will enable major events, from concert performances to pop-up stalls, Christmas markets and outdoor-cinema. It will also help independent businesses flourish.

4.3d For Transport Bids: Have you provided an Option Assessment Report (OAR)

Yes

No N/A

4.3e Please explain how you will deliver the outputs and confirm how results are likely to flow from the interventions. This should be demonstrated through a well-evidenced *Theory of Change*. Further guidance on producing a Theory of Change can be found within [HM Treasury’s Magenta Book](#) (page 24, section 2.2.1) and [MHCLG’s appraisal guidance](#). (Limit 500 words)

Theory of Change

Context:

Newcastle City Centre, the North East capital underperforms.

Levelling-up Newcastle will deliver high-impact within the city and wider regional economy.

City Centre transformation investment is a proven

- Newcastle City Centre, the driving force of the North East economy, is underperforming.
- Attracting investment in urban core high-value knowledge-intensive jobs is imperative.
- City amenity and an attractive offer is critical to securing spend and investment.
- The ‘dense’ city centre suffers from congestion and wayfinding challenges
- Newcastle also lacks large modern civic space for hosting national-international scale events, limiting its ability to showcase the city and North East offer.
- Day and evening economy diversification must build on and protect Newcastle’s treasured heritage assets.

| | |
|---|---|
| <p><i>method of driving economic growth.</i></p> | <ul style="list-style-type: none"> • Grainger Market, the city’s oldest and most important retail asset has potential to reinstate its iconic status in British retail history and become an international visitor destination. |
| <p>Objectives & Inputs:</p> <p><i>Targeted LUF investment to complement city ambitions and deliver Grainger Town transformation.</i></p> | <ul style="list-style-type: none"> • Grainger Town to excel as a vibrant microcosm of the city – its independent beating heart - a visitor destination of international quality and repute. • Welcome new international scale events and visitors in space suited for a modern regional capital and European city • Address structural retail decline, bring vibrancy and empty premises back into use. • Reduce congestion and carbon; improve air quality and pedestrian safety. • Protect/enhance Newcastle’s heritage streetscape and deliver ‘Smart City’ efficiencies. • Invest £20m LUF and £6.2m co-funding to support city centre transformation, attracting high-value jobs in knowledge intensive sectors. • Deliver Covid-19 recovery at pace and level up for the benefit of our communities. |
| <p>Outputs:</p> <p><i>International quality contemporary space for major events, visitor-destination market, and green city centre gateway.</i></p> | <ul style="list-style-type: none"> • Grainger Market as a destination market on an international stage • Creation of an iconic civic square and major events space, supported by a new 0.46 ha green city gateway on Old Eldon Square, Blackett Street and New Bridge Street. • Delivery of Smart City infrastructure and reduced carbon emissions. |
| <p>Outcomes:</p> <p><i>A rejuvenated city centre of internationally significant quality, capable of attracting high-value businesses and jobs.</i></p> | <ul style="list-style-type: none"> • A radically improved city day and evening offer bringing new visitors and business profitability. • Preeminent international profile and reputation through major events in vibrant spaces. • Long-term Grainger Market success and renewed investor confidence in Newcastle. |

| | |
|--|--|
| | <ul style="list-style-type: none"> • Improved city amenity, navigability, safety and air quality. • Direct contribution to Net Zero Newcastle 2030. • Newcastle retains and attracts a skilled labour demographic long-term to provide a stable supply for knowledge-intensive businesses. • A rejuvenated city centre as a whole – a place of dynamism, growth and opportunity. |
| <p>Impacts:</p> <p><i>Newcastle becomes a 'Magnet-city' competing internationally to pull-in more investment, businesses, talent, visitors and spend.</i></p> | <ul style="list-style-type: none"> • Newcastle becomes a 'Magnet-city' pulling-in and retaining knowledge-intensive businesses, jobs, talent, visitors and spending to the North East. • Reoccupation of 10,210 sqm of underutilized city centre GEA space (18% of currently vacant floorspace) • Supporting 646 gross city centre FTE jobs • £175m in cumulative net GVA to the Newcastle economy (£136m+ @NPV) • £62m in net Land Value Uplift (£56m NPV) |

4.4 Alignment with the local and national context

See technical note Table 1 for further guidance.

4.4a Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, local economic strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up. (Limit 500 words)

NewcastleGateshead Core Strategy 2010-2030 identifies:

- the urban core as a highly attractive location close to services, easily accessible, where placemaking should: reflect each area's distinctiveness and character, respect heritage, be sustainable, safe, accessible, provide opportunities for public art, and create a distinctive environment complementing rich architecture and heritage;
- the strategic importance of promoting development to ensure Newcastle maintains its role as the regional retail-centre;
- the economic importance of improving/expanding the role of the Urban Core as the regional destination for business, shopping, education, leisure, tourism and as a place to live; and stresses the role of the Core for leisure, culture/tourism - highlighting the need to improve the evening economy offer; and,

- Prioritises growth in high-quality office accommodation for professional, knowledge-intensive and creative industries - locating 75% of future office requirements within the Core.

Newcastle City Council Corporate Plan (2021-23) pinpoints the imperative of investing to create the conditions for employment growth:

“The next two years will also see a continuation of the transformation of the city centre that will benefit our economic recovery, attract private sector investment, and develop more sustainable uses for living, leisure, and tourism, alongside investment in our district centres and neighbourhoods to deliver our 15-minute neighbourhoods vision.”

Net Zero Newcastle 2030 sets out priorities to address direct and indirect carbon emissions in the city. Low-carbon heat system, congestion reduction and active-travel impacts of our proposals will make a positive contribution to carbon reduction.

Newcastle’s economic renewal plan presents the vision of the Urban Core as a place of choice for doing business, learning, entertainment and living. Investment in the core will act a catalyst for private sector investment, stimulate Newcastle and the region’s economic recovery, and develop more sustainable living, leisure, and tourism.

Newcastle City Centre Transformation

City Centre Transformation is a long-term ambition of the council. The pandemic has accelerated changes underway prior to Covid-19, making this programme more critical than ever.

The future of the city centre will focus on a wider range of experiences/activities, where open green spaces, family attractions, tourism and hospitality sit alongside residential development, professional services and a refocused retail sector. The city will meet the changing needs of consumers and provide a plethora of experiences that will deliver on its status as Capital of the North East.

North of Tyne Combined Authority’s Economic Vision is to invest in and nurture a prosperous and inclusive future. A key priority is creating communities of inspiring places, homes and spaces that support more sustainable, low carbon futures, set within an environment where people want to live, work or visit. We’ll also be enhancing “...our flourishing tourism industry” is also a priority.

North East LEP Strategic Economic Plan

The SEP aims to increase jobs in the region specifically through investment to enable the city to:

- Adapt to changing patterns of consumer retail expenditure impacting on traditional high-streets and boost the vibrancy/attractiveness of town/city centres.
- Maximise the economic impact of our region’s vibrant cultural and tourism offer.

4.4b Explain how the bid aligns to and supports the UK Government policy objectives, legal and statutory commitments, such as delivering Net Zero carbon emissions and improving air quality. Bids for transport projects in particular should clearly explain their carbon benefits. (Limit 250 words)

Our projects directly supports:

- The ‘regeneration and town centre investment’ theme detailed in the Levelling-up Fund Prospectus, and particularly the ambitions to invest in “...maintaining, regenerating, or creatively repurposing museums, galleries, visitor attractions (and associated green spaces) and heritage assets as well as creating new community-owned spaces to support the arts and serve as cultural spaces” and, “...supporting high priority projects that will make a visible impact in local areas...”
- The Net Zero goals of the UK Government. The UK is committed to reduce economy-wide greenhouse gas emissions by at least 68% by 2030, compared to 1990 levels. Our bid will reduce emissions within Newcastle city centre to contribute to this commitment.
- The Government’s ambitions for a cleaner, greener future set out in “A Green Future: Our 25 Year Plan to Improve the Environment”. Our projects will deliver cleaner air and a greener city centre.
- The Government’s Covid-19 Recovery Plan. The improvements to the city centre will help quickly restore people’s livelihoods and maintain and improve people’s living standards to contribute to a strong local and regional economy.
- High Street Task Force - Newcastle has been chosen as a priority by the High Street Task Force an initial visit has been undertaken and we will continue to work with them as we implement our plans.

4.4c Where applicable explain how the bid complements / or aligns to and supports other investments from different funding streams. (Limit 250 words)

Levelling Up Investment will align with a number of funding schemes, including:

- GBF – £6 million has been secured from the Getting Building Fund to undertake significant improvements to two of the most iconic streets in Newcastle, Northumberland Street and Grey Street. The LUF investment will compliment this scheme connecting and driving footfall between these two areas.
- ADZ – East Pilgrim Street bordering the east of our area and soon to be home to 10,000 new jobs is an ADZ area. This status enables us to invest in the area through an uplift in business rates. ADZ is providing match to this scheme as it will enhance the quality of the environment of proposed new developments.
- Transforming Cities – we have been invited to submit a full business case for Transforming Cities which will submit in July 2021. This funding will enable

us to deliver the transport objectives of our CCTP in terms of remodelling junctions, improving bus infrastructure and enabling more active forms of travel.

4.4d Please explain how the bid aligns to and supports the Government's expectation that all local road projects will deliver or improve cycling and walking infrastructure and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the Government's cycling design guidance which sets out the standards required. (Limit 250 words)

Pedestrianisation of Blakett Street will re-route traffic, including buses, within the urban core, make a direct contribution to reducing congestion and encouraging cycling/walking. Our projects and CCTP both fit within our policy-framework.

Policy CS2 Spatial Strategy for the Urban Core

- i. Promoting sustainable modes of transport and access for all, managing traffic to minimise the impacts of development and improving the local environment. This includes directing traffic around the edge of the Urban Core providing opportunities to improve the environment for pedestrians and cyclists, allowing further pedestrian priority areas, new cycling routes and re-focusing bus movements.
- ii. Bringing forward key allocated sites.

Policy CS13 Transport

- iii. Promotion of sustainable travel choices, including:
 - Protecting/enhancing pedestrian routes and cycle networks
 - An integrated public transport network and interchanges
 - Encouraging a change from sole occupancy car use to more sustainable alternatives
- iv. Improving the operation of the transport network and its wider connections by:
 - Promoting/facilitating improvements to wider networks
 - The development of Urban Traffic Management and Control (UTMC)
 - Reducing unnecessary traffic through, within and around the Urban Core
- v. Ensuring development:
 - Is sustainably located
 - Minimises car trips
 - Promotes and enhances public transport

Policy UC5 Primary and Secondary Pedestrian Routes

This gives priority to pedestrian links and facilities where appropriate, identifying the Blakett Street corridor as a Primary Pedestrian Route. Primary Pedestrian Routes will be a focal point for public realm investment, and Key Sites expected to provide pedestrian routes through and connect to existing routes.

PART 5 VALUE FOR MONEY

5.1 Appropriateness of data sources and evidence

See technical note Annex B and Table 1 for further guidance.

All costs and benefits must be compliant or in line with [HMT's Green Book](#), [DfT Transport Analysis Guidance](#) and [MHCLG Appraisal Guidance](#).

5.1a Please use up to date evidence to demonstrate the scale and significance of local problems and issues. (Limit 250 words)

Despite high jobs densities reflecting high levels of in-commuting to the regional capital, ONS evidence demonstrates employment and economic activity rate deficits in the Newcastle Upon Tyne Central Parliamentary Constituency Area (PCA), alongside high levels of unemployment and low resident earnings.

Newcastle Central PCA – Relative Performance and Local Deficits

| | Area | | | Local Shortfall | |
|---|-------------------------|------------|---------|-----------------|---------|
| | Newcastle Upon Tyne PCA | North East | England | North East | England |
| Employment Rate | 66.6% | 71.9% | 75.7% | -3,419 | -5,870 |
| Economic Activity Rate | 71.5% | 76.9% | 79.5% | -3,483 | -5,160 |
| Unemployment Rate | 6.9% | 6.6% | 4.8% | -138 | -968 |
| Job Density per 100 Working-age Residents | 1.37 | 0.67 | 0.77 | -51,252 | -43,413 |
| Median Annual Earnings – Residents | £23,811 | £27,919 | £31,766 | -£4,108 | -£7,955 |
| Median Annual Earnings – Workplace | £30,615 | £27,730 | £31,777 | +£2,885 | -£1,162 |

The PCA was ranked as the 45th most deprived nationally (out of 533 PCAs) and to meet national levels would require almost 1,000 currently unemployed PCA residents entering the workforce.

Newcastle City Centre - the main driver for the PCA and North East economy – however faces its own challenges, including poor quality and falling quantities of retail space (ranked as 'weak' by Centre for Cities) and declining footfalls (down 40%, 2010-2017 alone). Property values in 2018 were also down 4.8% vs 3.5% nationally. Covid-19 lockdowns will only have exacerbated vitality challenges.

Like most 'dense' centres, the city centre also faces congestion, air pollution and pedestrian safety challenges exacerbated by fragmented connectivity between our cultural area and retail core.

Clearly efforts to redress deficits locally, including via targeted regeneration, will only serve to 'level up' the city.

5.1b Bids should demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues. Please demonstrate how any data, surveys and evidence is robust, up to date and unbiased. (Limit 500 words)

All comparator evidence used to demonstrate the scale and significance of local challenges and issues has been sourced as the latest available ONS evidence, accessed via NOMIS in May 2021. This evidence demonstrates the long-standing challenges within the PCA labour market and economy, which in turn only fuels high levels of deprivation.

Specifically, the following ONS surveys have been used:

- Economic Activity, Employment and Unemployment Rates – ONS Annual Population Survey, data for Year End December 2020
- Jobs Density - ONS Business Register and Employment Survey and ONS Mid-Year Population Estimates, data for 2019
- Earnings – ONS Annual Survey of Hours and Earnings (Workplace and Resident-based analysis, data for 2020)
- Indices of Deprivation 2019 by PCA.

Other local evidence on city centre performance has been taken from:

- Retail floorspace declines - Research by Northumbria University, 2018
- City Retail Rankings - Past, Present and Future, Centre for Cities
- Property Values - PROMIS evidence for 2018
- Local Air Quality and Traffic Monitoring Data

These are the best-available national evidence for informed decision-making locally, consistent with other evidence held locally. As such all evidence is considered robust and unbiased.

Whilst some evidence is yet to be fully understood, including the effects of Covid-19 induced lockdown and social distancing measures, the overriding view is that city centre performance has weakened and that recovery will take some time.

5.1c Please demonstrate that data and evidence chosen is appropriate to the area of influence of the interventions. (Limit 250 words)

All evidence demonstrating the scale of local challenges against wider comparators is focussed on the Newcastle upon Tyne Central PCA, which includes the NE1 postcode city centre (for which all impact modelling is based).

Grainger Town is at the heart of Newcastle City Centre, with the iconic Grainger Market being a longstanding centrepiece for the city. The Market is a significant driver of city centre footfall, which in turn reinforces the profitability of a much wider business community. Old Eldon Square, Blakett Street and New Bridge Street

West perform a similar function, as well as providing critical routes and a key gateway to the city core.

Without investment to radically strengthen the Market offer and improve city centre amenity, further footfall declines and lost profitability among city businesses is to be expected and as such, the spatial extent of ‘spillover’ commercial Land Value Uplift (LVU) claimed is considered reasonable, if not prudent. For reference, the selected extent of spillover LVU impacts on existing properties is broadly within a 5-minute walk of the proposed works, spanning a dense city core.

Consequently, the defined city core area of influence and all supporting evidence is considered appropriate and relevant.

5.2 Effectiveness of proposal in addressing problems

5.2a Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems. Quantifiable impacts should usually be forecasted using a suitable model. (Limit 500 words)

To remain competitive, ongoing investment is needed in Newcastle City Centre, not least to bring vibrancy and investor confidence in a declining but congested city centre in need of improved amenity, air quality and pedestrian safety. Similarly, there is a need and opportunity for SMART infrastructure to ensure sustainability and futureproof city centre success.

The ambition is to ensure a competitive city centre that is the location of choice for high value activities, this will require a comprehensive and compelling offer that is promoted widely. This can only be achieved by addressing city centre challenges.

The logic model and theory of change informing the economic impact modelling is outlined below. This demonstrates how investment in the LUF works will showcase the city, drive new visitors, footfall and spending locally, thus improving the attractiveness and competitiveness of Newcastle city centre as a place to visit, spend and invest.

The delivery of the works will not only support improved city centre vitality and amenity, but the role of the LUF to induced employment opportunities locally will also support improved outcomes within the labour market. In turn, this will help address wider socio-economic challenges facing the PCA.

| Newcastle CC LUF - Theory of Change | | |
|---|--|--|
| Inputs | Outputs | Outcomes / Impacts |
| Investment to radically transform the Grainger Market offer and improve | <ul style="list-style-type: none"> ➤ LUF will provide a platform to showcase the city offer nationally and internationally ➤ New and safeguarded year-round day and evening trips to Newcastle City Centre | <p>Local scale Impacts:</p> <ul style="list-style-type: none"> ➤ Temporary construction-related employment and longer-term Market operational FTE jobs |

| | | |
|---|---|---|
| <p>city centre amenity, air quality and safety.</p> | <ul style="list-style-type: none"> ➤ Increased footfall and spending will drive Market and wider city centre business turnover, supporting new employment ➤ Increased profitability among businesses will be reflected in improved yields ➤ This will bring improved business confidence in the city centre for existing and new businesses, bringing improved occupancy rates among commercial stocks | <ul style="list-style-type: none"> ➤ Wider long-term city centre FTE jobs through improved occupancy rates ➤ Construction-related and longer-term GVA impacts <p>National Scale Impacts:</p> <ul style="list-style-type: none"> ➤ Direct generated Grainger Market asset value ➤ Improved city centre amenity ➤ Wider uplift in proximate commercial property values ➤ Welfare returns from improved labour supply |
|---|---|---|

5.2b Please describe the robustness of the forecast assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis or model (in terms of its accuracy and functionality) (Limit 500 words)

A robust Impact Model prepared by GENCON estimates national and local-scale gross and net impacts, following well-understood national guidance. All forecasts are well-evidenced and up-to-date.

Those impacts assessed and evidence to demonstrate robustness comprise:

National-scale Impacts (Monetised)

| Strand | Description | Underlying Evidence |
|-------------------------|--|--|
| Direct Market LVU | The one-off uplift in the Grainger Market's value | Current and post-completion valuation work completed by Broadoak Asset Management, based on Market tenancy schedules |
| Direct Amenity Impacts | The long-term effects of improved amenity at Old Eldon Square, Blakett Street and New Bridge Street West | Assessed through application of MHCLG-AG benchmarks to the proposed new public realm works, including assessing the loss of lower value amenity among public realm to be replaced. |
| Indirect Commercial LVU | Wider property values across a defined Impact Zone a spanning 5-minute walking distance | Property-level mapping of VOA data and appropriate current yields achieved locally (6.0%-7.4%), with a 0.325% estimated shift in yields (0.25%-0.4% mid-point) and a 2.5% |

| | | |
|-----------------------|--|---|
| | | uplift in current occupancy rates among commercial properties. |
| Labour Supply Impacts | The role of a revitalised city core to induce workforce re/entrants, with subsequent welfare returns | Gross Market and wider city centre FTE job forecasts, alongside ONS GDP per FTE job estimates locally and WebTAG LSI principles, tested against the scale of local employment deficits. |

For commercial LVU, Grainger Market valuations and wider VOA evidence is robust and local current yield and occupancy rate evidence has been tested with local property leads and current market intelligence to confirm estimates.

LSI evidence has been informed by gross FTE job estimates, relying on best available forecasts for current and uplifted employment densities in the Market and city core. 'Bottom-up' FTE job forecasts have been tested against 'top down' ONS estimates and are considered robust and reliable.

Local level Impacts (Non-Monetised)

| Strand | Description | Underlying Evidence |
|--|---|--|
| Construction-related employment | A temporary boost to the construction sector arising from capital investment | Build cost estimates and ONS turnover per construction job benchmarks. |
| Grainger Market Operational FTE employment | The longer-term effects of improved market performance, including the additive effects of recovery from Covid-19 | Current tenancy schedules and market FTE employment estimates, updated to reflect expected increased utilisation (+25%). |
| Wider city core FTE jobs | The longer-term impacts arising from reduced vacancy rates and effective agglomeration among the surrounding commercial core. | NIA floorspace estimates informed by reoccupied space by use class within the Impact Zone and HCA Employment Densities Guide benchmarks. |
| Cumulative GVA returns | Construction and longer-term GVA returns from net employment impacts locally | Net jobs projections from delivery and 10-year future operations and ONS GVA per FTE job benchmarks by relevant sector locally. |

All local-level impacts are informed by best available locally sourced and national evidence, tested against top-down ONS evidence at best available fit geographies. The forecasts are considered robust, credible and achievable.

Local level (Newcastle or North East) ONS metrics applied throughout are current and unbiased. Where needed, all metrics have also been rebased to 2021/22 prices as per LUF demands, completed via the HMT GDP deflator (March 2021). The Model appraisal period is 2021/22 to 2050/51 (30 years) and all impacts are discounted to 2021/22 terms.

5.3 Economic costs of proposal

5.3a Please explain the economic costs of the bid. Costs should be consistent with the costs in the financial case, but adjusted for the economic case. This should include but not be limited to providing evidence of costs having been adjusted to an appropriate base year and that inflation has been included or taken into account. In addition, please provide detail that cost risks and uncertainty have been considered and adequately quantified. Optimism bias must also be included in the cost estimates in the economic case. (Limit 500 words)

The overall financial cost of the Grainger Market, Old Eldon Square, Blakett Street and New Bridge Street West improvements is estimated at £26.2m, to be wholly funded through public funds. This capital cost includes sensible allowances for risks and contingencies, alongside allowances for inflation.

An annual profile of likely cost demands has been discounted at 3.5% per year using the HM Treasury Discount Rate to ensure economic case costs are presented in Net Present Value (NPV) terms. Finally, an allowance for Optimism Bias (OB) has been included and applied to public costs.

Whilst the upper-end allowance for OB included for non-standard buildings and standard civil engineering projects in the HMT Green Book Supplementary Guidance range from 44% to 51%, in practice much of the OB can be mitigated away based on a range of factors including local political will, Newcastle City Councils ownership and understanding of the assets and some cost certainties for advanced stage designs. For this assessment, programme-level OB is estimated at 20%.

On this basis, the present value economic cost of the proposals is estimated at £30.0m with OB inclusions and these costs would be wholly borne by the public purse.

5.4 Analysis of monetised costs and benefits

5.4a Please describe how the economic benefits have been estimated. These must be categorised according to different impact. Depending on the nature of intervention, there could be land value uplift, air quality benefits, reduce journey times, support economic growth, support employment, or reduce carbon emissions. (Limit 750 words)

All national-scale impacts have been assessed in line with HMT Green Book and other departmental guidance (MHCLG-AG and WebTAG), with all impacts assessed in 'gross' and 'net' cumulative and NPV terms, against a likely counterfactual position.

Direct LVU Impact

Investment is needed to revitalise Grainger Market, which has seen a decline in revenues in recent years. The project will reverse this trend and protect its current £2.3m value and bring a direct uplift in the asset value. The profits valuation method has been used to determine the Gross Development Value (GDV) on completion, estimated at £12.0m gross.

A prudent deduction for displacement (50%) among generated LVU has been made to provide a net estimate. Displacement is assessed at the medium level, reflecting the fact that some retail spending driving the Markets valuation could otherwise occur elsewhere, although in practice the transformation will bring a new offer to the city and displacement is likely to be lower than forecast.

Direct Amenity Impact

MHCLG-AG benchmarks for amenity impacts per ha of city centre public realm have been applied annually over the appraisal period to the 0.46ha of proposed public realm improvements along Blakett Street and Eldon Square. Accepting that the current low-quality public space will carry some low amenity value, a 25% deduction has been made to reflect some lost amenity value.

Spillover Commercial LVU Impact

The LUF projects will ultimately safeguard and drive spending in the city core, with 'spillover' effects on values among existing city centre commercial assets. Stocks within an appropriate walking distance have been mapped and locally sources property yield and occupancy rate adjustments have then been made to known rateable values to derive estimates of current values.

Reasonable adjustments have then been made to current yields to reflect GENECON's view on the effects of expected increased economic activity and placemaking benefits following the delivery of the LUF improvements, with a yield adjustment of -0.325% being made.

Based on current vacancy rate evidence, a 2.5% increase in occupancy rates within the defined Impact Zone has also been included, enabling gross LVU to be derived. Again, a prudent 50% deduction has been made to reflect medium level displacement.

Labour Supply Impact

In enabling increased jobs densities both at the Market and through increased occupancy of current vacant commercial space across the city core, the LUF projects have potential to support greater take-up of job opportunities locally, thus encouraging improved labour supply. It is considered that around 15% of future gross FTE jobs (safeguarded and generated) in the city core would otherwise not be engaged in the labour force. In practice, this may be higher given the effects of Covid-19 on the labour market locally.

An ONS GDP per FTE job estimate for Newcastle (£64,381) has been applied to determine the overall GDP generated by workforce re/entrants encouraged back into employment over the first 10 years and, in line with WebTAG, 40% of GDP can be claimed in welfare-related impacts - a mix of tax revenues and negated welfare payments.

A summary of impacts is provided below:

| Newcastle City Centre LUF – National Impacts | | | | | |
|---|---------------------------------------|------------------------------------|---------------------|-------------------|-------------------------|
| | Future Value – Without Project | Future Value – With Project | Gross Impact | Net Impact | Net Impact (NPV) |
| Direct LVU – Grainger Market | £2.30m | £12.00m | £9.70m | £4.85m | £4.37m |
| Direct Amenity Impacts | £0.39m | £1.55m | £1.17m | | £0.70m |
| Spillover Commercial LVU – City Core | £1.322bn | £1.437bn | £115.2.85m | £57.58m | £51.93m |
| Labour Supply Impacts | - | £24.46m | £24.46m | | £18.36m |

5.4b Please complete Tab A and B on the **appended excel spreadsheet** to demonstrate your:

Tab A - Discounted total costs by funding source (£m)

Tab B – Discounted benefits by category (£m)

5.5 Value for money of proposal

5.5a Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios. If a Benefit Cost Ratio (BCR) has been estimated there should be a clear explanation of how this is estimated in a methodology note. Benefit Cost Ratios should be calculated in a way that is consistent with [HMT's Green Book](#). For non-transport bids it should be consistent with [MHCLG's appraisal guidance](#). For bids requesting funding for transport projects this should be consistent with [DfT Transport Analysis Guidance](#). (Limit 500 words)

Net present value national scale-impacts have been assessed against net present value economic costs to derive the BCR, as per the HMT Green Book, MHCLG-AG and LUF FAQ's suggested approach.

The Appraisal Summary Table below reports on the headline BCR position, which reflects all public and private costs (including OB described in 5.3) assessed against all national-scale monetised benefits (described in 5.4).

For clarity, the BCR is assessed as *'total discounted benefits minus total discounted private sector costs divided by total discounted social costs'*.

Newcastle City Centre LUF – Appraisal Summary

Preferred Option (NPV, 2021/22 prices)

| National-Scale Benefits | | |
|---|-----------------|-----------------|
| Net Direct LVU – Grainger Market | | £4.37m |
| Net Direct Amenity Impacts | | £0.70m |
| Net Spillover commercial LVU – Existing Assets | | £51.936m |
| Net Labour Supply Impact | | £18.36m |
| Total Net benefits (NPV) | (a) | £75.34m |
| Economic Costs | | |
| LUF cost/funding, including OB @ 20% | (b) | £22.92m |
| Co-funding local authority cost, including OB @ 20% | (c) | £7.09m |
| Total cost (LUF + Co-funding) | (d) | £30.01m |
| Private sector cost | (e) | - |
| BCR | (a-e) /d | 2.51 : 1 |

On this basis, the Preferred Option project has a headline BCR of 2.51 : 1, reflecting high Value for Money and notwithstanding the potential for the project to support local level employment and associated GVA returns, described in 5.5b.

5.5b Please describe what other non-monetised impacts the bid will have, and provide a summary of how these have been assessed. (Limit 250 words)

LUF investment will support a range of local level improvements, including improved city core amenity, reduced congestion, improved air quality and pedestrian safety. As important will be the effects of increased or 'reinforced jobs density on local level labour market performance and effective GVA returns within Newcastle's economy.

Modelling of gross and net (to Newcastle) employment effects directly at the Market and indirectly within the wider city core has been undertaken based on commercial space utilisation forecasts. Prudent adjustments for leakage (-25%), displacement (-50%) and indirect and induced effects (1.35) have enabled net additional employment impacts within Newcastle's labour market to be estimated.

Cumulative GVA effects within the local economy arising through net labour market gains, have then been derived, premised on a mix of temporary net construction job years and 10-years of net longer-term operational FTE jobs supported through the projects.

A summary of local-level employment GVA impacts is provided in the table below. By this estimate, the proposals will ensure 646 gross FTE jobs (325 net FTEs) and £175m in cumulative GVA returns (£136m at NPV) over the coming years.

| Newcastle City Centre LUF - Local Level Impacts (Newcastle) | | | | |
|--|-----------------------|---------------------|---------------------------|----------------------|
| | Gross FTE Jobs | Net FTE Jobs | Cumulative Net GVA | Net GVA (NPV) |
| Construction Effects | 12 FTEs | 5 FTEs | £3.32m | £3.17m |
| Grainger Market Operational Effects | 84 FTEs | 43 FTEs | £17.89m | £13.42m |

| | | | | |
|-------------------------------------|-----------------|-----------------|---------------------|---------------------|
| Wider City Core Operational Effects | 549 FTEs | 278 FTEs | £153.62m | £119.26m |
| Total | 646 FTEs | 325 FTEs | £174.83m GVA | £135.85m NPV |

5.5c Please provide a summary assessment of risks and uncertainties that could affect the overall Value for Money of the bid. (Limit 250 words)

The key delivery and economic risks include the potential for (a) reduced project economic outcomes, (b) a delay in outcomes being achieved and (c) higher than anticipated levels of displacement. Whilst there are also financial risks associated with the projects, the inclusion of contingencies and an allowance for Optimism Bias has already considered the implications of cost overruns.

Given these risks, three sensitivity tests have been carried out as follows:

- Sensitivity 1: -20% of LVU, Amenity and LSI results
- Sensitivity 2: +10% displacement
- Sensitivity 3: 2-year delay in outcomes

The effects of these tests on the headline BCR are provided below. Through this stress-testing, the Newcastle City Centre LUF programme still offers very good Value for Money.

| Newcastle City Centre LUF – Sensitivity Tests and BCR results | | |
|--|-----------------------------|------------|
| | Overall Impact (NPV) | BCR |
| Sensitivity 1: -20% of LVU, Amenity and LSI results | £60.29m | 2.01 : 1 |
| Sensitivity 2: +10% displacement | £64.10m | 2.14 : 1 |
| Sensitivity 3: 2-year delay in outcomes | £70.32m | 2.34 : 1 |

5.5d For transport bids, we would expect the [Appraisal Summary Table](#), to be completed to enable a full range of transport impacts to be considered. Other material supporting the assessment of the scheme described in this section should be appended to your bid.

PART 6 DELIVERABILITY

6.1 Financial

See technical note Table 1 for further guidance.

6.1a Please summarise below your financial ask of the LUF, and what if any local and third party contributions have been secured (please note that a minimum local (public or private sector) contribution of 10% of the bid costs is encouraged). Please also note that a contribution will be expected from private sector stakeholders, such as developers, if they stand to benefit from a specific bid (Limit 250 words)

Project costs are set out in the table below. The total 'ask' from LUF is £20,000,000 against a total project cost of £26,223, 938. This represents a split of 75% LUF and 25% public match funding. £2m LUF project expenditure will be in 2021/22.

No private sector contribution is included as all works are solely for public benefit as they relate to improving the public realm and heritage assets. As they do not offer an immediate/exclusive financial return they would not be funded by private sector investors.

| | LUF | Public Match Funding | Total |
|-------------------------------|-------------|----------------------|-------------|
| Grainger Market | £7,000,000 | £2,000,000 | £9,000,000 |
| Blackett Street | £5,000,000 | £1,335,117 | £6,335,117 |
| Old Eldon Square | £5,400,000 | £52,059 | £5,452,059 |
| New Bridge Street West | | £2,436,762 | £2,436,762 |
| Digital Infrastructure | £1,100,000 | | £1,100,000 |
| Heat Network | £1,500,000 | | £1,500,000 |
| Project Management | | £400,000 | £400,000 |
| Totals | £20,000,000 | £6,223,938 | £26,223,938 |

| Public Match Funding | | | | |
|-------------------------------|------------|----------|-------------|------------|
| | ADZ | TCF | NCC Capital | Total |
| Grainger Market | | | £ 2,000,000 | £2,000,000 |
| Blackett Street | £1,335,117 | | | £1,335,117 |
| Old Eldon Square | | | £52,059 | £52,059 |
| New Bridge Street West | £1,744,176 | £692,586 | | £2,436,762 |
| Digital Infrastructure | | | | |
| Heat Network | | | | |
| Project Management | £400,000 | | | £400,000 |

| | | | | |
|---------------|------------|----------|------------|------------|
| Totals | £3,479,293 | £692,586 | £2,052,059 | £6,223,938 |
|---------------|------------|----------|------------|------------|

| Annual Project Spend | | | | | |
|--|-------------------|--------------------|-------------------|----------------|--------------------|
| Project Totals | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| Grainger Market | £1,000,000 | £4,000,000 | £4,000,000 | | £9,000,000 |
| Blackett Street, Old Eldon Square, Digital infrastructure, Heat Network | £1,000,000 | £8,111,969 | £8,111,969 | | £17,223,938 |
| Total | £2,000,000 | £12,111,969 | £12,111,96 | £0 | £26,223,938 |

| Annual LUF Project Spend | | | | | |
|--|-------------------|-------------------|-------------------|----------------|--------------------|
| Project Totals | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| Grainger Market | £1,000,000 | £3,000,000 | £3,000,000 | | £7,000,000 |
| Blackett Street, Old Eldon Square, Digital infrastructure, Heat Network | £1,000,000 | £6,000,000 | £6,000,000 | | £13,000,000 |
| Total | £2,000,000 | £9,000,000 | £9,000,000 | £0 | £20,000,000 |

6.1b Please also complete Tabs C and D in the **appended excel spreadsheet**, setting out details of the costs and spend profile at the project and bid level in the format requested within the excel sheet. The funding detail should be as accurate as possible as it will form the basis for funding agreements. Please note that we would expect all funding provided from the Fund to be spent by 31 March 2024, and, exceptionally, into 2024-25 for larger schemes.

Tabs C and D in the appended excel spreadsheet completed

6.1c Please confirm if the bid will be part funded through other third-party funding (public or private sector). If so, please include evidence (i.e. letters, contractual commitments) to show how any third-party contributions are being secured, the level of commitment and when they will become available. The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Where

Yes
Funding is being provided from NCC via NCC contribution and ADZ which is evidenced through the sign off of the bid.
 No

| | |
|--|--|
| <p>relevant, bidders should provide evidence in the form of an attached letter from an <u>independent</u> valuer to verify the true market value of the land.</p> | |
| <p>6.1d Please explain what if any funding gaps there are, or what further work needs to be done to secure third party funding contributions. (Limit 250 words)</p> | |
| <p>The Council's contribution towards the scheme of £2 million towards the Grainger Market Roof and the £3.45 million from ADZ have been approved in principle. A cabinet report will be undertaken to get formal approval of the match funding once we have confirmation that our LUF bid has been successful.</p> | |
| <p>6.1e Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection. (Limit 250 words)</p> | |
| <p>The initial design fees for Old Eldon Square and Blakett Street were funded through the Getting Building Fund. They were included in a funding application to the Getting Building Fund (GBF) in the event that the fund was undersubscribed or underspent so these schemes would be shovel ready. The final approved grant funding from GBF does not include capital costs for Old Eldon Square/Blakett Street.</p> <p>A bid to the Future High Streets Fund was made for Blakett Street in 2019. This was unsuccessful due to Blakett Street being centrally located within the City Centre, which was not the main geographical focus for this fund.</p> | |
| <p>6.1f Please provide information on margins and contingencies that have been allowed for and the rationale behind them. (Limit 250 words)</p> | |
| <p>We have analysed the contingencies required across our projects at each stage of delivery and allowed a budget across all cost estimates for areas which require further investigation, such as the surface build-ups and the services. Much of this depends on the results of the site investigation.</p> <p>Our cost plan includes the following contingencies:</p> <ul style="list-style-type: none"> • Design Risk 4.2% • Construction risk 4.8% | |
| <p>6.1g Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UKG funding partners. (you should cross refer to the Risk Register). (Limit 500 words)</p> | |

A detailed risk register is attached. The Council has proven financial management procedures in place to manage large-scale capital schemes, with a dedicated finance partner allocated to each scheme who will work closely with the project lead to manage financial risks.

The main financial risks are set out below:

Cost overruns:

- Significant design work up to RIBA Stage 4 is being undertaken alongside detailed site survey work.
- Cost consultants are already in place (April 2021) to scope and manage costs.
- Costs are based on similar schemes.
- We have incorporated cost contingencies (Design Risk 4.2%; Construction risk 4.8% and are confident that the project will be delivered within budget.
- Contractors will be asked to provide a fixed-price for undertaking the work during our competitive procurement process.
- Contractors will be assessed on their financial status as well as Health & Safety and past performance.
- We are proposing full supervision to ensure the works are managed correctly and this will allow us to monitor and report on expenditure and any changes at an early stage.
- Financial updates will be provided at the monthly City Centre Transformation Programme Board.

Timescales for defrayal of Funding:

- Grainger Market is expected to be completed by January 2024 and Old Eldon Square/Blackett Street by March 2024. All expenditure will therefore be defrayed within the timescales of LUF.

6.2 Commercial

See technical note Section 4 and Table 1 for further guidance.

6.2a Please summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted. The procurement route should also be set out with an explanation as to why it is appropriate for a bid of the scale and nature submitted.

Please note - all procurements must be made in accordance with all relevant legal requirements. Applicants must describe their approach to ensuring full compliance in order to discharge their legal duties. (Limit 500 words)

Procurement Strategy

The Council has significant experience of procuring contractors for capital projects and has robust process in place to ensure that the expertise can be secured to meet the scheme's requirements.

The Programme manager will work closely with the Council's procurement team and the Design & Technical project leads to prepare all the procurement documents and ensure that the process complies with the public procurement regulations.

External contractors will be procured for all of the works as two separate packages, one specifically for Grainger Market (given the heritage aspects of the building) and the other for the wider capital works.

Where required 3 quotes will be sought for more specialist contractors such as those required for tree surveys and lighting specialists which will be dependent upon the design of the schemes.

The management of the procurement of specialist contractors will be overseen by NCC's Design & Technical lead with support from the design teams, the cost consultants, the programme manager and the Council's highways, procurement and legal teams. The specification and scoring criteria will be set out within the Invitation to Tender Documents and a panel comprising of the above will score the tender submissions. Deliverability will be one of the evaluation criteria to ensure that the timescales of the Levelling Up Fund is met.

The Council has already procured the Design Teams for both schemes, cost consultants, communication and engagement experts alongside retail specialists.

6.3 Management

See technical note Section 4 and Table 1 for further guidance

Delivery Plan: Places are asked to submit a delivery plan which demonstrates:

- Clear milestones, key dependencies and interfaces, resource requirements, task durations and contingency.
- An understanding of the roles and responsibilities, skills, capability, or capacity needed.
- Arrangements for managing any delivery partners and the plan for benefits realisation.

- Engagement of developers/ occupiers (where needed)
- The strategy for managing stakeholders and considering their interests and influences.
- Confirmation of any powers or consents needed, and statutory approvals eg Planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid with evidence
- Please also list any powers / consents etc needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them.

6.3a Please summarise the delivery plan, with reference to the above (Limit 500 words)

The Council's Place Directorate is leading the programme on behalf of the Council and partners. The Programme Manager is Jean Browne, Senior Specialist Advisor, Capital Investment Team working alongside John Seager Property Expert/Project Manager for the Grainger Market, reporting to the project sponsor Michelle Percy, Director of Place.

In addition to the day-to-day leadership and decision making, the Programme Manager's responsibilities include the management of stakeholder engagement and communications, budget, risk and mitigations, procurement and management of external advisors and the ongoing delivery of the programme.

NCC Design & Technical Lead will work to the Programme Manager, they will be responsible for ensuring that the design and construction element of the project achieve the programme, budget and contractual requirements. They will work closely with the design teams and QS during the RIBA stages and the production of tender documentation. They will lead on the procurement and management of the contractor/s. They will provide regular updates to the Programme Manager.

The Programme Manager will report to the CCTP Programme Board. The Programme Board is the formal decision-making body for reporting progress and seeking authority to proceed on financial and strategic matters requiring approval. Membership of the board include the heads of service for the councils' Planning, Transport, Property and Capital Investment teams, and the Chief Executive of NE1, the city's local BID.

A Steering Group meets bi-monthly, chaired by the Chief Executive of Newcastle City Council and with a membership of influential representatives in retail, property management and academia. The remit of the group is to broker beneficial relationships and act as ambassadors for the programme.

External advisors have been appointed to ensure the programme has the appropriate skills, resources and experience for delivery. In addition to specialists in stakeholder engagement and communications Redwood; design and technical services will be supplied by LDA Design and FaulknerBrown, and transport/highways advice within the in-house teams. The Council appointed Rivington Land for their expertise in placemaking, development and investment

management to support the Programme Manager in overseeing the external professional team.

| <i>Grainger Market</i> | |
|---|-------------------------------|
| <i>Milestone</i> | <i>Completion Date</i> |
| Construction work on roof – Phase 1 | 01/03/2022 |
| Surveys | 11/04/2022 |
| RIBA Stage 2 – Designs & supporting documentation | 11/04/2022 |
| Council Consultation/approval | 25/04/2022 |
| RIBA Stage 3 :Spatial Coordination | 25/07/2022 |
| Council Consultation and approval | 15/07/2022 |
| RIBA Stage 4 : Technical Design | 28/01/2022 |
| Planning Approval | 13/07/2022 |
| Tender period | 10/10/2022 |
| Contractor Appointment | 10/10/2022 |
| RIBA Stage 5: Construction Phase | 10/12/2023 |
| Project completion | 08/01/2024 |
| LUF Expenditure Incurred (date from) | 11/2021 |
| Financial Completion | 08/01/2024 |
| Outputs Achieved | 08/01/2024 |

| <i>Old Eldon Square & Blakett St.</i> | |
|---|-------------------------------|
| <i>Milestone</i> | <i>Completion Date</i> |
| RIBA Stage 2 – Designs & supporting documentation | 8/06/2021 |
| Design Team appointed | 4/05/2020 |
| Cost Consultant appointed | 4/05/2020 |

| | |
|--|-------------|
| Match Funding approved in Principle | 25/05/2021 |
| RIBA Stage 3 - Spatial Coordination | 16/09/2021 |
| LUF Approved & Cabinet sign off of match funding | Autumn 2021 |
| RIBA Stage 4 - Technical Design | 28/01/2022 |
| Planning Approval | 28/01/2022 |
| Tender Process | 02/05/2022 |
| Contractor Appointment | 02/05/2022 |
| RIBA Stage 5 - Construction | 05/03/2024 |
| Project completion / Handover | 05/03/2024 |
| LUF Expenditure Incurred (date from) | 11/2021 |
| Financial Completion | 05/03/2024 |
| Outputs Achieved | 05/03/2024 |
| 6.3b Has a delivery plan been appended to your bid? <input checked="" type="checkbox"/> Yes | |
| 6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> | |
| 6.3e Risk Management: Places are asked to set out a detailed risk assessment which sets out (word limit 500 words not including the risk register): | |
| <ul style="list-style-type: none"> • the barriers and level of risk to the delivery of your bid • appropriate and effective arrangements for managing and mitigating these risk • a clear understanding on roles / responsibilities for risk | |
| <p>The risk register (appended in the delivery plan) has been produced by our City Centre Transformation Project Lead with input from representatives of the City Centre Transformation Programme Board and the technical expertise of our Design and Cost Consultants.</p> <p>The main risk and mitigation include:</p> | |

| Risk | Mitigation | Risk Owner |
|--|---|--|
| Failure or delay in appointment of design specialists | Specialists designers have been engaged at an early stage in the design process. Timely appointment of any specialist designers will be made to reduce risk of delay. | Newcastle City Council (NCC). LDA Design (Design Team) |
| Proposed traffic design changes (TRO) | Design team to establish which aspects of traffic design changes may be flexible and raise issues of conflict with Highways and client team early in the design process | Newcastle City Council (NCC). LDA Design (Design Team) |
| Failure to appoint a suitable contractor / consultant | Use of framework contracts. Pre-vetted Consultants / Contractors. Ensure appropriate questioning in specification and at interview. | Newcastle City Council (NCC). |
| Failure / delay in approvals and consents from regulatory authorities. Planning/ listed building consent | Early engagement. Appropriate resource. Governance procedures in place. Adequate resource plan. Project plan. Regular reporting | Newcastle City Council (NCC). LDA Design (Design Team) |
| Cold wet winter weather | Sufficient time allowed in design and construction programme to mitigate any delays caused by unfavourable weather over winter period. | Newcastle City Council (NCC). LDA Design (Design Team) |

| | | |
|---|--|--|
| Heritage restrictions e.g. listed or historic buildings and conservation areas | Fully understand all designations and sensitively accommodate within designs. Engage heritage consultant and appropriate planning officers at an early stage. | Newcastle City Council (NCC). LDA Design (Design Team) |
| Opposition to proposals from general public | Public consultation and engagement events will enable issues to be monitored and addressed at an early stage. Communications strategy to be developed and adhered to. Agreed messaging from all parties to be followed | Redwood Consulting. Newcastle City Council (NCC). LDA Design (Design Team) |
| Air quality impacts during construction | Air quality control measures in accordance with the project EMP | Newcastle City Council (NCC). LDA Design (Design Team) |
| Accelerated structural change in the retail sector results in outputs not being achieved. | Ensure that the quality of the design and delivery achieves project objectives and has buy in of businesses and key stakeholders including the Universities. Work with partners to promote the City as a European Visitor destination. | Newcastle City Council, NE1/NGI Businesses |

The City Centre Programme Lead will be responsible for managing day-to-day risk liaising with contractors and other risk holders; feeding back to the CCTP Board on a monthly basis.

The Risk Register is a live document and will be presented and discussed at the CCTP Board meetings as part of our risk management procedures. This will flag if any additional mitigation measures and/or actions are required to ensure that the project meets its aims, objectives, outputs, timescales and costs.

| | |
|---|---|
| 6.3f Has a risk register been appended to your bid? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> |
|---|---|

6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)

The Council has a significant track record of delivering transformational development schemes that unlock private sector investment and create jobs.

Recent examples:

Newcastle Helix is a 24-hectare brownfield-development on the edge of the city which led to over 2,000 jobs. It is home to world-leading digital, life science and high-growth businesses; two National Innovation Centres for Digital & Ageing, the Urban Observatory, and the Centre for Energy Systems Integration. Developed by the Council, Newcastle University & Legal & Generale via an LLP with £450m of public/private investment.

Stephenson Quarter is situated behind Central Station. It was an engineering-hub during the Victorian era and features heritage buildings and vacant sites. The Council and a development partner has brought empty properties back into use for events and business space and attracted private sector office and hotel investment. Phase 2 is underway, and once complete, it will be the home to 2,000 jobs and contribute over a £100 million to the region's economy.

East Pilgrim Street is the main gateway to the city from the iconic Tyne Bridge, Derelict for sometime, public sector investment in site preparation, transport and public realm has successfully attracted private sector investment. Construction of an office development on the Northern Block will commence in 2021 with office and hotel developments planned for the southern block of the site. This will create ten thousand jobs and drive extra footfall, supporting the wider aspirations of the CCTP.

6.3h Assurance: We will require Chief Financial Officer confirmation that adequate assurance systems are in place.

For larger transport projects (between £20m - £50m) please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews. (Limit 250 words)

Assurance

The Council has robust assurance processes to ensure sign off at various stages of the project. These include:

- Each project to have a Project Board to include a Finance Partner and also legal representation when required.
- All capital projects to report to Investment Delivery Group which has representatives from the Council's Directors as well as the Finance and Assistant Finance Director.
- All projects to have a dedicated cost code
- All claims to be checked by a finance partner and signed off by the Assistant Finance Director
- Reporting to Cabinet to enter into Grant Funding Agreements, External Contracts and to confirm Council contribution complying with public sector regulations and the Council's Charter.

- Compliance with public procurement rules and statutory obligations
- Ensuring sufficient project management resources are in place to oversee each scheme.
- Internally auditing of all final claims for external funding.

6.4 Monitoring and Evaluation

See technical note Section 4 and Table 1 for further guidance.

6.4a Monitoring and Evaluation Plan: Please set out proportionate plans for M&E which should include (1000 word limit):

- Bid level M&E objectives and research questions
- Outline of bid level M&E approach
- Overview of key metrics for M&E (covering inputs, outputs, outcomes and impacts), informed by bid objectives and Theory of Change. Please complete Tabs E and F on the **appended excel spreadsheet**
- Resourcing and governance arrangements for bid level M&E

Monitoring and evaluation of our projects and programmes forms an essential aspect of our project delivery. It provides us with essential data to guide delivery and keep things on track; holds us accountable for securing the return on the investment we expect from public finance to the people of Newcastle; and, enables us to learn from the process so we improve our delivery on an ongoing basis.

We have designed a proportionate plan for bid-level monitoring and evaluation that builds on our strategic objectives and theory of change. Our approach is to undertake monitoring and evaluation that captures short-, medium- and long-term change. Short-term measurements will be based around monitoring project progress and outputs, with medium and longer-term activity designed to monitor and measure outcomes and impacts. An independent, external evaluation will be commissioned to build on other monitoring and evaluation work in order to capture the medium to longer term impact of the scheme against the theory of change.

The following tables present the indicators and impact measures we intend to monitor and evaluate to capture the short, medium and long-term outcomes and impacts from the projects.

| Has investment supported a recovery of retail and hospitality in the Grainger Town area and wider city centre? | Monitoring | Evaluation |
|---|-------------------|-------------------|
| | | |

| | | |
|--|---|---|
| Has footfall in Grainger Town bounced back after Covid-19? | X | |
| Have vacancy rates improved in Grainger Town? | X | |
| Is there evidence that the projects have diversified the city centre retail and hospitality offer? | | X |
| Does the city centre attract more major events (post-Covid-19)? | | X |

| Does the investment make a positive contribution to a zero carbon and air quality targets? | Monitoring | Evaluation |
|---|-------------------|-------------------|
| Are carbon emissions reduced by the removal of traffic from Blakett Street? | X | |
| Does air quality improve in the Grainger Town area and city centre? | X | |
| Is the Grainger Town area more popular with visitors? Are local people more satisfied with the city centre? | | X |

| Is there evidence that the improvements of Grainger Town are contributing to the realisation of wider economic benefits for Newcastle and The North East? | Monitoring | Evaluation |
|--|-------------------|-------------------|
| Are more visitors attracted to the city centre? | X | |
| Is footfall increasing? | X | |
| Reoccupation of 11,230 sqm of underutilized city centre GEA space (20% of currently vacant floorspace) | X | X |
| Supporting 646 gross city centre FTE jobs | X | X |
| £191m+ in cumulative net GVA to the Newcastle economy (£148m+ at NPV) | X | X |
| Is investor confidence in the city centre increasing? | | X |
| Is there an increase in knowledge-intensive/exporting businesses within Newcastle? | | X |
| Is the national and international reputation of the city enhanced? | | X |

Project Delivery Monitoring Activity

We will also monitor project progress and spend to keep delivery on track and ensure progress is aligned with the achievement of outcomes and impacts we are seeking. Our approach is to combine in-house data collection with external,

independent verification. This delivers the most cost-effective method of monitoring.

The project team will have responsibility for different aspects of the reporting of progress and will report to the City Centre Transformation Board and follow up on their actions to ensure that the project is delivering as per the business case.

To monitor progress in terms of the construction aspect of the project, Newcastle City Council's Project Design & Technical Project Manager will receive monthly valuations from both consultants and contractors. These will be assessed in accordance with the contracts of engagement.

Our finance partner will run off monthly financial reports on the project's cost code to assess actual spend against forecasts. This information will be used to inform funding claims.

The Council has systems in place to capture outputs for the project. An external company will be procured to verify the outputs for the project for formal reporting purposes.

Resourcing

Our City Centre Programme Management Team will undertake in-house monitoring of indicator measures.

Externally commissioned evaluation activity will be funded via programme management budgets.

Governance

Our monthly City Centre Transformation Programme Board (CCTP) will be responsible for monitoring progress and managing evaluation inputs. This group will be tasked with commissioning and receiving reports from externally commissioned evaluators.

We will undertake a quarterly monitoring regime and intend to design a report of key metrics that measure the outcomes we are seeking from the projects that enables the CCTP Board to assess and discuss emerging change.

The CCTP Board will also receive detailed reports that focus on objectives, outputs, timescales, costs and work completed to date. The Council uses programme management reporting tools to provide detailed information in a concise format.

PART 7 DECLARATIONS

7.1 Senior Responsible Owner Declaration

As Senior Responsible Owner for [*scheme name*] I hereby submit this request for approval to UKG on behalf of [*name of organisation*] and confirm that I have the necessary authority to do so.

I confirm that [*name of organisation*] will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in the application can be realised.

Name: Michelle Percy

Signed: 

7.2 Chief Finance Officer Declaration

As Chief Finance Officer for [*name of organisation*] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [*name of organisation*]

- 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 UKG contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in UKG funding will be considered beyond the maximum contribution requested and that no UKG funding will be provided after 2024-25
- confirm that the authority commits to ensure successful bids will deliver value for money or best value.
- confirms that the authority has the necessary governance / assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

Name: Tony Kirkham

Signed: 

7.3 Data Protection

Please note that the The Ministry of Housing, Communities and Local Government (MHCLG) is a data controller for all Levelling Up Fund related personal data collected with the relevant forms submitted to MHCLG, and the control and processing of Personal Data.

The Department, and its contractors where relevant, may process the Personal Data that it collects from you, and use the information provided as part of the application to the Department for funding from the Levelling Up Fund, as well as in accordance with its privacy policies. For the purposes of assessing your bid the Department may need to share your Personal Data with other Government departments and departments in the Devolved Administrations and by submitting this form you are agreeing to your Personal Data being used in this way.

Any information you provide will be kept securely and destroyed within 7 years of the application process completing.

You can find more information about how the Department deals with your data [here](#).

Annex A - Project One Summary (only required for a package bid)

Project 1

A1. Project Name

GRAINGER MARKET

A2. Strategic Linkage to bid:

Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)

This project is a key aspect of the Grainger Town city centre area transformation. It invests in a historic retail asset of Grainger Market to restore and transform it to drive footfall upwards, increase market occupancy and employment and make the market financially sustainable.

The public realm transformations of Blakett Street and Old Eldon Square will link Grainger Market to Grainger Town and to the wider city centre.

Our projects are separated by the need for separate development and procurement routes due to the different types of investment. As Grainger Market is a heritage building work requires specialist heritage contractors.

A3. Geographical area:

Please provide a short description of the area covered by the bid (in no more than 100 words)



Grainger Market is shown in the above map as area 4 of the city centre. The market’s Georgian façade provides a heritage streetscape that, when transformed, will provide an uplift to the quality of the Grainger Town area.

Improving the public realm of Old Eldon Square and Blakett Street will knit this heritage streetscape of the Grainger Market and the Grainger Town area together and connect the market to other heritage streets such as Grey Street, presenting a more cohesive city centre.

| | |
|---|--|
| A4. OS Grid Reference | NZ246643 (E: 424600, N: 564300) |
| A5. Postcode | NE1 5AE |
| A6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located) | |
| A7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc. | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> |
| A8. Project theme Please select the project theme | <input checked="" type="checkbox"/> Regeneration and town centre investment |
| A9. Value of capital grant being requested for this project (£): | £7,000,000 |
| A10. Value of match funding and sources (£): | £2,000,000 |
| <p>A11. Value for Money</p> <p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment (Limit 250 word</p> <p>An assessment of impact attribution on LUF programme-level results has been made to demonstrate the likely national-scale impacts informing project level BCRs.</p> <p>The attribution assessment is based on a mix of known (100%) 'direct' LUF project impacts, and through reasoned apportionment of wider city impacts claimed across the LUF package. The impact attribution exercise is based on a mix of spatial analysis alongside a reasoned view on the likely potential of each LUF project to contribute towards programme-wide results. This process avoids any potential for double-counting of results.</p> <p>As per package-level results, all impact assessment work informing the BCR is in line with HMT Green Book and MHCLG Appraisal Guide principles, alongside complying with LUF requirements for price basing, forecast and appraisal years.</p> | |

For Grainger Market, the impact attribution is as follows:

- Direct LUF project LVU – 100%
- Spillover Commercial LVU – 34%
- Labour Supply Impacts – 35%

A12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.

The overall results of the LUF Value for Money analysis for Grainger Market project is provided in the table below.

| Grainger Market – Appraisal Summary | | Preferred Option (NPV, 2021/22 prices) |
|---|-----------------|---|
| National-Scale Benefits | | |
| Net Direct Land value uplift (LVU) | | £4.37m |
| Net Spillover Commercial LVU | | £17.34m |
| Net Labour Supply Impact | | £6.41m |
| Total Net benefits (NPV) | (a) | £28.62m |
| Economic Costs | | |
| LUF cost/funding, including OB @ 20% | (b) | £8.04m |
| Co-funding local authority cost, including OB @ 20% | (c) | £2.28m |
| Total cost (LUF + Co-funding) | (d) | £10.32m |
| Private sector cost | (e) | - |
| BCR | (a-e) /d | 2.77 : 1 |

A13. Where available, please provide the BCR for this project

2.77 : 1

A14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.

- 226 gross direct and wider city FTE jobs (114 net FTEs)
- £61.08m in construction and longer-term GVA (£47.47m NPV)
- Wider City prestige, image and place-shaping value

A15. Deliverability

Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

Please refer to the appended Delivery Plan and Risk Analysis.

| | |
|---|---|
| Permissions are in place for work to the roof. Grade 1 listed building consent is required for the internal works. | |
| A16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22 | |
| As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22 | |
| A17. Does this project includes plans for some LUF expenditure in 2021-22? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| A18. Could this project be delivered as a standalone project or do it require to be part of the overall bid? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| A19. Please provide evidence | <p>Grainger Market has a separate procurement route to the Old Eldon Square & Blakett Street transformation project and could be delivered as a standalone project.</p> <p>Transformation of Grainger Market would still deliver benefits by improving this heritage asset and underpinning its performance and sustainability as a retail destination.</p> |
| A20. Can you demonstrate ability to deliver on the ground in 2021-22. | <input checked="" type="checkbox"/> Yes |
| A21. Please provide evidence | Grainger Market roof refurbishment works are approved and at RIBA stage 4. They are due for completion in March 2022. |
| Statutory Powers and Consents | |
| A22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan. | Listed buildings consent is in place/approved for the roof refurbishment works for Grainger Market. |

A23. Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.

Listed buildings consent for the remaining works at Grainger Market is scheduled for approval in July 2022.

Annex B - Project Two description and funding profile (only required for package bid)

| Project 2 | |
|---|---|
| B1. Project Name | OLD ELDON SQUARE, BLACKETT STREET AND NEW BRIDGE STREET WEST |
| B2. Strategic Linkage to bid: | |
| Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words) | |
| <p>This project is a key aspect of the Grainger Town city centre area transformation. It brings greater vibrancy and cohesiveness to the area. The public realm transformations of Blackett Street and Old Eldon Square will link this part of Grainger Town to the Grainger Market area and to the wider city centre.</p> <p>Our projects are separated by the need for separate development and procurement routes due to the different types of investment. As Grainger Market is a heritage building work requires specialist heritage contractors.</p> | |
| B3. Geographical area: | |
| Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>) | |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>1 Northumberland Street (south) A High Street re-imagined</p> <ul style="list-style-type: none"> ■ A new type of city experience – living, working, shopping and spectacle ■ A place to spend time – urban games, nature, chat, incidental play, art and people watching <p>2 Old Eldon Square ‘The People’s Square’</p> <ul style="list-style-type: none"> ■ A multi-generational space, for the very young and old ■ Celebrating Newcastle’s history, heritage and culture ■ An engaging & dynamic events programme <p>3 Blackett Street Re-imagining the Fosse</p> <ul style="list-style-type: none"> ■ A bold green gateway into the city centre, stitching together different areas ■ Beautiful and biodiverse rainwater gardens, bringing people and nature together ■ Providing delight, space to stop, dwell and socialise. <p>4 Grainger Market</p> <ul style="list-style-type: none"> ■ This will become the city’s centre of produce and food culture, and our plans will mean the architecture and entrances will again shine </div> <div style="width: 35%; text-align: center;"> </div> <div style="width: 30%;"> <p>5 Ridley Place Bohemian paradise, a medley of food, art & sound</p> <ul style="list-style-type: none"> ■ A pedestrian dominated destination space, to dwell, socialise, eat and drink ■ A place to find local independent retailers, food and beverage ■ A place for markets and popup retail <p>6 Saville Row A new type of Garden Street</p> <ul style="list-style-type: none"> ■ Magical and playful, chic and boho ■ Magical gardens, incidental play and fantastical lighting ■ An incubator for local talent and independent businesses <p>7 Pilgrim Street</p> <ul style="list-style-type: none"> ■ High quality public realm ■ Connecting new developments with the heart of the city centre ■ Dedicated cycle lane to improve active travel <p>8 Grey Street Europe’s most elegant street</p> <ul style="list-style-type: none"> ■ One of Newcastle’s iconic landmarks ■ A majestic and uncluttered historic street that connects the river and the city ■ A place for promenading, alfresco dining and marvelling at the architecture </div> </div> <p>The area covered by the bid is shown in the above map as areas 2 and 3. It forms the important east-west city centre gateway route and links the key regeneration site of East Pilgrim Street to the city centre as well as connecting to other major city centre routes.</p> <p>Improving the public realm of Old Eldon Square and Blackett Street significantly also knits the heritage streetscape of the Grainger Town area together and</p> | |

| | |
|--|--|
| connects to other heritage streets such as Grey Street to present a more cohesive city centre. | |
| B4. OS Grid Reference | NZ246644 (424600, 564400) |
| B5. Postcode | NE1 7UG |
| B6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located) | |
| B7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc. | |
| B8. Project theme Please select the project theme | <input checked="" type="checkbox"/> Regeneration and town centre investment |
| B9. Value of capital grant being requested for this project (£): | £13,000,000 |
| B10. Value of match funding and sources (£): | £4,223,938 |
| B11. Value for Money | |
| <p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment</p> | |
| <p>An assessment of impact attribution on LUF programme-level results has been made to demonstrate the likely national-scale impacts informing project level BCRs.</p> <p>The attribution assessment is based on a mix of known (100%) ‘direct’ LUF project impacts, and through reasoned apportionment of wider city impacts claimed across the LUF package. The impact attribution exercise is based on a mix of spatial analysis alongside a reasoned view on the likely potential of each LUF project to contribute towards programme-wide results. This process avoids any potential for double-counting of results.</p> | |

As per package-level results, all impact assessment work informing the BCR is in line with HMT Green Book and MHCLG Appraisal Guide principles, alongside complying with LUF requirements for price basing, forecast and appraisal years.

For Old Eldon Square, Blakett Street and New Bridge Street West the impact attribution is as follows:

- Direct Amenity Impact – 100%
- Spillover Commercial LVU – 63%
- Labour Supply Impacts – 65%

B12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.

The overall results of the LUF Value for Money analysis for Old Eldon Square, Blakett Street and New Bridge Street West project is provided in the table below.

| Old Eldon Square, Blakett Street and New Bridge Street West – Appraisal Summary | | Preferred Option (NPV, 2021/22 prices) |
|--|-----------------|---|
| National-Scale Benefits | | |
| Net Direct Amenity Impact | | £0.70m |
| Net Spillover Commercial Land Value Uplift | | £34.09m |
| Net Labour Supply Impact | | £11.94m |
| Total Net benefits (NPV) | (a) | £46.73m |
| Economic Costs | | |
| LUF cost/funding, including OB @ 20% | (b) | £14.88m |
| Co-funding local authority cost, including OB @ 20% | (c) | £4.81m |
| Total cost (LUF + Co-funding) | (d) | £19.69m |
| Private sector cost | (e) | - |
| BCR | (a-e) /d | 2.37 : 1 |

B13. Where available, please provide the BCR for this project

2.37: 1

B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.

- 420 gross city centre FTE jobs (212 net FTEs to Newcastle)
- £113.75m in construction and longer-term GVA (£88.29m NPV)
- Wider city image, prestige and place-shaping value

B15. Deliverability

Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

Please refer to the appended Delivery Plan and Risk Analysis.

| | |
|---|---|
| <p>A Transport Regulatory Order is required for the proposed improvements to Blakett Street, this is to be submitted in July 2021. Planning is anticipated to be in place in January 2022.</p> | |
| <p>B16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</p> <p>As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22</p> | |
| <p>B17. Does this project includes plans for some LUF expenditure in 2021-22?</p> | <p><input checked="" type="checkbox"/> Yes</p> |
| <p>B18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?</p> | <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> |
| <p>B19. Please provide evidence</p> | <p>Old Eldon Square & Blakett Street transformation has a separate procurement route to the Grainger Market project and could be delivered as a standalone project. Transformation of these spaces would still link to Grainger Market and the wider city centre.</p> |
| <p>B20. Can you demonstrate ability to deliver on the ground in 2021-22.</p> | <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> |
| <p>B21. Please provide evidence</p> | <p>Planning approval is programmed for completion in January 2022; A contractor will be appointed in May 2022.</p> |
| <p>Statutory Powers and Consents</p> | |
| <p>B22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.</p> | |

| | |
|--|---|
| <p>B23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.</p> | <p>The Traffic Regulation Order for the closure of Blakett Street is in progress (submission July 2021). Planning approval for the overall scheme is programmed for completion in January 2022.</p> |
|--|---|

Annex C – Project Three- description and funding profile (only required for package bid)

| Project 3 | |
|---|--|
| C1. Project Name | |
| C2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words) | |
| | |
| C3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>) | |
| | |
| C4. OS Grid Reference | |
| C5. Postcode | |
| C6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located) | |
| C7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc. | |
| C8. Project theme Please select the project theme | <input type="checkbox"/> Transport investment <input type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment |
| C9. Value of capital grant being requested for this project (£): | |
| C10. Value of match funding and sources (£): | |
| C11. Value for Money | |

| | |
|--|--|
| <p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment</p> | |
| <p>C12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.</p> | |
| <p>C13. Where available, please provide the BCR for this project</p> | |
| <p>C14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p> | |
| <p>C15. Deliverability Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p> | |
| <p>C16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22 As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22</p> | |
| <p>C17. Does this project includes plans for some LUF expenditure in 2021-22?</p> | <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> |
| <p>C18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?</p> | <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> |

| | |
|---|---|
| C19. Please provide evidence | |
| C20. Can you demonstrate ability to deliver on the ground in 2021-22. | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| C21. Please provide evidence | |
| Statutory Powers and Consents | |
| C22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan. | |
| C23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them. | |

ANNEX D - Check List Great Britain Local Authorities

| Questions | Y/N | Comments |
|---|-----|----------|
| 4.1a Member of Parliament support | | |
| MPs have the option of providing formal written support for one bid which they see as a priority. Have you appended a letter from the MP to support this case? | | |
| Part 4.2 Stakeholder Engagement and Support | | |
| Where the bidding local authority does not have responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support? | | |
| Part 4.3 The Case for Investment | | |
| For Transport Bids: Have you provided an Option Assessment Report (OAR) | | |
| Part 6.1 Financial | | |
| Have you appended copies of confirmed match funding? | | |
| The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land. Have you appended a letter to support this case? | | |
| Part 6.3 Management | | |
| Has a delivery plan been appended to your bid? | | |
| Has a letter relating to land acquisition been appended? | | |
| Have you attached a copy of your Risk Register? | | |
| Annex A-C - Project description Summary (only required for package bid) | | |
| Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc. | | |

Annex E Checklist for Northern Ireland Bidding Entities

| Questions | Y/N | Comments |
|---|-----|----------|
| Part 1 Gateway Criteria | | |
| You have attached two years of audited accounts | | |
| You have provided evidence of the delivery team having experience of delivering two capital projects of similar size and in the last five years | | |
| Part 4.2 Stakeholder Engagement and Support | | |
| For transport bids, have you appended a letter of support from the relevant district council | | |
| Part 6.1 Financial | | |
| Have you appended copies of confirmed match funding | | |
| The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land. | | |
| Part 6.3 Management | | |
| Has a delivery plan been appended to your bid? | | |
| Has a letter relating to land acquisition been appended? | | |
| Have you attached a copy of your Risk Register? | | |
| Annex A-C - Project description Summary (only required for package bid) | | |
| Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc. | | |