

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)*: [London Borough of Newham](#)

**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: [Chris Horton, Area Programme Manager](#)

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

Contact telephone number: [020 8467 6681; 07584 30496](#)

Email address: chris.horton@newham.gov.uk

Postal address: [Community Wealth Building, 1000 Dockside Road, London E16 2QU](#)

Nominated Local Authority Single Point of Contact: [Karen Whelan, Director of Community Wealth Building \(Karen.whelan@newham.gov.uk\)](#)

Senior Responsible Officer contact details: [Dave Hughes, Corporate Director of Inclusive Economy and Housing \(dave.hughes@newham.gov.uk\)](#)

Chief Finance Officer contact details: [Conrad Hall, Corporate Director of Resources; \(Conrad.hall@newham.gov.uk\)](#)

Country:

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

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

[Inner Circle Consulting, Mutual Ventures 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

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

Yes

No

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.

Not applicable

(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)

The equalities impact of this proposal has been considered in line with the Council's Equal Opportunity and Diversity policy, which is written within the Framework and guidance of the Equality Act 2010. The Council's Equality Duty ensures that anyone who accesses services will be treated fairly and without discrimination, ensuring discrimination on the grounds of any of the protected characteristics is avoided.

The Equality Impact Assessment (EqIA) is iterative and forms part of this policy and will be updated at agreed key stages of the project. It will also inform the monitoring and evaluation framework.

Extensive community engagement has already been undertaken in our local communities to inform this proposal and will continue. Its design has inclusive principles at heart, specifically targeting and considering the opinions of individuals with protected characteristics including: pop-up events in libraries and community centres to reach those who would not normally engage; a Community Fund to support local organisations to carry out engagement; on-line engagement; and a Floating Ideas vehicle for visibility.

This proposal will support protected characteristics groups in Newham by addressing the following:

Socioeconomic disadvantage as the 12th most deprived LA area in England - nearly half residents (49%) living in poverty by:

- Reducing low-income households' transportation costs with more sustainable and affordable transport infrastructure.
- Improving access to cultural, community and digital learning facilities will help those socioeconomically disadvantaged gain better access to skills and training opportunities.

Age – with a large and growing young population (22% of residents under 16 years old, more than the average in London and England) by:

- Improving access to digital skills for young people through the reactivated Canning Town Library.
- Ensuring increased benefit for older people with better, more affordable and sustainable transport routes to access essential services and community infrastructure thus helping to reduce social isolation and improving health and wellbeing.

Disability - According to 2011 Census data, 42,711 Newham residents had a long-term health problem or disability. Newham has some of the highest proportions of population registered as deaf or hard of hearing and blind or partially sighted in London by:

- Providing important transport infrastructure improvements that benefit people with disabilities. The new bridge link will be DDA compliant and new cycle/ pedestrian links will be designed to ensure they make travelling easier for those with a physical or mental disability.

- Ensuring disabled people have a safe and welcoming environment via new community facilities to spend social time and access services and support when necessary.

Ethnicity - Newham is ethnically extremely diverse: over 72% ethnically diverse residents (vs 43.5% in London). (GLA, 2020) by:

- Providing community spaces for people with different heritages to meet and interact. Helping promote social cohesion and build better community relations. People will also be better informed on what is happening in their community, so they can access training, employment and life advice.
- Creating a better environment with improved green routes benefitting ethnically diverse communities who are disproportionately impacted by poorer air quality.

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.newham.gov.uk

PART 3 BID SUMMARY

3a Please specify the type of bid you are submitting

Single Bid (one project)

Package Bid (up to 3 multiple complimentary 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).

Newham is located at the heart of Britain's fastest growing economic region. The Olympic legacy at Stratford and London's only Enterprise Zone at the Royal Docks are bringing thousands of new knowledge-based jobs in cutting edge industries to the area.

However, these world-leading developments lie immediately adjacent to some of the most deprived communities in the whole country, with a staggering half of residents living in poverty. The pandemic has had a devastating impact on communities already suffering from high levels of ill health and particularly respiratory disease, resulting in the highest Covid-19 death rate in England and Wales.

These communities are being left behind by the internationally significant growth and innovation on their doorstep. They are disconnected from the growth areas both physically (poor walking and cycling access), economically (few local residents getting high value jobs) and culturally (low engagement in cultural activities and civic life). Neither are they connected to the support or spaces needed to use the presence of the Royal Docks Enterprise Zone and Queen Elizabeth Olympic Park Innovation District to develop their own enterprises (Project 2).

The Connected to Opportunities bid therefore focuses on connecting communities to opportunities across five areas:

Connections to Employment – space for training, education and job brokerage delivered in local communities but linked to world leading institutions in Stratford and the Royal Docks.

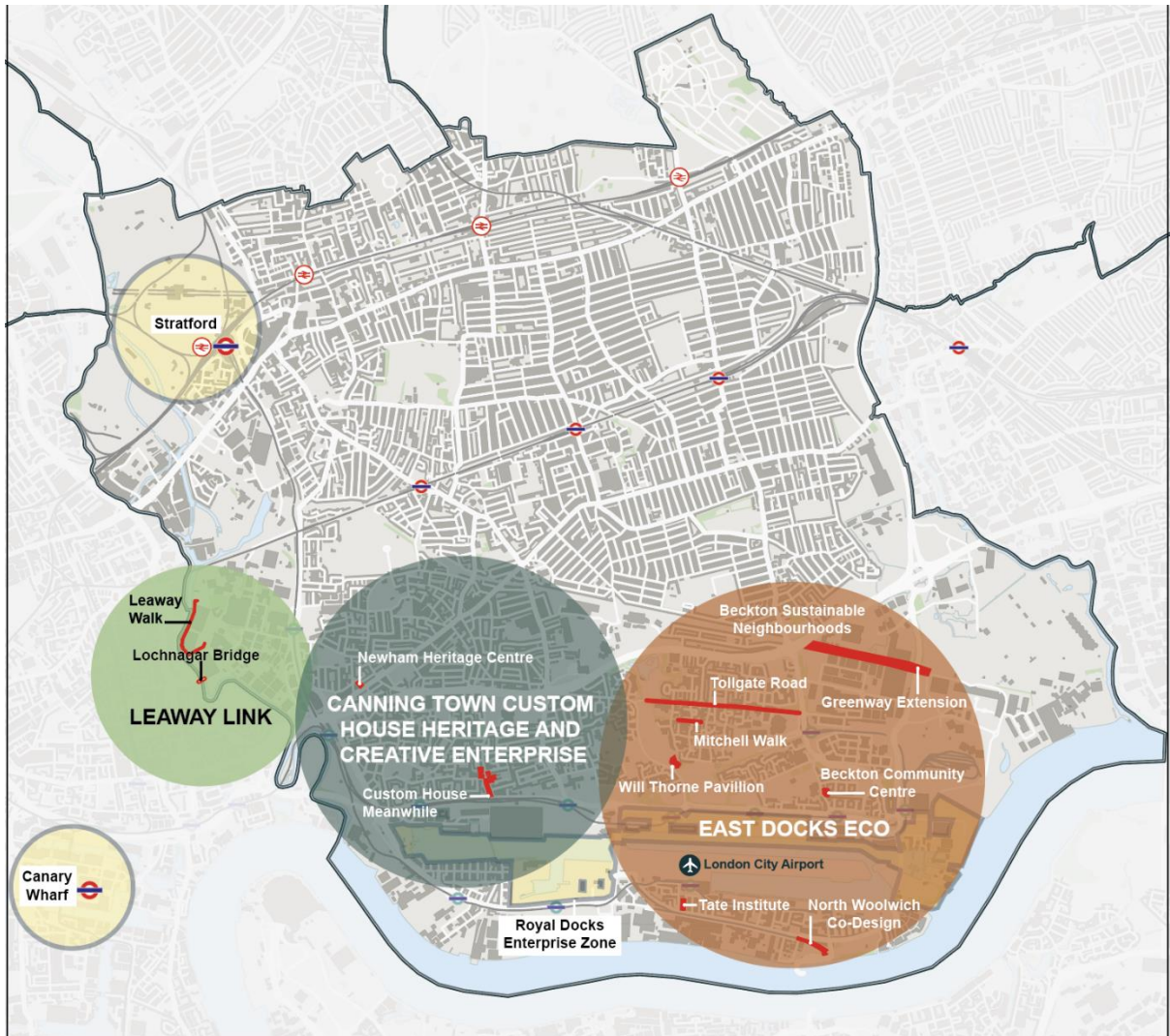
Connections to Enterprise – flexible workspace and 'engine rooms' for enterprise and innovation.

Connections to Community and Culture – increasing civic and cultural participation and pride particularly among young people.

Physical Connections – safe, accessible walking and cycling routes.

Digital Connections – tackling digital exclusion and using digital technology to engage young people and connect them to cultural, learning and employment opportunities.

Total LU Fund investment of £19.8m is sought for three transformative projects that will deliver against the themes above.



Project 1 - East Docks Eco will deliver:

- 4.7 km of improved walking and cycling routes, connecting isolated communities to the Royal Docks Green Enterprise Testbed
- 3,757 sqm of new community space providing a network of 'Engine Rooms' targeting access to green jobs, enterprise and innovation, delivered in partnership with the world-famous Eden Project.

Project 2 - Canning Town Custom House Heritage and Creative Enterprise will deliver:

- 958 sqm of refurbished culture, heritage and learning space, bringing a Grade II listed building on the high street back into use.
- 5 refurbished shop units, supporting the local town centre economy and building community resilience

Project 3 – Leaway Link will deliver:

- A new bridge over the River Lea that will connect Newham communities to major employment hubs and support development of over 40,000 new homes and more than 280,000 sqm of commercial space.
- 1,000 metres of improved walking and cycling route leading to the bridge.

The proposals will deliver total monetised benefits of £117m, a Benefit Cost Ratio of 3.47.

We are standing by ready to deliver and we are confident that over £3m of the £19.8m will be spent by March 2022 and the remainder by March 2024.

3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:	£19,818,092	
3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	57%
	Cultural	30%
	Transport	13%

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

No

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)

Extensive [community engagement](#), undertaken as part of the development of the Royal Docks Enterprise Zone and Opportunity Area Planning Framework, focused around the key areas of influence of the Docks as shown in the map below.



E-engagement sessions, events, area-based workshops and the Commonplace online consultation tool, reached 1,738 people across a six month period in 2019.

Key priorities identified include:

- New walking and cycling infrastructure
- Better social and physical links between communities and to employment and enterprise
- More social spaces, community centres, cafes and bars

- Greater celebration of the area's heritage
- Opportunities for local people, especially young people, to access employment, education and training.
- Business support and new creative workspaces

Focus group discussions with educational institutes identified wider opportunities for supporting access to higher-skilled education, training and employment in emerging high-tech growth industries. Including:

- The GLA's Sharing Cities programme
- Newham College
- University of London East
- University of London
- Royal Docks Enterprise Zone

The subsequent interventions identified to meet these community and stakeholder priorities form the basis of this Connected to Opportunities project and have been subject to specific consultation as follows:

East Docks Eco:

- The foundation of the **Wild Royal Docks** initiative is outreach and co-creation. Through participation and engagement, our program will be code signed by Newham's communities.
- Through the **N. Woolwich co-design project**, we have spoken with potential delivery partners Build Up and Volunteer It Yourself and local community organisation RDLAC as well as key members of community groups and organisations to help shape the project.
- Consultation undertaken with previous user groups of the **Beckton Community Centre** identified need for investment in the building and creation of more accessible and affordable spaces.
- The protection of the **Tate Institute**, and its preservation as an important community asset, is raised at every consultation event in the area, most recently including the Royal Docks' 2019 engagement program.
- UEL has confirmed their interest in using the **Will Thorne Pavilion** and the Centre has been identified through numerous consultation exercises as a priority for bringing back into productive community leisure use.
- The success of previous **low traffic neighbourhood schemes and walking and cycling improvements** across Newham has indicated strong support for such interventions and a cleaner environment and greener travel was identified as a top priority by the 2021 [Community Assembly](#) for Royal Docks & Beckton.

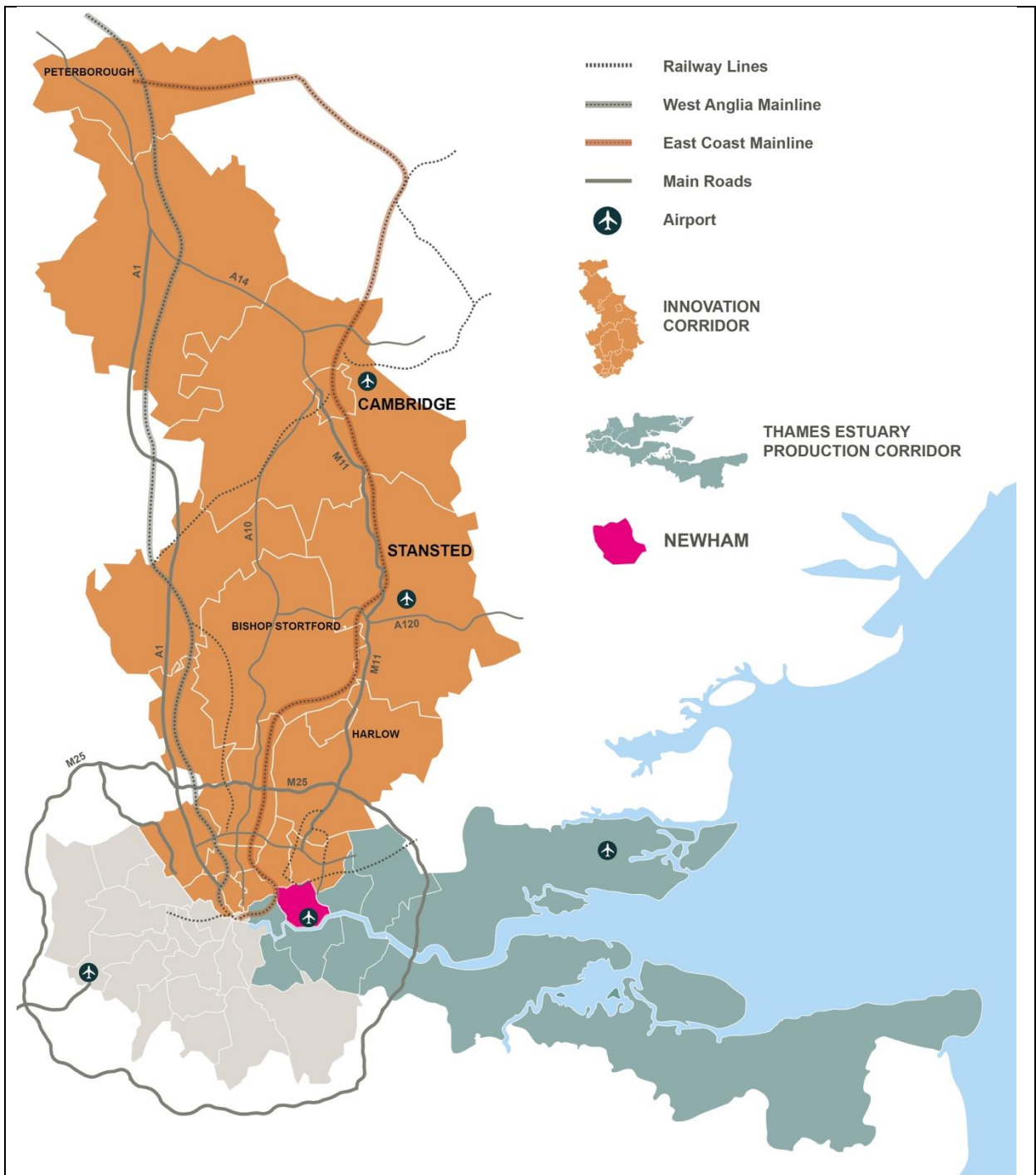
Canning Town & Custom House:

- Surveys and focus groups informed the brief for the **Heritage Centre**, and Heritage Newham has been heavily involved. Guided heritage walks, discussions and activities explored local people's understanding and relationship with heritage. All expressed support for the Centre as a space for interactive discussions, exhibitions, performances and a café.
- As part of an agreed Shopkeepers Charter, current traders are informing the **Custom House Meanwhile** project by identifying their space needs and business plans.

Leaway Link:

- The **Leaway Walk** is being developed through an existing program of community engagement including social-prescribing walks and school workshops.

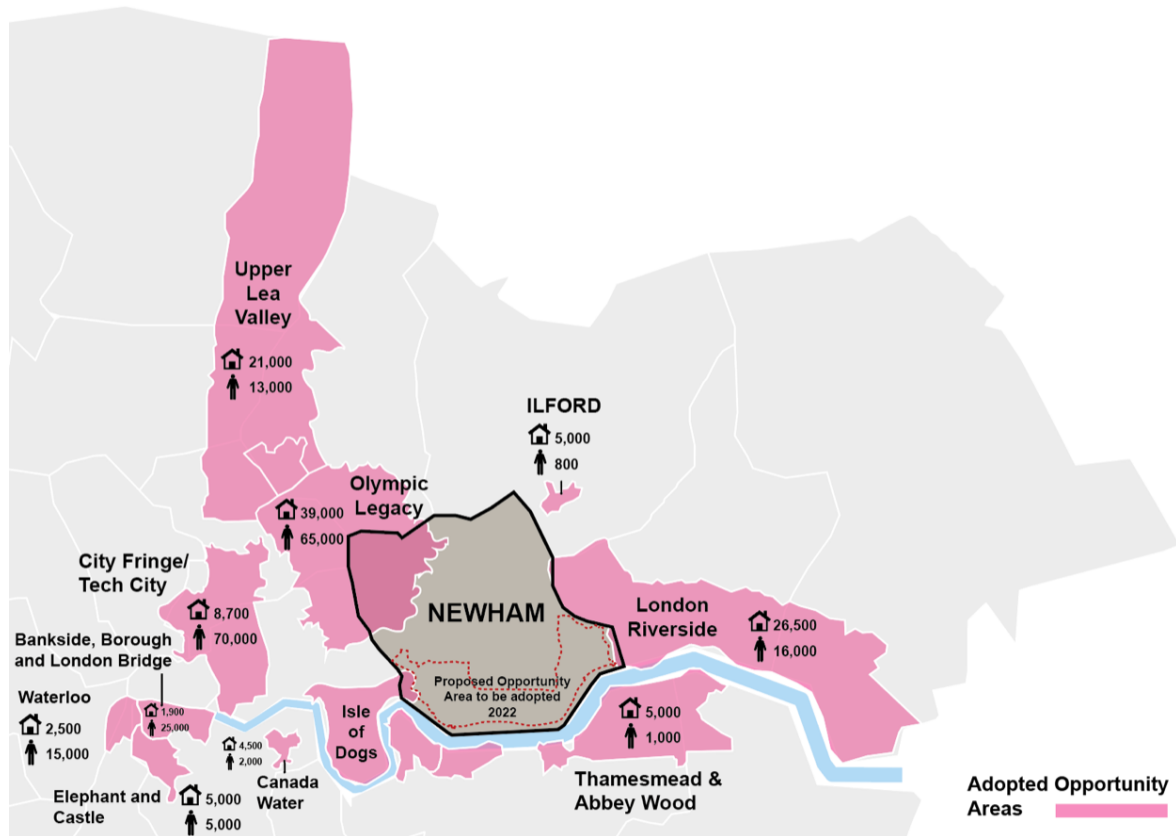
<ul style="list-style-type: none"> Stakeholders are consulted on the Lochnagar Bridge through quarterly Partnership Board meetings; a full community consultation programme is also being drawn up. 	
<p>4.2b Are any aspects of your proposal controversial or not supported by the whole community? Please provide a brief summary, including any campaigns or particular groups in support or opposition? (Limit 250 words)</p>	
<p>Low Traffic Neighbourhoods (LTN) have the potential to be controversial amongst some residents, and there is evidence of these schemes causing local upset elsewhere in London. Newham, however, has been very successful in delivering its five initial LTN schemes, and through ongoing management of correspondence and maintaining responsiveness to issues raised by residents, we have ensured that our schemes have achieved approval ratings of over 50%.</p> <p>The risk of the LTN schemes included in this bid being considered as controversial is, therefore, likely to be low. We have already identified considerable support for such measures from residents and other stakeholders in this area already following their successful roll-out elsewhere in the Borough, which further reduces the risks of the schemes being considered controversial locally.</p>	
<p>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?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
<p>For Northern Ireland transport bids, have you appended a letter of support from the relevant district council</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>4.3 The Case for Investment</p> <p>See technical note Table 1 for further guidance.</p>	
<p>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)</p>	
<p>Newham is located at the intersection of the Thames Estuary Production Corridor and the UK's Innovation Corridor, placing it at the heart of a vibrant and growing economy.</p>	



This rapid growth is being driven by knowledge-intensive industries that are at the forefront of international innovation, digital, data and the creative industries.

The Olympic legacy is transforming Stratford into the UK's largest innovation district, with the densest concentration of creative industries in the UK, 4 universities, 5 R&D Business centres and 40,000 jobs by 2025.

The Royal Docks, at the centre of the area covered by this bid, is London's only Enterprise Zone and, is expected to deliver 30,000 new homes and 41,500 new jobs within 20 years.



However, right on the doorstep of these world-leading developments lie some of the most deprived communities in the whole country. Newham's designation as a LUF Priority 1 area reflects our position as the 12th most deprived local authority area in England with nearly half our residents living in poverty. On top of that, the effect of the Covid-19 pandemic has been more severe in Newham than anywhere else in the country.

This bid concentrates on Beckton, North Woolwich, Canning Town and Custom House which border the Royal Docks but are failing to benefit from the adjacent regeneration.

These communities are disconnected from the benefits of growth across five key areas (see Q5.1 for supporting statistics):

Employment - High educational achievement in Newham schools and colleges is not translating into access to high quality jobs in the new economy. Low pay and insecure employment are endemic, particularly among ethnically diverse populations.

Enterprise - Business survival rates and scale-up success is low, suggesting investment is not reaching local entrepreneurs and reflecting a limited supply of flexible space for SMEs across much of the Borough.

Community and culture – The pandemic has revealed a community highly vulnerable to social and economic shocks due to low social, economic and cultural resilience. Civic and cultural participation are very low and a highly transient population suffers from social isolation and lack of social connections to opportunities. There is a lack of community infrastructure.

Physical access - While strategic transport links in and out of the borough are strong, residents often find it hardest to access the opportunities on their doorstep due to poor public transport accessibility, low car ownership, a lack of safe, attractive walking and cycling routes and the worst air pollution in London. The lack of bridges for a mile long stretch of the River Lea severs communities in the south west of the borough from opportunities just across the river, including Canary Wharf.

Digital access – Digital and data analytics are driving innovation and transforming access to learning, employment, culture and public services. The pandemic has highlighted the digital exclusion of many Newham residents through lack of technology, home working space and appropriate skills.

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

Both Stratford (including the Queen Elizabeth Olympic Park) and the Royal Docks are growing based on the '[Innovation District](#)' model i.e. geographic areas where anchor institutions and companies cluster and connect with start-ups, business incubators and accelerators.

Research has been undertaken demonstrating the importance of this model in driving innovation and economic growth and identifying the conditions for establishing successful districts.

However, recent publications recognise that without public sector intervention, [innovation districts will not necessarily benefit local residents in the immediate vicinity](#). Innovation districts are focused on internationally significant innovation which is dependent on bringing together investment and talent from across the country and abroad. Residents from deprived communities with lower skills, poor social connections and limited access to finance will struggle to access the learning, employment and business opportunities on offer. In addition, innovation districts can be [poorly physically connected](#) to local communities, further restricting access to opportunities.

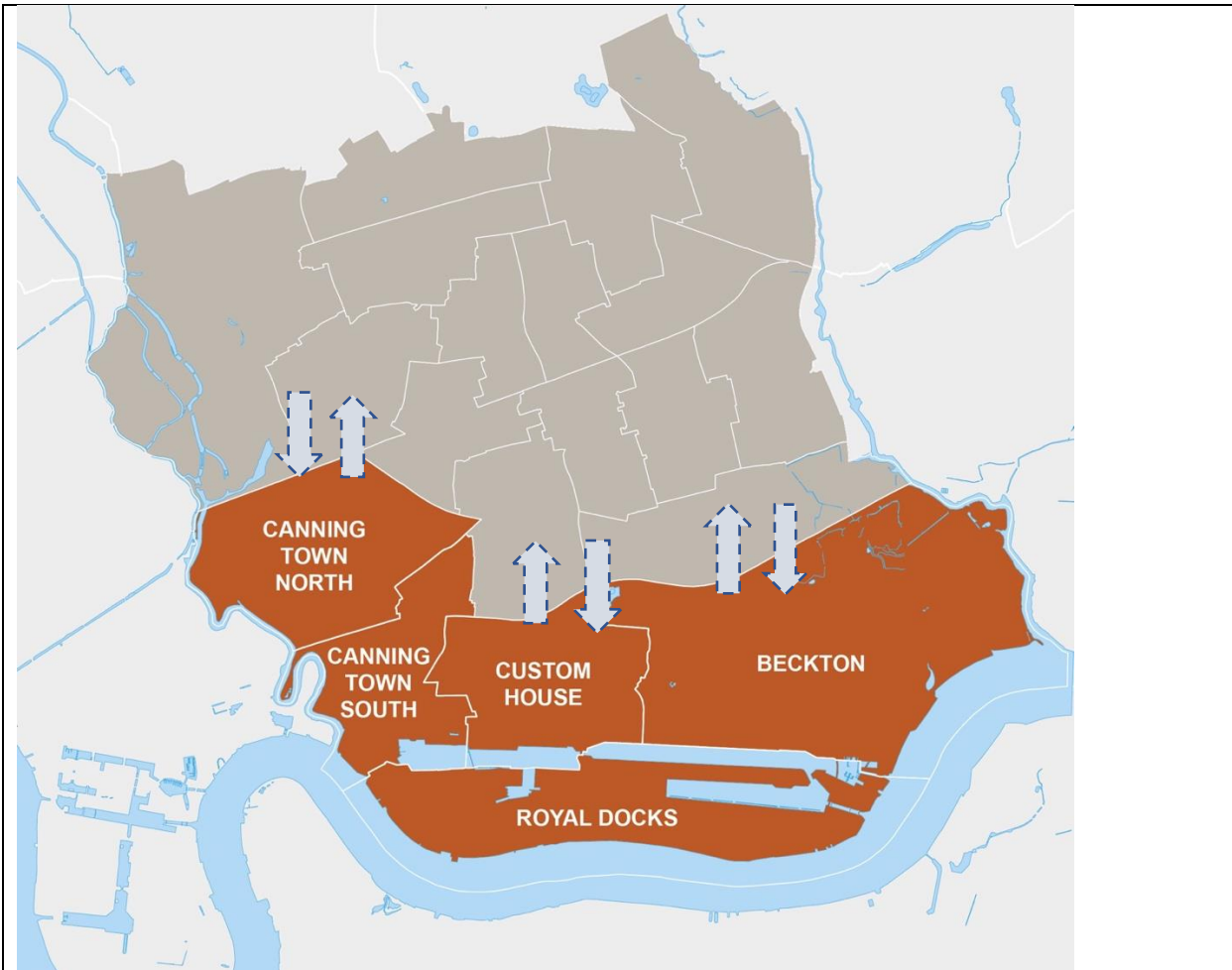
There is a growing recognition of the need for government investment to promote 'inclusive innovation' i.e. to [share the benefits of the innovation economy broadly](#).

The projects identified in this bid are a key part of the work Newham Council and other partners are doing to provide learning, cultural and enterprise spaces in the heart of our communities and physical connections to these spaces and to innovation districts and growth areas.

LUF investment will help to unlock substantial additional public and private investment from anchor businesses and institutions which will harness the benefits of innovation districts for local residents.

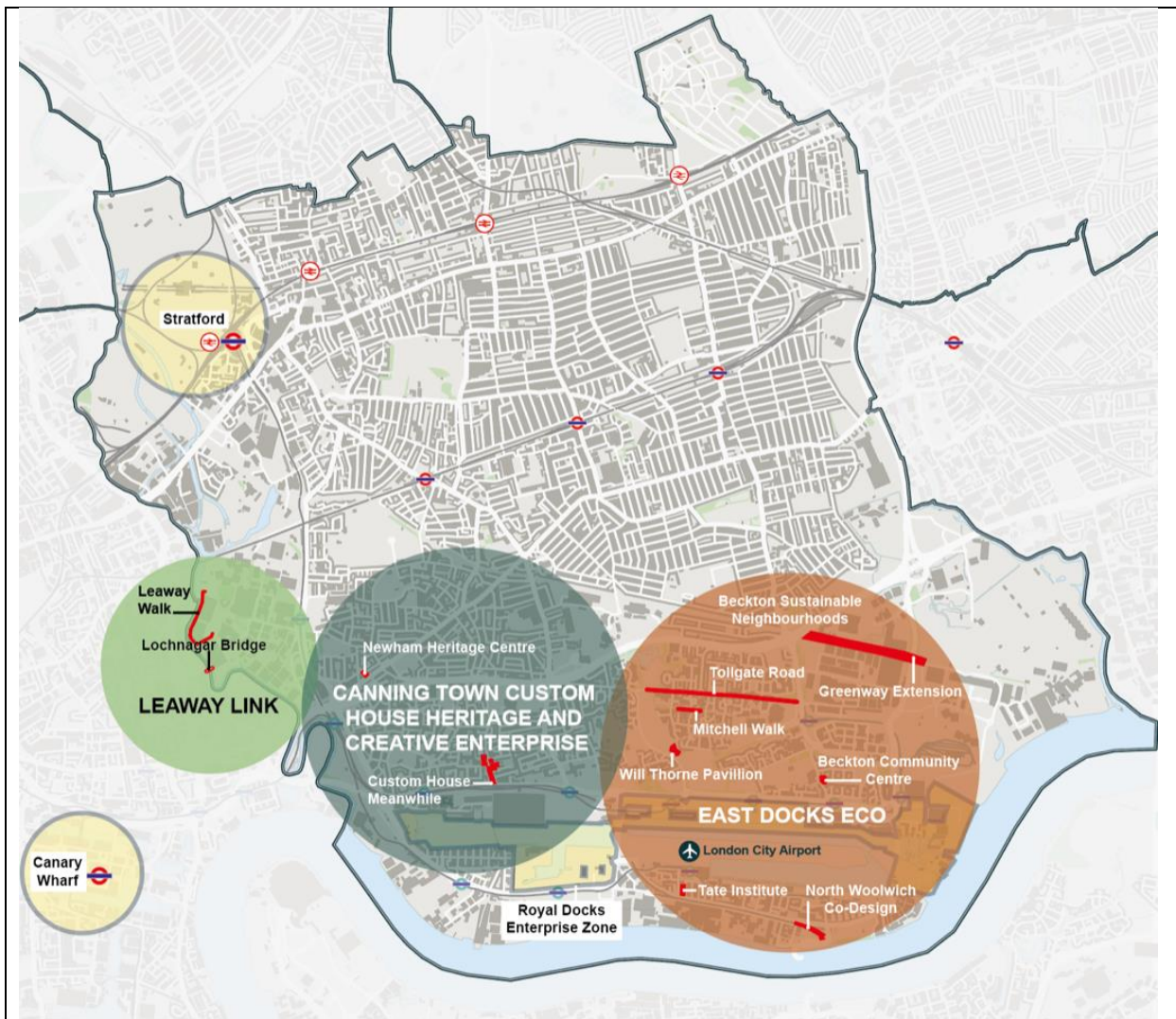
4.3c Please set out a clear explanation on what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers with evidence to support that explanation. As part of this, we would expect to understand the rationale for the location. (Limit 500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

This project will be targeted on five wards in the South of the borough, in close proximity to the Royal Docks. These are isolated communities with high levels of deprivation yet perfectly placed geographically to benefit from the rapid growth in the Royal Docks.



Investment will deliver three projects:

- Project 1 - East Docks Eco (*Regeneration and Town Centre investment*)
- Project 2 - Canning Town Custom House Heritage and Creative Enterprise (*Cultural investment*)
- Project 3 – Leaway Link (*Transport investment*)



These project will create connections to opportunity across the five priority challenge areas identified in 4.3a:

Employment

- Projects 1 and 2 will provide four new 'Engine Rooms'; spaces for enterprise and innovation plus Newham Heritage Centre, a digitally-enabled cultural and learning space. These venues will host programmes delivered in partnership with local Further Education (FE) and Higher Education (HE) providers (e.g. UCL, UEL, Newham College) and with major cultural institutions (e.g. BBC, Sadler's Wells, V&A East, London College of Fashion) to connect young people to new learning, apprenticeship, employment and enterprise opportunities in the green tech, creative, data and digital industries.
- Projects 1 and 3 will improve walking and cycling access to jobs in the Royal Docks, Stratford and Canary Wharf.
- Project 3 will support development of more than 280,000 sqm of commercial space.

Enterprise

- Projects 1 and 2 will create a network of spaces in the heart of local communities for creative enterprise and innovation, focussed on green enterprise (Project 1) and culture and heritage (Project 2).

- Project 2 will bring back into use a parade of vacant high street shops to retain local traders displaced by redevelopment and to support creative meanwhile businesses.
- Project 1 will provide pathways for entrepreneurs to become part of the emerging Royal Docks green enterprise hub.
- Project 3 will unlock investment in digital business clusters, creating a new data corridor linking the emerging 'Digital Districts' in the Royal Docks and Stratford.

Community and Culture

- Project 2 will refurbish a Grade II listed building to create Newham Heritage Centre, a significant cultural and learning asset (including the borough archive) to engage young people in personal and collective futures through digital technology.
- Project 1 will provide a network of flexible community spaces to strengthen community and cultural ties.

Physical Access

- Project 1 will create a walking and cycling network linking residents of Beckton and North Woolwich to opportunities, backed up by a bike repair and restoration hub.
- Project 3 will create a new bridge over the River Lea, bringing thousands of new jobs and cultural opportunities within safe and accessible reach of Newham residents.

Digital Access

- Project 3 will unlock development opportunities for a 'data corridor' linking Stratford to the Royal Docks along the River Lea.
- Projects 1 and 2 will integrate digital infrastructure into the new community, learning and enterprise facilities, enabling new forms of community participation and access to health, learning and employment opportunities, linking to the emerging Royal Docks digital district.

	EMPLOYMENT	ENTERPRISE	COMMUNITY AND CULTURE	PHYSICAL ACCESS	DIGITAL ACCESS
PROJECT 1 – EAST DOCKS ECO	✓	✓	✓	✓	✓
PROJECT 2 – CTCH HERITAGE AND CREATIVE ENTERPRISE	✓	✓	✓		✓
PROJECT 3 – LEAWAY LINK	✓	✓	✓	✓	

How the projects address the key areas for connecting local people to opportunities

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

Yes

No

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 499/500 words)

A summary Theory of Change is given below with the full version in Appendix 4.

Employment		
Inputs	Outputs	Outcomes
<ul style="list-style-type: none"> • FE/HE education, skills and training programs delivered at new Heritage Centre • Royal Docks Green Tech program 	<ul style="list-style-type: none"> • 252sqm of community learning space 	<ul style="list-style-type: none"> • Local residents better able to access training and higher paid jobs, particularly in green enterprise and creative industries • New 'Engine Rooms' promoting access to skills & training.
Enterprise		
Inputs	Outputs	Outcomes
<ul style="list-style-type: none"> • £0.4m investment in Custom House Meanwhile project. • £1.7m investment in Tate Institute 	<ul style="list-style-type: none"> • 5 units of vacant units brought back into use as E class units for local SMEs • 125sqm of new affordable workspaces • 125sqm of new community space 	<ul style="list-style-type: none"> • Local entrepreneurs and SMEs more able to access green business opportunities and affordable workspaces. • Local creative and cultural industries are connected to local communities and London's cultural institutions through affordable workspaces embedded into new hubs. • New 'Engine Rooms' creating more opportunities for micro businesses and SMEs to network.
Community & Culture		
Inputs	Outputs	Outcomes
<ul style="list-style-type: none"> • £2.2m investment in Beckton Community Centre. • £6.2m investment in a new Heritage Centre • £1m N. Woolwich Co-design project • Royal Docks Social Innovation program 	<ul style="list-style-type: none"> • 958sqm of new heritage and cultural destination • New Digital Archive provision • Repurposing 2 x un-used publicly owned assets • 75,000 visitors p.a. to new Heritage Centre • 2,064sqm new community space 	<ul style="list-style-type: none"> • New 'Engine Rooms' creating opportunities for community groups to meet and form, increasing levels of voluntary activity and reducing social isolation. • High street regeneration through restoration and re-opening of a prominent historic building. • Heritage displays, events and activities promote social cohesion and help different cultures and communities to understand each other. • A new arts trail on the Leaway provides a cultural destination, helping to address the current deficit in cultural infrastructure.

	<ul style="list-style-type: none"> • 320sqm of new event space • Land value uplift c. 0.5% p.a. 	
Physical Access		
Inputs	Outputs	Outcomes
<ul style="list-style-type: none"> • £5m investment in a new pedestrian footbridge • 0.5m investment in the Leaway Walk. • £1m investment in Will Thorne Pavilion • £6.1m investment in new walking and cycling routes and low traffic neighbourhoods 	<ul style="list-style-type: none"> • 4.7km of improved footpath and new/improved cycle path • 1km of new arts and cultural trail • 667sqm of refurbished leisure space • 10% increase in walking and cycling • New bridge connection over the River Lea. • 10% reduction in crime rate 	<ul style="list-style-type: none"> • Improved accessibility to and between Royal Docks, Stratford & Canary Wharf employment opportunities. • Improved public realm and pedestrian and cycling environment • Improved connectivity between neighbourhoods and town centres, increasing footfall in town centres. • Improved health and wellbeing through higher levels of cycling and physical activity and reduced carbon emissions improving air quality. • Increased access to education, training and skills supports more young people into employment.
Digital Access		
Inputs	Outputs	Outcomes
<ul style="list-style-type: none"> • £2.3m investment in a new Eden Lab 	<ul style="list-style-type: none"> • New Digital Experience hub • Digitally enabled community spaces • 186sqm of new event space. 	<ul style="list-style-type: none"> • Digital exclusion reduced through digital technology (including a publicly accessible Digital Media Suite), digital skills and engagement in heritage. • Collaborations with local FE/HE institutions provide education and learning opportunities in digital and data

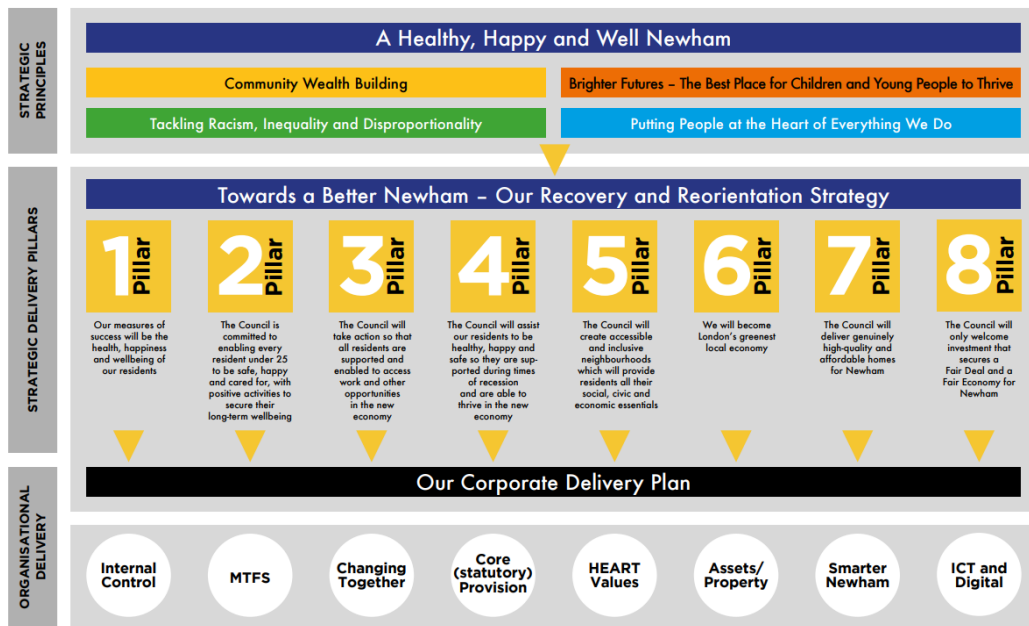
4.4 Alignment with the local and national context

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)

The **Council's Strategic Framework** seeks to ensure the development of an inclusive economy generating and maintaining wealth within our communities to genuinely level up with the remainder of the capital:

NEWHAM STRATEGIC FRAMEWORK 2020-2022



As set out in Q4.3e, the vision and bid deliverables will be assessed against an outcomes framework fully aligned with the above.

Royal Docks Strategies

The Royal Docks Enterprise Zone Delivery Plan, the draft Royal Docks and Beckton Riverside OAPF, the Royal Docks Economic Purpose, Cultural Placemaking Strategy and Public Realm Framework establish the vision for “a nationally significant hub of enterprise, employment and culture: recognised as a testbed for environmental, social and technological innovation. Globally fluent and internationally focussed, harnessing the potential of Newham’s diverse community”.

The **Thames Estuary Production Corridor** aims to unite east London, the North Kent Coast and South Essex to create a world-class creative and cultural production centre.

The **UK Innovation Corridor** links London’s Lea Valley with Cambridge and is a leading global and UK region for innovation, growth and knowledge-based jobs.

Bid links to the strategies:

	Newham Strategic Framework	Royal Docks Strategies	Sub-regional strategies
Project 1 – East Docks Eco	<p>Climate Emergency Action Plan Policy Action 3: Promote Royal Docks Enterprise Zone as incubator for green technology</p> <p>Recovery Action Plan Pillar 5: network of ‘engine rooms’ where people can come together to work, socialise, receive support and test new ideas”.</p> <p>Inclusive Economy Strategy Principle 3: Spaces for enterprise and interaction</p>	<p>Economic Purpose EC03 - focus on green innovation and youth enterprise’</p> <p>Draft OAPF vision: ‘Protect and enhance heritage assets’</p> <p>‘inclusive economy with access to jobs and training’</p>	<p>UK Innovation Corridor: A Shared Recovery Priority 2: Green Recovery</p> <p>Thames Estuary Production Corridor Industrial Vision, Principle 6: Low Carbon Industry</p>

	Inclusive Economy Strategy Tactic 3: 'Linking residents to emerging green economy in Royal Docks'	'improve accessibility of isolated sites and local communities';	
Project 2 - Canning Town Custom House Heritage and Creative Enterprise	Recovery and Reorientation Action Plan Pillar 2: Increase digital access for CYP experiencing digital poverty Towards a Better Newham Pillar 2 - positive activities for under 25s to ensure wellbeing Inclusive Economy Strategy: Tactic 1: Town Centres - local participation and inclusion Tactic 2: 'Curating publicly owned spaces to support local economic growth and positive community activities.' Local Plan Spatial Policy S4: Canning Town and Custom House; Policy SP5: Heritage and other successful place- making assets	Draft OAPF: 'New development will ... acknowledge historic assets like Custom House Library'. Cultural Placemaking Strategy – Talent Pipeline	UK Innovation Corridor: A Shared Recovery Priority 2: Plan to avoid digital exclusion, particularly in disadvantaged communities
Project 3 – Leaway Link	Infrastructure Delivery Plan – Lochnagar Bridge Local Plan Policy S4f – new bridge connections over River Lea Towards a Better Newham Pillar 8 – bringing new investment into the area to meet needs of community Climate Emergency Action Plan and Air Quality Action Plan - reduce carbon emissions and improve air quality	Draft OAPF: River Lea bridge crossings to better connect the area with surrounding places like Poplar and Stratford.	Thames Estuary Production Corridor Industrial Vision, Principle 5: A Digital Highway

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)

Ten Point Plan for a Green Industrial Revolution (HM Government, 2020)	Point 5 (Green Public Transport, Cycling and Walking): Improved walking and cycling routes, new bridge Point 7 (Greener Buildings): Refurbishment of five disused buildings, reducing embedded carbon Point 10 (Green Finance and Innovation): Spaces for innovation and creative enterprise, linking to Royal Docks Green Enterprise Testbed
Build Back Better: Our Plan for Growth (HM Treasury, 2021)	Pillar 1 (Infrastructure) – Connecting people to opportunities through all elements of the bid

	<p>Pillar 2 (Skills) – New spaces in communities to access training and education targeting data and digital, green skills and cultural industries.</p> <p>Pillar 3 (Innovation) – Heritage and cultural centre connecting people to creative industries. Linking entrepreneurs to Green Enterprise Testbed including green business accelerator programmes.</p>
Plan for Jobs (HM Treasury, 2020)	Supporting construction activity, new employment floor space and inward investment in the Lower Lea Valley through new bridge
National Infrastructure Strategy (HM Treasury, 2020)	<p><i>Driving recovery and rebuilding the economy</i> – investment in new strategic infrastructure (Leaway Link)</p> <p><i>Leaving no community or business behind</i> –ensuring Newham residents benefit from growth on their doorstep</p> <p><i>Decarbonising the economy and adapting to climate change</i> -, linking to Royal Docks Enterprise Zone Green Enterprise Testbed</p>
Revitalisation of the High Street (MHCLG, 2020)	Investment in disused historic building and parade of shops on key high streets in Custom House and Canning Town, with community participation key.
Gear Change: a bold vision for cycling and walking (DfT, 2020); Clear Air Strategy (DEFRA, 2019)	Investment in traffic-free walking and cycling routes and a new bridge. Rewilding centre, bike repair and restoration hub

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

There are a number of key programmes underway or under development in the surrounding area which add significant value to the overall programme of delivery in the Connected to Opportunities area:

- £24m programme of **GLA's Sharing Cities** programme over 3 cities + £600K of funding applied for from Community Renewal Fund.
- Newham College - **Skills Accelerator** bid, combines with a Local Skills Improvement Plan led by London First, and a Strategic Development Fund bid led by Newham College.
- Newham College- A second bid relates to the **Institute of Technology**, where we have secured £28m capital funding subject to contract signing. The IoT is a JV between Newham College and Queen Mary University of London, and will focus on higher levels skills in infrastructure, transport, digital, the built environment, energy, renewables.
- Newham College- capital bids to upgrade the **East Ham and Stratford estates** (outside of the bid target area but relevant to residents of bid area) – £10m each East Ham focuses on backlog maintenance; Stratford is a demolition + rebuild to extend the reach of our digital programmes.
- The **Barts Health Futures hub**, will be launched at the end of June, 50% funded by GLA, matched by college and Barts funding.
- **Stratford innovation District**: The QEOP Stratford innovation District will form one of 10 innovation districts that exist across the UK.
- **Royal Docks Green Enterprise test bed** which will commit significant investment in supporting a green technology enterprise cluster in the north of the Docks Opportunity Area.

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)

There are no road projects in the bid, only cycling and walking projects which will be designed in line with the Government's cycling design guidance.

Costings and usage statistics have been developed by external consultants and our term contractor and aligned to current standards. Our procurement processes ensure that our contractors deliver against those standards.

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)

DEPRIVATION

Within Newham:

- 12th most deprived borough in England¹
- 49% living in poverty²
- Peak Covid-19 mortality (196 per 100,000) 2nd highest in UK³.

Within the bid area (see map):

- ¼ of children live in income deprivation
- 10% most deprived in Barriers to Housing and Services
- Lowest 10% in London for Wellbeing⁴.

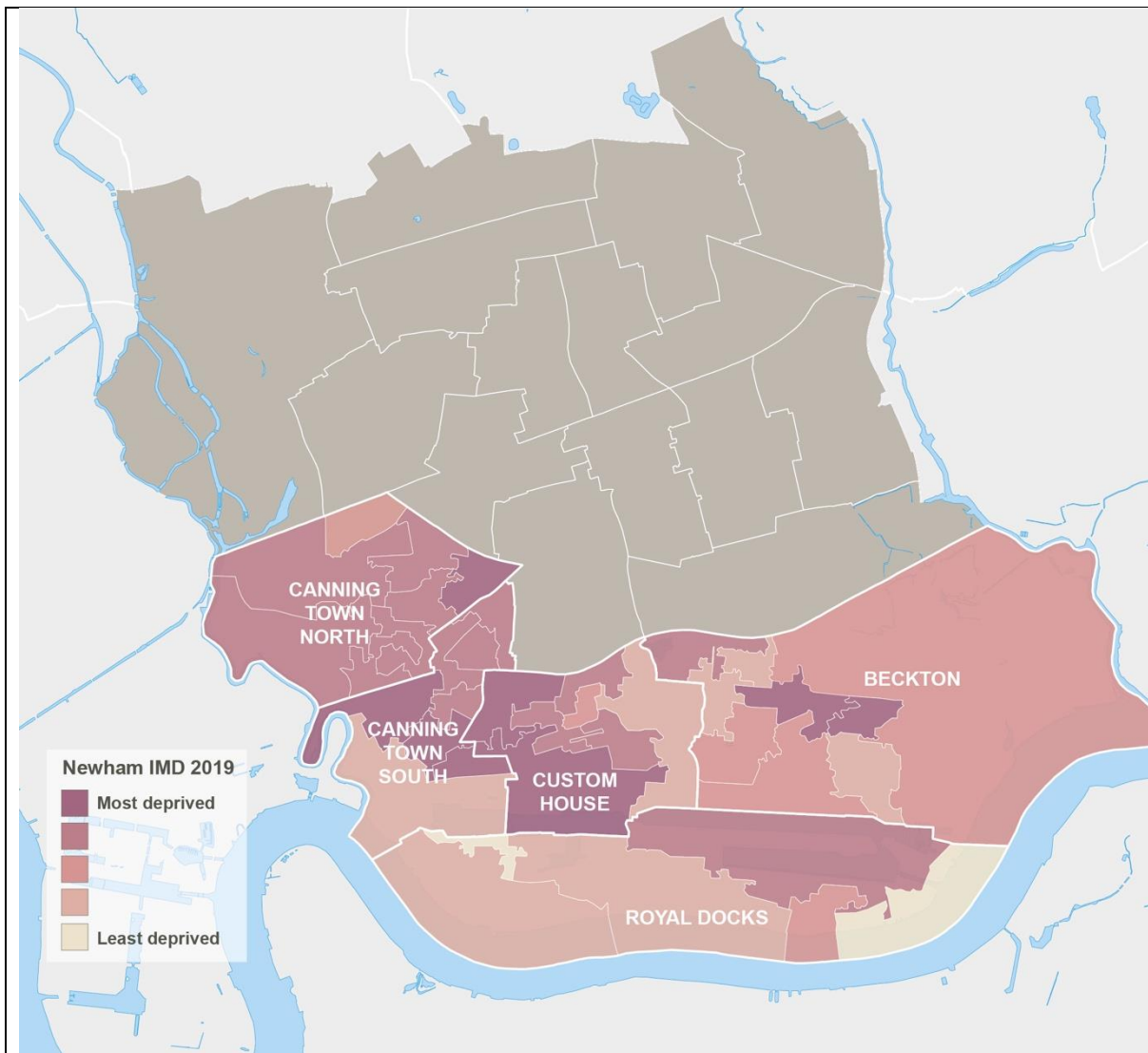
¹ IMD 2019

² Newham Household Panel Survey, 2017, <https://www.newham.gov.uk/downloads/file/563/research-householdsurvey9>

³ ONS, 2020,

<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/datasets/deaths-involving-covid-19-by-local-area-and-deprivation>

⁴ IMD 2019



Bid Target Area Index of Multiple Deprivation national rank

ACCESS TO OPPORTUNITIES

(Borough level data except where stated)

Employment

- % higher value, knowledge economy jobs half that of London.
- Average earnings £5,000 less than London⁵.
- 1/3 ethnically diverse workers paid under Living Wage and over half receive under London Living Wage⁶.
- Highest number furloughed in London – 63,900 at July 2020⁷.

⁵ ONS, Annual Survey of Hours and Earnings, 2019, <https://www.newham.info/economy-and-employment/>

⁶ Newham Household Panel Survey, 2017, <https://www.newham.gov.uk/downloads/file/563/research-householdsurvey9>

⁷ 7HMRC, Coronavirus Job Retention Scheme statistics July 2020, <https://www.gov.uk/government/statistics/coronavirus-job-retention-scheme-statistics-july-2020>

Enterprise:

- Productivity levels 20% lower than inner London⁸
- 95% businesses employ less than 10 people.
- Low survival rates and only 6.9 scale-ups per 10,000 (36.8 for London)⁹.

Community and Culture

- 52.9% born outside UK. 15% lived in the borough for less than a year¹⁰.
- Lowest volunteering rates in London (13%)
- Cultural investment (£15/head) and Cultural engagement (36.6%) amongst lowest in London.¹¹

Physical Access:

- Highest levels of air pollution in London and asthma-related hospital admissions and air pollution deaths (7/100 compared to 5.1 for England).¹²
- High crime (36.6/1,000 people in Beckton and 31.3/1,000 people in Canning Town Custom House)¹³.
- Five teenagers murdered in bid area in last four years.

Digital Access:

- 35% of unemployed residents only have internet access through their phones or not at all.
- Those on lower incomes, in social housing, disabled, younger and older people are disproportionately digitally excluded both in terms of access and skills¹⁴.

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 241/500 words)

The quality of data analysis and evidence is sufficient to demonstrate the scale and significance of local problems and issues in Newham. We have amassed a wealth of tertiary data, based on a collection of both primary and secondary sources. For our primary data, we can validate the strength and robustness of data. Overall, the 2018 Newham Survey data from which we extrapolated data has a maximum sampling error/confidence interval at the 95% level of +/- 2% (notionally around +/-6% or better for results in each individual community neighbourhood area). 2,754 adults were interviewed using CAPI from 28th August to 25th October 2018. Random location sampling was used with quotas on age, gender, ethnicity and working status. The data was weighted based

⁸ Newham Inclusive Economy Strategy 2020-2030, <https://mgov.newham.gov.uk/documents/s133932/Appendix%20A%20The%20Newham%20Inclusive%20Economy%20Strategy.pdf>

⁹ ONS, Inter Department Business Register, 2019, <https://www.nomisweb.co.uk/reports/lmp/la/1946157255/report.aspx#tabidbr>

¹⁰ Newham Survey, 2014-2018

¹¹ [https://rosettaarts.org/projects/creative-newham/#:~:text=Cultural%20investment%20in%20the%20borough,already%20an%20established%20CPP%20place\).](https://rosettaarts.org/projects/creative-newham/#:~:text=Cultural%20investment%20in%20the%20borough,already%20an%20established%20CPP%20place).)

¹² Public Health England, quoted in Well Newham: 50 steps to a Healthier Borough <https://mgov.newham.gov.uk/documents/s136880/HWB%20Strategy%2050%20steps%20Full%20Part%202%20-%20evidence%20Draft%20for%20Newham%20Health%20Wellbeing%20Board%20June%202020.pdf>

¹³ Data.police.uk

¹⁴ Household Panel Survey 2017

on Community Neighbourhood Area interlocked with tenure, working status, ethnicity, and age and gender. Significance testing was undertaken against historic data for Newham. The 2018 wave of the survey was the most recent wave of the survey that had sufficient sample sizes for analysis at the community neighbourhood level.

In relation to secondary sources; to build our business case, we have used data widely available and published in the public domain. These include:

Index of deprivation - <https://www.newham.info/indices-of-deprivation/>
<https://www.newham.info/english-indices-of-deprivation-2019/>
<https://www.newham.info/iod-2019-infographic/>
<https://www.newham.info/deprivation/>

Skills/ employment levels -

<https://www.newham.info/economy-and-employment/>
<https://www.nomisweb.co.uk/reports/lmp/la/1946157255/report.aspx>
<https://www.gov.uk/government/statistics/coronavirus-job-retention-scheme-statistics-july-2020> - HMRC, Coronavirus Job Retention Scheme statistics July 2020,

Diversity

<https://www.newham.info/population/> - statistics on ethnic group, nationality and country of birth,

Age demographics

<https://www.newham.info/population/> -
<https://www.newham.info/newham-facts-and-figures/>

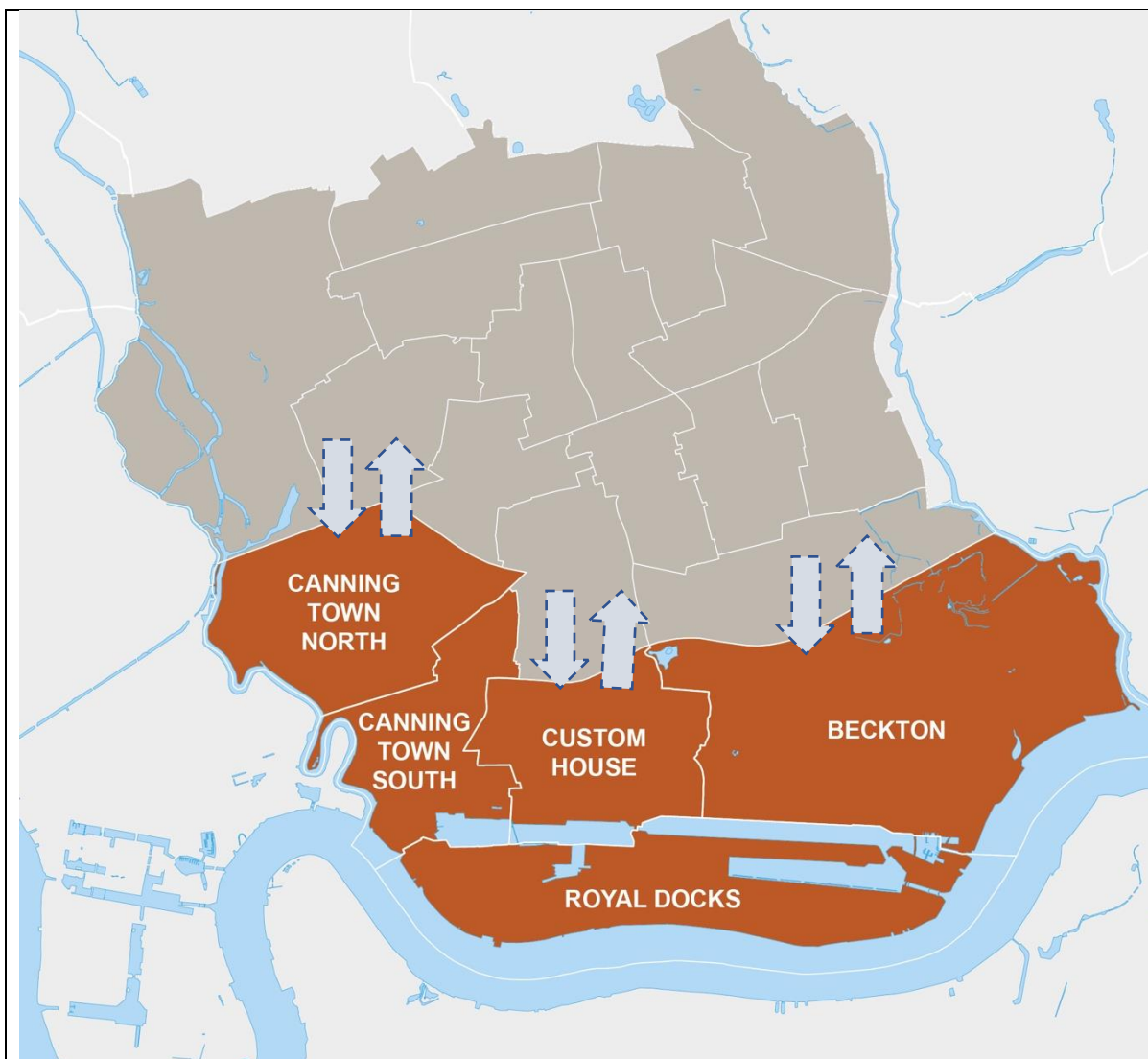
Digital

<https://www.royaldocks.london/media/Royal-Docks-Digital-Capability-Review.pdf>

5.1c Please demonstrate that data and evidence chosen is appropriate to the area of influence of the interventions. (Limit 226/250 words)

The area of the bid is defined by natural and physical barriers. With the Greenway running along the north of the area, the River Lea along the west and the River Thames, Royal Docks area to the south, there is a clear definition to the area of the project as recognised by the Royal Docks 'boundary of influence' established as part of the 2019 consultation (Section 4.2).

The Connected to Opportunities programme covers the Community Neighbourhood areas of Canning Town Custom House and Beckton and the Royal Docks, incorporating the wards of Canning Town North, Canning Town South, Custom House, Beckton and the Royal Docks – as shown in the map below. The boundary of the project area shown below indicates the physical locations of the individual interventions; however, it is intended that the benefits arising from this investment extends to communities across the borough through the provision of new community and cultural infrastructure and spaces and places for learning and enterprise.



Programme area (location for capital investment)

Data selected for the analysis of need and modelled impact have been based, where possible, at the Lower Super Output Area level, particularly in relation to IMD, economic activity and crime.

Other borough-wide data has been applied where relevant to the project and not available at the ward level, particularly where appropriate comparator areas are at the borough level.

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 228/500 words)

As demonstrated by the Theory of Change model, the Connected to Opportunities programme has been designed to respond to the critical issues of need within the area of influence of the bid.

The provision of new community spaces to facilitate education, skills and learning and new affordable workspaces to support new enterprise; the project is intended to have a significant impact on employment opportunities; skills development; and the reduction of crime.

Further, the new walking and cycling routes and a new bridge over the River Lea is intended to strengthen connectivity between deprived neighbourhoods and new and emerging employment and enterprise centres, through sustainable travel methods encouraging an uplift in walking and cycling activity.

As a cumulative effect of the project investment in high street regeneration and public realm interventions; the project will also provide much needed enhancement to the physical appearance and reputation of the neighbourhoods impacted by the investment, resulting in a net increase to land values in the area.

Through the application of robust models of economic appraisal and community impact, the Connected to Opportunities project can be evidenced to deliver against the above objectives through the following key indicators:

OBJECTIVE	MODELLED INDICATOR	METHODOLOGY	BID TOTAL
Employment	WORK EXPERIENCE & SKILLS/TRAINING	HMG Additionally Guide Duration: 20 years	£1.32m
Culture/ Community/ Physical Access	REDUCTION IN CRIME (COST SAVINGS)	HMT Green Book guidance Duration: 5 years	10% reduction £3.94m
Physical Access	ACTIVE TRAVEL	Active mode appraisal, HEAT model Duration: 10 years	10%-20% increase in walking/cycling £86.72m
Regeneration	LAND VALUE UPLIFT	Market analysis of rise in land values Duration: 10 years	£22.32m
Regeneration	NET REVENUE BENEFITS	Analysis of potential revenue increase for individual assets Duration: 10 years	£2.77m
DISCOUNTED BENEFIT TOTAL			£117.1m

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 374/500 words)

The table below summarises the data and sources used to calculate the net benefits of the project.

Benefit	Rationale	Data Sources / assumptions	Note on Model Option Applied
Active travel impact £86.72m	There is an increasing wealth of evidence on the environmental and health benefits of active travel enabled neighbourhoods.	<ul style="list-style-type: none"> Analysis of current use and year-on-year trends Case studies demonstrating increases to uptake of cycling and walking¹⁵. 	Benefits have been modelled on the basis of 10 years to provide a conservative estimate of benefits.
Crime reduction £3.94m	The interventions will be placed at a location and scale to directly target crime reduction	<ul style="list-style-type: none"> Crime stats within 1 mile of intervention Avg GMC unit cost of crime 10% estimated annual reduction, 75% displacement 	Crime Reduction has been modelled against the highest potential decrease of 10% due to both the high prevalence of crime in the project area and the specific interventions proposed to address crime and community safety.
Health Benefits £1.32m	Construction activity will create training and upskilling opportunities and new apprenticeships	<ul style="list-style-type: none"> Benefit from Skills Training: number and proportion of apprentices likely to achieve qualification and the level of qualification Health and Support Costs: Related to new construction, that affects a reduction in health-related claims resulting from claimants finding work. 	Benefits from the construction period have only been assumed across a two year period of construction to allow for a year's lag in benefits beginning to be realised.
Wider LVU £22.32m	Increases in footfall, dwell time, and attractiveness of an	<ul style="list-style-type: none"> Case studies evidencing c1-3.6% land value uplift 	Due to the density of the project area, a very conservative estimate of

¹⁵ People & Places' [longitudinal study – March 2021; Hackney School Streets Evaluation Report \(January 2021\); TfL Streetspace for London 12 month review \(May 2021\)](#)

	area enhance residential real estate values.	<p>over and above wider growth realised as a result of regeneration activity</p> <ul style="list-style-type: none"> • Households data, Nomis • Average house price information 	only 25% of properties within a 100m radius of the interventions have been assumed to experience a 0.5% increase in value.
Uplift in revenue £2.77m	The Custom House Meanwhile intervention will result in increased rental income to the local authority.	<ul style="list-style-type: none"> • Market rents chargeable by sqm at the location of the refurbished shop units. 	Revenue uplifts for the community facilities have not been included as it is expected that operational costs will exceed income; however, the council is committed to that revenue undertaking and wider fundraising and partnership arrangements are being developed to support further.

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 total costs of the programme is £26.49m. The total LUF request is £19.82m. Match funding is included from public sector sources of £6.06m and from other sources of £0.62m. This is summarised in the table below:

Funding Sources	Total
LUF Funding Request	£19,818,092
LB Newham Match Funding	£832,181
Other Public Sector Match	£5,217,174
Private Sector Match	£618,856
Total	£26,486,302

Cost Risks & Uncertainty

The bid includes costs associated with a comprehensive package of capital works, ranging from public realm upgrades, to building refurbishment works and the construction of a new footbridge.

Extensive cost modelling has already been undertaken across the programme, by the council's in-house asset management team, term contractor and by external consultants.

This has ensured a level of certainty to the costs included as well as the assurance of an appropriate application of 8% contingency across the programme to account for any uncertainties. In addition, an allowance for 7% construction inflation has been applied across the programme to account for the uncertainty regarding costs of labour and materials at the current time (due to macro-economic factors) and based on the cost modelling already undertaken with contractors on the programme.

Optimism bias:

Comprehensive planning and modelling has already been undertaken across the programme to reduce the potential for optimism bias. Early survey work and stakeholder consultation has been undertaken for all of the larger capital investments and the benefits modelled have been through sensitivity testing to reduce to limit over stating of the benefits to be derived. The council is experienced at delivering capital projects of a similar type and scale to all those included in the bid and so has been able to draw on this extensive knowledge and experience to test the robustness of the business cases being developed.

As such appropriate inflation costs and client contingency amounts have been applied to each of the interventions.

Discounting

With all project delivery intended to start within six months of receiving the Levelling Up Fund grant monies; the level of discounting appropriate to this bid is deemed to be minimal. As such, project costs have been adjusted to reflect the base year and discounted according to standard guidance within DCLG's Appraisal Guide and within the Levelling Up Fund Technical Guidance and FAQs.

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)

A number of validated modelling approaches have been applied to capture the full economic benefits of the proposals:

Active Travel

With the highest air pollution in London and the highest rate of asthma-related hospitalisation and deaths due to air pollution, a key driver of the Connected to Opportunities project is to improve air quality through a reduction in car journeys through investment in sustainable transport. As such the investment in new walking and cycling routes is expected to generate and uplift to walking and cycling rates of 10% and 20% respectively. These impacts have been modelled using the HEAT model.

The HEAT tool is the Health Economic Assessment Tool (HEAT) for walking and cycling by WHO/Europe. It is designed to enable users to conduct economic assessments on the health impacts of walking or cycling and is intended to be used by a wider variety of professionals at both national and local levels, including transport planners, traffic engineers and special interest groups working on transport, walking, cycling or the environment.

The HEAT estimates the value of reduced mortality that results from a modelled uplift in walking or cycling, answering the following question:

If x people regularly walk or cycle an amount of y, what is the economic value of the health benefits that occur as a result of the reduction in mortality due to their physical activity.

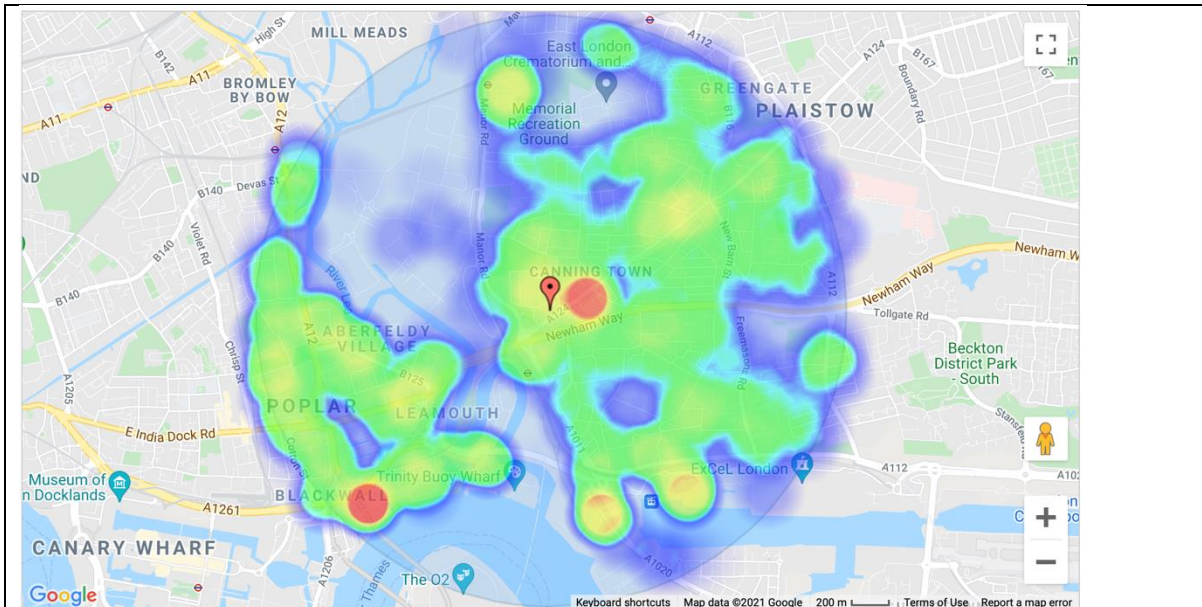
Indirect Health Benefits

A number of indirect benefits will also be realised through the investment in the construction phase of the building refurbishment interventions that result in net benefits to:

- **Skills Training:** Calculated from the number and proportion of apprentices likely to achieve qualification and the level of qualification. Reference: [New Economy Database](#), Additionally Guide HCA, Green Book, long term discount rates and 3-year persistence using social time preference weight of 3.5%. Proportion and type of certificates issued.
- **Health and Support Costs:** Related to new construction, that affects a reduction in health-related claims resulting from claimants finding work. In addition, benefits to health have been developed through the number of new homes that will be constructed to current building regulation standards benefit calculated over 60 years lifetime of home and apportioned. Reference: Assessing the health benefits of lifetime homes. BRE, DCLG, 2012. Additionally Guide HCA - 2014, Additionally Guide English Partnerships 2008. Also, reduction in health costs from those coming off of benefit such as JSA.

Crime Reduction

A central objective of the Connected to Opportunities project is to facilitate better choices for young people in Newham through the provision of education, skills and learning opportunities and to encourage stronger community cohesion and tolerance between different communities through a celebration of the area's diversity and building understanding of difference. Such interventions are intended to help reduce crime in the area which is of particular concern, with five teenagers murdered in the project area in the last four years. As such, an analysis of current crime figures (UK Crime Stats) has been undertaken as part of the economic appraisal to model the expected benefits of the investment in reducing crime. Due to the specific targeting of crime by the project interventions, we have applied an assumption of a 10% impact modelled against the GMC unit cost of crime and applying GDP Deflators at market prices.



Crime Hotspot map – May 2020 – April 2021 (Source UK Crime Stats)

Wider Land Value Uplift

Whilst the majority of benefits arising from the investment in new community and cultural infrastructure are captured in the Community Infrastructure Model and in the non-monetised benefits, a clear indicator of the investment being made in these critical and central buildings will be the associated land value uplift to be derived from the regeneration impact of the interventions. As such, LVU has been modelled as appropriate, using current values and applying DCLG model assumptions.

A 2019 CBRE study identified that regeneration areas experience on average an additional 1.5% uplift in value per annum over and above wider growth from the start of the regeneration. This premium increases to 3.6% when the regeneration program has become established - the point of realisation. On this basis, we have assessed the number of homes located within 100m from the interventions' location, with an average value of £237k (this is an intentionally tight definition of the impact area to present a conservative approach). Applying a conservative 0.5% uplift to the value of 25% of these units over 5 years, reflecting the increased attractiveness of the homes with better access to amenity and environmental improvements. This would generate an uplift in residential land values of £3m.

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 i.e. 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 161/500 words)

The modelled Benefit-Cost Ratio for the bid is 3.47 as summarised below:

Cost/Benefit	Total (10 years discounted)
Benefits	
Total GDV	£117,070,267
Costs	
LUF Costs	£19,808,092
Public Sector Match	£6,059,354
Other Match	£618,856
Benefit Cost Ratio	
BCR (LUF plus public match)	3.47

Based upon the DfT's Value for Money categories, this would be considered High value for money.

The BCR has been calculated in accordance with MHCLG's Appraisal Guidance by applying appropriate economic assessment modelling to the various initiatives as follows:

- Walking & Cycling Investment – HEAT model
- Community building refurbishment & new Cultural Infrastructure – Health Benefits of Construction phase employment and training; Crime Reduction Modelling & Land Value Uplift.

As per the guidance provided by MHCLG, the BCR calculation is based on real discounted net costs to the public sector. As such, this is based on a total of the economic benefits derived, minus the private sector investment secured divided by the LUF and wider Public Sector funding investment; as summarised below:

[TOTAL Economic Benefits £]

[LUF Funding Request + Public Sector Match Funding+15% Optimism Bias]

Sensitivity analysis has been applied to the model assumptions to account for lower or higher scenarios of benefit achieved. Overall benefits would have to erode by 45% or costs would have to rise by 50% before a BCR of less than 2 would be achieved. Therefore, the BCR is considered High value for money for the public sector.

As set out in Q5.2b, conservative estimates have been applied to the calculation of benefits and as set out below, not all benefits have been quantified. The project, therefore, demonstrates a high and robust value for money for both Government and wider public sector.

5.5b Please describe what other non-monetised impacts the bid will have, and provide a summary of how these have been assessed. (Limit 248/250 words)

The overall impact of the Connections to Opportunities project will be to create an inclusive economy, locally focused and mutually beneficial and one that realises the opportunities of growth & investment in the borough for its local residents no matter their background. In achieving this aim, the interventions have been designed to have the following impacts beyond those that can be monetised:

- Community cohesion: the project has a strong focus on providing spaces for different communities to come together and to understand and celebrate the heritage of the area.
- Reduction in social isolation: through new community spaces enabling a range of community outreach and community capacity building interventions to be delivered, as well as more accessible places.
- Improved sense of wellbeing: achieved through a reduction in social isolation, an increase in volunteering and civil society and through improved access to education and services.
- Attitudinal changes to active travel: based on the findings of recent comparator areas, the active travel interventions proposed are expected to report a change both in behaviour but also attitude to active travel and the understanding of the importance of sustainable travel choices.
- An increased awareness of climate change and a move towards more sustainable life choices: achieved through participation in the interactive, real-life data programme of environmental education delivered by the Eden Lab.
- Perceived safety through an improved walking and cycling environment that not only achieves real impact on crime and anti-social behaviour but also works to improve perceptions of safety amongst local residents.

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)

Risk	Explanation of Risk/Mitigation
Lack of take up of new walking and cycling routes.	A new cycling hub at Will Thorne Pavilion will ensure equity of access to cycling for all parts of the community and provide cycle training and outreach programmes. Through Low Traffic Neighbourhood interventions, outreach to local schools and community groups will promote sustainable travel choices. Activation of the Leaway Walk and community engagement programmes will encourage use of the River Lea path and the new Lochanagar Bridge.
Increase in construction costs due to unexpected expenditure items	A combined contingency of 15% has been applied across the construction projects to account for any unexpected expense and a number of surveys and investigations have been undertaken or are scheduled for early in the design and construction phase.
Community space not utilised	Co-design and community engagement is an integral element of the Connected to Communities project promoting local interest and ownership of the spaces.
Workspace not utilised	New spaces are to be linked to our established delivery partners to embed workspace provision within programmes of enterprise and business support.
Housing market	Macro-level factors may impact on house values in the area, irrelevant of the investment proposed. This may have an impact on the potential to realise Land value Uplift.

<p>Delay to Programme due to unforeseen circumstance</p>	<p>As seen by the recent pandemic, large-scale crises are possible that could impact on the deliverability of the programme. Mitigation measures would include re-planning, re-scheduling and re-scoping around what is achievable,</p>	
<p>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.</p>		

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)

The total funding ask of the Levelling Up Fund is £19.8m. Match funding of £6.67m (34%) brings the total programme cost to £26.49m.

The breakdown of costs and funding sources is shown in the table below.

	Total
PROJECT 1: EAST DOCKS ECO	£13,956,812
PROJECT 2: CANNING TOWN CUSTOM HOUSE HERITAGE AND CREATIVE ENTERPRISE	£6,651,806
PROJECT 3: LEAWAY LINK	£5,615,444
PROGRAMME WIDE MONITORING AND EVALUATION	£262,241
Total Programme Cost	£26,486,302
Levelling Up Funding sought	£19,818,272
Match funding:	
London Borough of Newham capital budget	£832,181
Section 106	£988,430
TfL Local Implementation Plan	£616,000
London Borough of Tower Hamlets	£2,532,744
GLA	£224,000
Crossrail	£324,000
Community Infrastructure Levy (subject to July Board approval)	£532,000
Eden Lab (to be secured)	£563,680
The Line (to be secured)	£54,996
Total Match	£6,668,030
Match funding as proportion of funding sought	34%
LBN Public Sector match	£832,181
Other Public Sector match	£5,217,174
Private sector match	£618,676
TOTAL	£26,486,302

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.

As detailed in Tabs C and D of Appendix 1, all project expenditure is profiled to complete by March 31st 2024.

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 relevant, bidders should provide evidence in the form of an attached letter from an independent valuer to verify the true market value of the land.

Yes

No

Letters of match funding are provided in Appendix 3.

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)

83% of the match funding is already secure. Of the remaining 17%; 8% is expected to be confirmed in July and the further 7% has been committed as confident figures for fundraising by our private sector partners, as follows:

Project 1: East Docks Eco - £0.6m match funding to be raised by Eden Project from private funding sources. Our partners, Eden Lab, have a proven track record having raised funds well in excess of £200m from public and private sources over the past 20 years. Such funding will likely be from the private sector including philanthropic, commercial brand activation. A detailed letter of support is given in Appendix 3.

Project 3: A £532,000 (8% of total match) Community Infrastructure Levy allocation has been identified to contribute to the construction of the Lochangar Bridge and is expected to be approved at the July Board. A further £54K of match funding for footway improvements/public art on the river path will be raised by our delivery partner The Line from their established relationships with public and private partners.

It should also be noted that the £623,681 of match funding applied to the Heritage Centre is to be reconfirmed as part of the Capital Budget review in July. There is no expectation of a reduction in this allocation.

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)

Not applicable

6.1f Please provide information on margins and contingencies that have been allowed for and the rationale behind them. (Limit 250 words)

Appropriate levels of construction risk allowance and client contingency have been set on project by project basis based on a detailed assessment of the level of risk of each element of the project, taking into account level of details of the brief, design stage, cost plan, site constraints and third party consents required. The full figures for every element of the programme are included in the detailed Delivery Plan at Appendix 2.

Across the programme, the overall allowance for construction risk is 6% of construction cost. This also takes into account build cost inflation.

Across the programme, the overall allowance for client contingency is 8% of total project costs. This is considered a prudent allowance given the work still to be undertaken to finalise certain elements of the projects e.g. fit out and equipment.

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)

A detailed risk register has been produced for every element of the programme in Appendix 2. Robust programme management will ensure any cost issue emerging are dealt with swiftly. In summary, the main financial risks and mitigations are:

Risk	Mitigation
Design development or under-estimation leading to increased construction cost at point of tender	Value engineering Inclusion in budget of construction risk allowance
Increase construction cost due to Covid-19, Brexit (impact on labour and materials) or other market factors	QS monitoring of construction cost indices and comparable projects. Value engineering. Construction risk allowance
Unforeseen environmental/ physical conditions or regulatory requirements (e.g. navigation authority requirements for bridge, listed building consent) effect the ability of the project to deliver within the set budget.	Appropriate building surveys undertaken. Early engagement with statutory consultees re regulatory requirements. Value engineering/alternative design solutions Inclusion in budget of client contingency
Programme delays (e.g. from planning refusal, public opposition or need for extensive value engineering) leading to increased programme management and design team costs	Early public consultation LB Newham absorb additional project management costs Fixed fee contracts with design team Client contingency
Poor financial management	Funding sought in bid for Project Management costs to ensure robust management of programme and budget
Match funding not secured	87% of the match funding is already approved Approved allocation of further 8% (CIL funding) expected July 2021. Commitment and confidence of private sector partner fundraising demonstrated by letters of support. Value engineering/project rescoping

Should these mitigations not succeed, and cost-overruns occur, the Council will:

1. Seek additional match funding;
2. Attempt to re-scope elements of the programme to provide the same agreed outcomes for less funding; or
3. Seek Cabinet approval for additional allocations from our Capital Programme.

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)

We propose that London Borough of Newham will be the accountable body and hold the delivery risk for the vast majority of the funding (£19.8m) including the entirety of Projects 2 and 3.

Project 2 will be entirely delivered by the Council. Project 3 will largely be delivered by the Council with £496m for footpath improvements/public art being delivered by The Line, a registered charity that will receive the funding under a conditional grant from the Council.

The Council will directly deliver most of Project 1 with the exception of £1.8m for refurbishment of a heritage building by the Eden Project. The building (Compressor House) is owned by the Greater London Authority (GLA) and it is therefore proposed that the GLA acts as accountable body for this element of the funding, with a direct delivery agreement with central government. The GLA would be responsible for financial management and delivery risk on this project.

An MOU would be signed between the Council and the 3rd parties, describing the roles and responsibilities.

Procurement

The Council maintains a central contract register for procurement to ensure that future procurements can be planned and delivered effectively before existing contracts expire. Newham has a comprehensive set of Contract Standing Orders (CSOs) in place, alongside various controls to ensure their compliance:

- A Checkpoint process operates within the Council for larger procurements (Services and Supplies with a value greater than the OJEU threshold and Works exceeding £500k in value) to ensure that the service leading a procurement is adhering to the Council's appropriate procurement processes, following relevant procurement legislation and delivering value for money.
- A Procurement Initiation Form (PIF), is required to be completed at the start of all procurements with a contract value of £25,000 or above, to ensure 'below threshold'

contracts are undertaken in-line with Public Contracts Regulations 2015 and the 'below- threshold' regime.

- Controls to ensure compliance will be monitored regularly.

Our Community Wealth Building strategy is underpinned by six key principles; one of which is progressive procurement of goods and services. We will continue to use our purchasing power and influence to keep wealth in our local economy. We are a living wage employer and encourage others to do so.

We continue to use our procurement abilities to advance our response to the Climate Emergency through embedding a Green agenda across the council in line with our Air Quality and Climate Change Strategic Intent strategies.

For this programme, we have developed detailed procurement strategies for each element of each of the three projects - included in the Delivery Plan at Appendix 2.

The most appropriate procurement route for each contract has been chosen based on legal requirements (OJEU, Council Standing Orders), size, market appetite, level of specialism required, availability of frameworks, etc.

The procurement routes for the capital works vary from use of existing term contractors (e.g. LBN term highway contractor for walking and cycling routes), mini-competitions from suitable external frameworks (particularly for specialist works e.g. refurbishment of historic buildings) and open tenders.

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 e.g. 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 500/500 words)

Each intervention has a clearly mapped out budget, programme of delivery, list of consents received/still to be received and risk registers. The detail for each is given in full in the Delivery Plan in Appendix 2.

Programme

Works will begin this month and conclude by March 2024 as summarised below::

Project	Capital Works Start	Capital Works Complete	Total Costs	Contingency Applied
Project One: East Docks Eco	August 2021	March 2023	£13,956,812	10% Client Contingency plus 3.2% Construction Risk Allowance
Project Two: Canning Town & Custom House Heritage & Creative Enterprise	July 2021	March 2024	£6,651,806	5% Client Contingency plus 18% Construction Risk Allowance
Project Three: Leaway Link	June 2021	March 2024	£5,615,444	4% Client Contingency plus 9% Construction Risk Allowance

Roles & Responsibilities

LB Newham will be the main delivery lead and accountable body for the capital works programme but will be working with a strong partnership structure as summarised below:

Project	Lead Delivery Partner	Other Delivery Partner(s)	Partnership agreement
Project One: East Docks Eco	LB Newham	Eden Lab/Project GLA Workspace Provider	Partnership Agreement/MOU to be developed between GLA, LBN and Eden Lab for the Wild Docks intervention. Lease arrangement with social value outcomes for workspace provider.
Project Two: Canning Town & Custom House Heritage & Creative Enterprise	LB Newham	N/A	
Project Three: Leaway Link	LB Newham	LB Tower Hamlets GLA The Line	Joint partnership agreement in place for the Lochanagar Bridge between LBTH, LBN and GLA. The Line is a registered charity who will receive the funding as a

			conditional grant from LBN.
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Engagement

Appendix 3 contains letters of support from each of the relevant landowners and stakeholders involved in the project, including:

- Transport for London (TfL)
- Greater London Authority (GLA)
- LB Tower Hamlets
- Royal London Docks
- Eden Lab
- The Line
- Newham College
- University of East London
- V&A East

Consents

Formal consents for the Projects that have been achieved/remain to be achieved are as summarised below:

Project	Consent(s) Required	Date Received/Expected
Project One: East Docks Eco	Planning Permissions: <ul style="list-style-type: none"> • Beckton CC • N Woolwich Co-Design • Wild Royal Docks • Tate Institute • Will Thorne Pavilion 	<ul style="list-style-type: none"> • 10/2/2019 • TBC¹⁶ • August 2022 • November 2021 • TBC¹⁷
	Lease Agreements: <ul style="list-style-type: none"> • Wild Royal Docks lease of Compressor House • N. Woolwich Co-Design 	<ul style="list-style-type: none"> • September 2021 • June 2021
	Utilities Approval: <ul style="list-style-type: none"> • Greenway: Thames Water Utilities 	<ul style="list-style-type: none"> • November 2021
Project Two: Canning Town & Custom House Heritage & Creative Enterprise	Listed Building Consent: <ul style="list-style-type: none"> • Heritage Centre 	<ul style="list-style-type: none"> • November 2022
	Planning Permission: <ul style="list-style-type: none"> • Heritage Centre 	<ul style="list-style-type: none"> • November 2022
	Building Control: <ul style="list-style-type: none"> • Heritage Centre • Custom House • Meanwhile 	<ul style="list-style-type: none"> • March 2024 • October 2021

¹⁶ Details of planning permission requirements unknown due to the co-design approach and evolving scope.

¹⁷ Full scope of Planning requirements currently being agreed.

Project Three: Leaway Link	Planning Permission: <ul style="list-style-type: none"> Lochanagar Bridge (LBN & LBTH) Leaway Walk 	<ul style="list-style-type: none"> June 2022 (LBN; July 2021 (LBTH) November 2022
	Additional Consents for Bridge: <ul style="list-style-type: none"> CRT - Navigation Requirements Agreement River Owner Air Rights Agreement EA Agreement Land Acquisition LBN UKPN Diversion Application UKPN Licenses / easements / other 	<ul style="list-style-type: none"> Jul-21 Dec-21 Oct-21 Oct-21 Oct-21 Mar-22
	Landowner Approval: <ul style="list-style-type: none"> Leaway Walk 	<ul style="list-style-type: none"> July-November 2022
	Works Licence on GLA Land: <ul style="list-style-type: none"> Leaway Walk 	<ul style="list-style-type: none"> January 2023
6.3b Has a delivery plan been appended to your bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
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 		
A detailed risk register for every element of the programme of delivery is included in the Delivery Plan at Appendix 2. Financial risks <ul style="list-style-type: none"> <u>Failing to secure sufficient funding:</u> Excluding the confirmation of LUF funding for the bid, there is very low risks around securing the Council and 3rd party match, with the Council's commitment in the approved budget and the funding agreement with the GLA already signed. 		

The risk of 3rd party match funding for the Leaway walk and Eden Lab not materialising has been mitigated by obtaining letters from them assuring us of their confidence and track record in securing such levels of funding.

- **Costs overrun:** Measures are in place to mitigate and manage risks associated with costs overrunning, such as cost estimation and value engineering considerations at each stage of the design programme. Aiming to secure construction contracts within budgets and enabling quick changes at point of contract should value engineering be required. To mitigate against the risk of ‘hidden issues’ with sites that could cause delay or financial costs surveys will be undertaken at early stages of project design to minimise risk of unexpected site conditions arising (this has already been completed for the majority of interventions).

Additionally, all of the proposed interventions have contingency allocated in the budgets to account for potential unexpected increases in costs.

- **Management:** The resource risk around insufficient in-house resource to manage the delivery of the three projects outlined in the bid has been largely mitigated against with the recent recruitment of three regeneration project managers. These personnel add to the experienced members of both the regeneration and highways departments who have a wealth of experience of delivering projects of a similar scale.

Land and assets

- **Land and assets not being available in time:** All lands on which the projects are to be built are in the ownership of the Council or other government agencies, all of who are in support of the projects. While land has not yet been secured on the Newham side, discussions are in late stages with LLDC, which holds the rights on the land, to transfer the land to LBN. The other required assets are owned by the Council and inclusion into the project has been agreed. GLA owns the land for Eden Lab and is secured.

Permissions and approvals

- **Permissions are not received is time:** Delivery risks include failing to secure relevant statutory permissions and potential covid-19 restrictions. All transport schemes within Beckton and Royal Docks are related to improvements of the public highway and delivered under relevant permitted development rights, not requiring planning consents.

Other developments are in line with relevant policies such as the local plan and use of pre-apps will mitigate against the risk that planning permission might not be granted.

LBN is working with other statutory providers, e.g. PLA, EA and CRT for approvals for the bridge.

- **Communities are dissatisfied with project proposals:** To mitigate the reputational risk around proceeding with any unpopular interventions, significant resident and stakeholder engagement has taken place.

6.3f Has a risk register been appended to your bid?

Yes (Within Delivery Plan, Appendix 2)

No

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 extensive experience and project management resources, systems and processes for delivering complex capital programmes.

The Council delivers an average of £150m of complex capital projects annually, and £10m of annual planned maintenance, especially in relation to transport, high street public realm and building refurbishment, The high street public realm and sustainable transport projects listed in this bid will be delivered through the Council's term highways contractor, managed by the Regeneration and Highways teams, using the robust monitoring, reporting and governance processes that are already in place.

The Council's Regeneration team, with the support of Asset Management, will lead the development and delivery of the bridge, the Community centres and the Heritage Centre.

The Council has delivered walking and cycling routes along the Greenway, public realm improvements, bridges and ramps, Stratford town Centre transformation and more worth £30m since 2018-19; and we lease buildings to experienced workspace operators, who bring their knowledge and expertise to ensure the projects are developed and implemented successfully, maintaining long-term and ongoing viability, the delivery of economic and social value outcomes for communities and high streets.

The projects at Leaway Walk and Eden Lab will be closely monitored- an MOU will be signed between the Council and the 3rd parties, describing the roles and responsibilities.

The Council is well placed to deliver these projects within existing resources, and a number of the projects have been planned and developed so they can progress to implementation this financial year as part of a phased programme.

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)

The Council's CFO confirms that adequate and appropriate assurance systems are in place. This includes but is not limited to the below:

- All assumptions have been assured, tested and approved. They are considered prudent and evidence-based.
- Appropriate contingencies are in place across each intervention and at a project wide level.
- Council capital and third party funding has been secured.
- Appropriate risk management strategies are in place to mitigate finance risks.
- Corporate finance services are aware and available to support the delivery of each project.
- Project governance arrangements are clear, understood and can be implemented, providing the required level of strategic oversight and accountability. Clear lines of delegation and areas of responsibility have been defined, with a highly capable Project Sponsor [Dave Hughes – Corporate Director of Inclusive Economy and Housing] with the required availability to oversee the project in place.
- Clear project controls have been identified.

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

The London Borough of Newham is committed to robust monitoring and evaluation across all of its service areas, programmes and projects; the principles for this are established within the Council's Corporate Outcomes Framework which sets out a long-term approach and dedicated resource to collecting robust and granular evidence on the lived experiences of Newham residents and on the delivery of the outcomes being targeted.

This alignment with the Corporate Outcomes Framework will ensure that the interventions that form the project will be scrutinised, monitored and evaluated as part of the corporate-wide reporting against the Outcomes Framework. The M&E approach will be in line with the national evaluation and appraisal guidance as set out within the Magenta and Green Books. It will be aligned with the monitoring guidance that will be published by the Government later this year.

At a strategic level, the evaluation will need to address the following questions:

- Delivery: Was the programme delivered on time, to budget and within acceptable risk parameters?
- Value for Money: Was the Benefit-Cost Ratio achieved; what other added value/benefit was realised? What additional match funding (capital or revenue) was leveraged into the programme?
- Impact: Did the programme achieve the outputs intended? What outcomes have been derived? Can the programme be attributed to achieving against the impact intended?
- Strength of Partnership: How well were the interventions delivered by the partnership structure in place? How strong was governance & decision-making? What additional partnerships have been created as a result of the project?
- Lessons Learned: What went wrong? What went well? What can LB Newham and partners learn from the experience of delivering the programme?

At the intervention level a robust monitoring and evaluation plan has been developed (Appendix 1, Table F), based on the established Theory of Change, that will utilise a combination of quantitative and qualitative research tools in order to capture the direct and indirect outputs and outcomes of each of the individual interventions in contributing to the overall objectives of the project.

Assumptions about the expected outcomes of the project have formed the basis of the economic assessment modelling (as described in Section 5) and so it will be imperative to monitor actual movement against these impacts as the projects and programmes are delivered.

A 1% of project budget has been allocated to monitoring and evaluation to ensure this important element of the programme is properly resourced from the outset. Independent experts will be commissioned to undertake an objective evaluation of the Connected to Communities programme at both individual project and programme-wide level.

Three dedicated council officer project managers will also be assigned to the delivery of the Connected to Opportunities project and will be responsible for monitoring and evaluation and reporting to the Project Board and MHCLG.

Critical to this will be a number of steps as follows:

1. Establishing a Project Board

The Connected to Opportunities project has been formed through a strong partnership approach that brings together key delivery agencies to deliver a comprehensive package of interventions. A Project Board comprising of key representatives from each of the partner agencies, chaired by a senior officer of the council and serviced by Council staff will provide robust and regular scrutiny against project delivery plans and the established Theory of Change.

2. Establishing a Baseline

To enable objective evaluation of the impact of the investment, a clear baseline position is needed. Once output, outcome and impact measures are finalised, work will be undertaken to establish the final baseline position. While this is largely already in place, there may be some areas where further primary research is required to fill gaps (e.g. Newham Residents Survey)

3. Establishing outcome-based partnership agreements and lease arrangements to ensure project-wide commitment to the monitoring and evaluation framework and a committed long-term contribution to measuring impact.

4. Monitoring of impact through development phase

The majority of the project outcomes will be realised upon completion of the capital investment works. However, during the development phase, the imperative will be on measuring project progress against key milestones to track progress against programme and budget of each of the initiatives. To this end, a comprehensive delivery plan and risk register has been established (Appendix 2) which will form the basis of a monthly monitoring framework against which identified project managers will be responsible for reporting. These monthly reports will be monitored by the council's dedicated programme manager who will work with partner agencies and project managers to identify and mitigate any risk to programme, budget or outcome. On a quarterly basis, progress reports will be compiled for reporting to the Board.

5. Monitoring of impact through delivery phase

Upon completion of the capital investment, full outcomes of the programme should begin to be realised, as set out in the Theory of Change. To this end, measurement of movement against the established baseline will be undertaken on a quarterly and annual basis through a range of tools as set out in Appendix 1. This will combine quantitative analysis against outputs achieved; qualitative techniques to measure against the wider outcomes expected as modelled in Section 5, as well as primary research undertaken at a project level with users of the new spaces.

6. Final Evaluation Report

One year following completion of the bid-wide interventions; a summary report of outputs achieved and outcomes beginning to be realised will be completed and submitted to MHCLG. This will chart progress against the economic assessment submitted as part of this bid as well as progress towards achieving the Theory of Change.

7. Ongoing monitoring and evaluation

Beyond submission to MHCLG of the final evaluation report; the Council will continue to monitor and report against project impact on a quarterly basis through the corporate Outcomes Framework. The Council will also feed into wider evaluations undertaken by delivery partners such as the GLA and TfL and as part of the Royal Docks programme to enable an ongoing, comprehensive and objective review of impact against established regional and sub-regional programmes.

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:

Dave Hughes

Corporate Director of Inclusive Economy & Housing, London Borough of Newham

Signed:



7.2 Chief Finance Officer Declaration

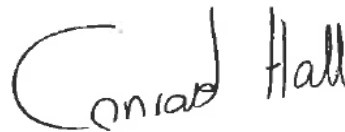
As Chief Finance Officer for [*name of organisation*] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [*name of organisation*]

- 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
- confirms 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: Conrad Hall
 Corporate Director of Resources,
 London Borough of Newham Conrad
 Hall

Signed:



7.3 Data Protection

Please note that 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	
East Docks Eco	
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)	
<p>This project will connect two highly deprived and physically isolated communities (Beckton and North Woolwich) to the Royal Docks Enterprise Zone Green Enterprise Testbed.</p> <p>Levelling Up Fund will be used to provide four new 'Engine Rooms', disused and historic buildings brought back into use as spaces for enterprise and innovation related to climate change and the circular economy, including a re-wilding centre, workspaces for green enterprise and a bike repair and restoration hub. A much-improved walking and cycling network will link communities to the Engine Rooms and current and future learning, employment and enterprise opportunities across the Royal Docks.</p>	
A3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
<p>The project area covers the wards of Beckton and Royal Docks, located within the south-east corner of LB Newham. Despite being host to London City Airport and the emerging Royal Docks Enterprise Zone; the area is characterised by significant challenge. It has the third highest rate of crime in the borough, a third of the Beckton ward is within the top 20% most deprived in the country and the whole area is within the top 10% most deprived in the country in relation to access to housing and services.</p> <p>The Royal Docks is London's only Enterprise Zone with £8 billion being invested to create 25,000 homes and 60,000 jobs over the next 20 years on 1,200 acres of land and 12 miles of riverfront.</p>	
A4. OS Grid Reference	51.5149827,0.0592582
A5. Postcode	E6 5NT
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)	LB Newham
A7. Please append a map showing the location	<input checked="" type="checkbox"/> Yes

(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 type="checkbox"/> No
A8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input checked="" type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment
A9. Value of capital grant being requested for this project (£):	£11,240,702
A10. Value of match funding and sources (£):	<p>Total Match = £2,716,110</p> <p>Comprising of:</p> <ul style="list-style-type: none"> • £988,430 – S106 • £563,680– Private Sector Match (Eden Lab) • £224,000 – GLA grant funding • £324,000 - Cross rail • £616,000 – Local Implementation Plan funding (TfL)
<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 words)</p> <p>The East Docks Eco project will deliver a network of engines rooms for the community connected through a grid of new and improved walking and cycling routes and supported by a robust programme of education, skills and training delivered in partnership with Eden:Lab; UEL; and workspace providers. Total outputs include:</p> <ul style="list-style-type: none"> • 4.7 km of improved walking and cycling routes, connecting isolated communities to the Royal Docks Green Enterprise Testbed 	

- 3,757sqm of new community space providing a network of 'Engine Rooms' targeting access to green jobs, enterprise and innovation, delivered in partnership with the world-famous Eden Project.

The individual interventions as summarised as follows:

- **Re: Wild Hub:** A new state-of-the-art digital experience, event space and education hub for the community in the heart of the Royal Docks green technology enterprise zone. See Appendix 2
- **Beckton Community Centre:** Refurbishment, modernisation and alterations will enable this important community space to re-open, and support multiple groups become re-established after the disruption of Covid-19. This project will directly support accessible and inclusive neighbourhoods, by offering a safe, accessible, affordable and secular multipurpose space available to all.
- **Tate Institute:** Through the refurbishment of this important heritage asset, it will become an accessible community space offering flexible meeting, education and event space and affordable and creative workspaces.
- **North Woolwich Co-Design:** Creation of new community space providing a community pantry to service the very real need in the local area; as well as a further co-design project to work with the community to determine other uses on this 1,114sqm site that provide productive education and learning opportunities for local people.
- **Will Thorne Pavilion:** The refurbishment of this derelict leisure building will create a new cycling hub for the local community, combining cycle workshops with cycle and leisure-based enterprises in new affordable workspaces. Internal and external leisure provision will also work to encourage a more active local community and provide new opportunities for learning and skills, delivered in partnership with UEL.
- **Sustainable Neighbourhoods Scheme:** A number of Low Traffic Neighbourhoods & Healthy School Streets schemes will be implemented across the Beckton area to enable more local trips to be made sustainably and actively, and to make vehicle use less direct and attractive, and walking and cycling the preferred choice.
 - **Greenway Extension:** Investment in the final section of the Greenway to complete this important walking and cycling route connecting Stratford's Olympic Legacy area in the north-west and the Gallions Reach shopping Centre in the south-east, part of a new emerging new town centre, currently at the master planning stage.
 - **Mitchell Walk and Tollgate Road:** This investment in the public realm will deliver a high quality step free walking and delineated cycle routes through Beckton to the District Centre, helping to plug the gaps in the current network.

As described in the main application form, all the interventions of the project have been appraised against recognised models in order to calculate economic benefits of the investment.

The total Economic benefits of the East Docks Eco project equates to £35.0m.

For the East Docks Eco Project this includes modelled benefits as follows:

- Active Travel Benefit of £17,231,296
- A Land Value Uplift of £13,320,000
- Reduction in crime leading to £1,330,000
- Health Benefits of £673,941
- Net Operational Revenue of £2,427,574

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.

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

For the East Docks Eco project, the BCR is modelled to be 2.3 as outlined below.

	Value (2021/22 NPV) £
Total benefits	
Public sector costs (inc optimism bias) [2]	£
LUF cost	£11.2m
Public sector match	£2.2m
Optimism bias	15%
Offsetting revenue to public sector [2]	£2.4m
Other match	£0.56m
Value for money	2.3

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

Whilst much of the benefits have been assessed through the modelling of the Benefit-Cost Ratio, there are a considerable number of non-monetised benefits expected from the project, the key highlights being:

- Community cohesion: the project has a strong focus on providing spaces for different communities to come together and to understand and celebrate the heritage of the area.
- Reduction in social isolation: through new community spaces enabling a range of community outreach and community capacity building interventions to be delivered, as well as more accessible places.
- Improved sense of wellbeing: achieved through a reduction in social isolation, an increase in volunteering and civil society and through improved access to education and services.
- Attitudinal changes to active travel: based on the findings of recent comparator areas, the active travel interventions proposed are expected to report a change both in behaviour but also attitude to active travel and the understanding of the importance of sustainable travel choices.
- Perceived safety through an improved walking and cycling environment that not only achieves real impact on crime and anti-social behaviour but also works to improve perceptions of safety amongst local residents.
- An increased awareness of climate change and a move towards more sustainable life choices:

	achieved through participation in the interactive, real-life data programme of environmental education delivered by the Eden Lab.
<p>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.</p>	
<p>Project Delivery will begin in September 2021 and complete by March 2024.</p> <p>Planning approval has been received for the Beckon Community Centre project and further building control approval will be sought as part of the design and construction of the centre.</p> <p>Further planning permissions will be required the Tate Institute and a submission is in preparation for submission later this year.</p> <p>Early engagement with planners will also be taken on the Will Thorne and North Woolwich Co-Design projects to understand any consents required.</p> <p>Thames Water Utilities will need to provide consent for the Greenway extension project but they are already in regular dialogue with us regarding the project and a well-established process for approval is already in place from earlier phases of the scheme.</p> <p>No further statutory consents are required for the public realm enhancements as they will take place on the existing highway.</p> <p>Full details are given in the Delivery Plan in Appendix 2.</p>	
<p>A16. 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>	
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	See Appendix 2 – Delivery Plan
A20. Can you demonstrate ability to	

deliver on the ground in 2021-22.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A21. Please provide evidence	See Appendix 2 – Delivery Plan
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.	See Appendix 2 – Delivery Plan
A23. Please list separately any <u>outstanding</u> statutory powers / consents etc., including the timetable for obtaining them.	See Appendix 2 - Delivery Plan

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

Project 2	
B1. Project Name	Canning Town Custom House Heritage and Creative Enterprise
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>In Canning Town, a disused Grade II listed building on the high street will be brought back to life as a digitally-enabled cultural and learning space using heritage, history and culture to engage communities and particularly young people in personal and collective futures through digital technology.</p> <p>Partnerships with local FE and HE providers (e.g. UCL, UEL, Newham College) and with major cultural institutions coming to the Queen Elizabeth Olympic Park in Stratford (e.g. the BBC, Sadler’s Wells, V&A East, London College of Fashion) will deliver programmes to connect young people to new learning, employment and enterprise opportunities in the creative, data and digital industries.</p> <p>In Custom House, a row of vacant shop units will be refurbished to retain in the neighbourhood local traders who are being relocated due to redevelopment and to create new flexible spaces as a testbed for resident-led cultural and meanwhile projects (e.g. a community bookshop and café) that could be permanently incorporated into the new developments if successful.</p>	
B3. Geographical area:	
Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
The project area covers the wards of Canning Town North, Canning Town South and Custom House. Canning Town and Custom House is a key regeneration area undergoing significant change through new developments that will create a gateway to the Royal Docks. This project will invest in Council assets that will use culture to bridge gaps between communities, ensure no one is left behind by regeneration and improve the appearance and vitality of two key high streets.	
B4. OS Grid Reference	51.510302, 0.0238573 51.5179848, 0.0115088
B5. Postcode	E16 3AR E16 4HE
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 type="checkbox"/> Transport investment <input type="checkbox"/> Regeneration and town centre investment <input checked="" type="checkbox"/> Cultural investment
B9. Value of capital grant being requested for this project (£):	£5,819,625
B10. Value of match funding and sources (£):	Total Match = £832,181 Source: LBN Capital Programme
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>The Canning Town Custom House Heritage and Creative Enterprise project will invest in two key regeneration interventions for the two local centres that form the Canning Town Custom House masterplan area. In so doing, the interventions will create significant new digitally-enabled cultural, heritage and education space and protect local enterprise and access to culturally-diverse goods and services through a refreshed high street by Custom House station.</p> <p>The specific outputs of the project are:</p> <ul style="list-style-type: none"> • 958 sqm of refurbished culture, heritage and learning space, bringing a Grade II listed building on the high street back into use. • 5 refurbished shop units, supporting the local town centre economy and building community resilience <p>The details of each intervention are as follows:</p> <ul style="list-style-type: none"> • Newham Heritage Centre: Will provide a contemporary hub for community engagement with the history and culture of the borough and its people. The restoration of the former Canning Town Library, a historic building with a rich social history, provides an inspiring physical space for the reinvigoration of interest in heritage in the borough. It will also provide a hub in an area that is currently undergoing substantial regeneration and, with the new Canning Town Library and 	

English National Ballet in close proximity, is looking towards a future as a vibrant major centre for cultural learning and engagement.

- **Custom House Meanwhile:** Will become a beacon of community wealth building while capitalising on its location as a primary gateway to south Newham and the Royal Docks with the opening of Crossrail. By retaining and upgrading an existing, mostly vacant, parade of shops on Freemasons' Road at Normandy Terrace, the existing retail will be consolidated in a single upgraded and prominent location next to Custom House Station, allowing the regeneration project to commence while ensuring the local community retain access to their local services, with additional capacity for resident led meanwhile opportunities.

As described in the main application form, all the interventions of the project have been appraised against recognised models in order to calculate economic benefits of the investment.

The total Economic benefits of the Canning Town Custom House Heritage & Creative Enterprise project equates to £12.6m.

For the Canning Town Custom House Heritage & Creative Enterprise project this includes modelled benefits as follows:

- Health Benefits value of £645,378
- A Land Value Uplift of £9,000,000
- Reduction in crime leading to £2,610,000 of savings
- Net Operational Revenue of £344,079

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.

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

For the Canning Town Custom House Heritage & Creative Enterprise project, the BCR is modelled to be 1.0 as outlined below.

	Value (2021/22 NPV) £
Total benefits	
Public sector costs (inc optimism bias) [2]	£
LUF cost	£5.8m
Public sector match	£0.8m
Optimism bias	15%
Offsetting revenue to public sector [2]	£0.34m
Other match	£0.56m
Value for money	1.0

<p>B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	<p>Whilst much of the benefits have been assessed through the modelling of the Benefit-Cost Ratio, there are a considerable number of non-monetised benefits expected from the project, the key highlights being:</p> <ul style="list-style-type: none"> • Community cohesion: the project has a strong focus on providing spaces for different communities to come together and to understand and celebrate the heritage of the area. • Education, training and skills through new state-of-the-art digitally enabled spaces programmed with delivery by world-class institutions. • Reduction in social isolation: through new community spaces enabling a range of community outreach and community capacity building interventions to be delivered, as well as more accessible places. • Business support & advice: provided through affordable workspace and retail units in the heart of the community with increased opportunities for networking and collaboration and for the delivery of business skills programmes. • Improved sense of wellbeing: achieved through a reduction in social isolation, an increase in volunteering and civil society and through improved access to education and services.
<p>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.</p>	
<p>Project Delivery will begin in July 2021 and complete by March 2024.</p> <p>As the project entails refurbishment works, including to a listed building, the following approval processes are required:</p> <ul style="list-style-type: none"> • Listed Building Consent – target date for approval is January 2022 • Planning Permission – target date for approval is January 2022 • Building control certificate – upon practical completion of the project • Building Control -to be applied for as part of first phase of works. <p>Full detail is given in the Delivery Plan in Appendix 2.</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>	

B17. Does this project includes plans for some LUF expenditure in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B18. 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
B19. Please provide evidence	See Appendix 2 – Delivery Plan
B20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B21. Please provide evidence	See Appendix 2 – Delivery Plan
Statutory Powers and Consents	
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.	See Appendix 2 – Delivery Plan
B23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	See Appendix 2 – Delivery Plan

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

Project 3	
C1. Project Name	Leaway Link
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)	
<p>This project will deliver a new bridge over the River Lea, a key missing link in the strategic walking and cycling network that will:</p> <ul style="list-style-type: none"> • Connect Newham communities on traffic-free routes to major employment hubs across the river, including Canary Wharf and Poplar and also, via the Leaway riverside path, to the Queen Elizabeth Olympic Park, Hackney Wick and (in future) to the Royal Docks. • Service key development sites of over 40,000 new homes and more than 280,000 sqm of commercial space in Newham and Tower Hamlets. • Unlock investment by data and digital companies in Newham's emerging 'data corridor' linking the proposed 'digital districts' at Stratford and the Royal Docks. 	
C3. Geographical area:	
Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
<p>The Leaway Link project focuses on a key riverside area to the west of Newham, along the River Lea. The Lower Lea is a highly severed place. The river is a political boundary, between the London boroughs of Tower Hamlets and Newham, and a physical boundary, creating significant severance between neighbouring communities. There is currently no ability to cross the river between the A13 at Canning Town and Twelvetrees at Bromley-by-Bow, a distance of over a mile (1,700 metres).</p> <p>The area is poised for significant growth of over 40,000 homes and 280,000sqm commercial space over the next 20 years.</p>	
C4. OS Grid Reference	51.517858,-0.0078887
C5. Postcode	E14 0FA
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)	LB Newham
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 checked="" 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 (£):	£2,495,705
C10. Value of match funding and sources (£):	£3,119,739 Comprising: <ul style="list-style-type: none"> • £54,996 – Other match (The Line) • £2,532,744 – LB Tower Hamlets • £532,000 – Community Infrastructure Levy
C11. Value for Money 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>The Leaway Link project will deliver a new east-west connection across the River Lea through a new pedestrian and cycle bridge connecting Newham's communities with access to economic and employment centres in Canary Wharf and the City. To ensure safe and accessible access to the new bridge, a programme of investment along the walkway, leading to the bridge will bring activation and safety to encourage its regular use.</p> <p>The specific outputs of the project are:</p> <ul style="list-style-type: none"> • A new bridge over the River Lea that will connect Newham communities to major employment hubs and support development of over 40,000 new homes and more than 280,000 sqm of commercial space. • 1,000 metres of improved walking and cycling route leading to the bridge <p>Details of each intervention are as follows:</p> <ul style="list-style-type: none"> • Lochanagar Bridge: This bridge will provide the new developments in Tower Hamlets access to the river and Leaway for health and leisure purposes and also a route to jobs and social and transport infrastructure, including Star Lane DLR. The bridge provides a much higher quality route than is currently available and without it walking and cycle journeys to the north will need to use the busy A12. The bridge will be within a five minute walk (400 metres) of an estimated 3,831 new homes at Ailsa Wharf, Islay Wharf, Poplar Bus Depot, Leven Wharf and Leven Road (part). It is also within five minutes of existing residential communities at Teviot, Nairn Street and North Aberfeldy, areas also subject to proposals for future regeneration. • Leaway Walk: Investment in this key pedestrian and cycle route to the new bridge will connect communities and inspire individuals through an outdoor exhibition 	

programme that offers a journey through a dynamic urban landscape where everyone can explore art, nature and heritage for free. Investment in play, seating and planting will enhance this route to encourage safe and accessible access for all.

As described in the main application form, all the interventions of the project have been appraised against recognised models in order to calculate economic benefits of the investment.

The total Economic benefits of the Leaway Link project equates to £69.5m.

For the Leaway Link project this includes modelled benefits as follows:

- Active Travel Benefit of £69.5m

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.

C13. Where available, please provide the BCR for this project

The BCR for the Leaway Link project has been modelled as 11.9 as follows:

	Value (2021/22 NPV) £
Total benefits	
Public sector costs (inc optimism bias) [2]	£
LUF cost	£2.5m
Public sector match	£3.1m
Optimism bias	15%
Offsetting revenue to public sector [2]	N/A
Other match	£0.06m
Value for money	11.9

<p>C14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	<p>Whilst much of the benefits have been assessed through the modelling of the Benefit-Cost Ratio, there are a considerable number of non-monetised benefits expected from the project, the key highlights being:</p> <ul style="list-style-type: none"> • Community cohesion: the project has a strong focus on providing spaces for different communities to come together and to understand and celebrate the heritage of the area. • Public realm improvements, public artworks and a community hub for cultural and water-based participation activities will help create a new cultural destination for Canning Town. • Strong levels of community engagement will raise awareness of the new routes and increase use and community safety.
<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>Work has just begun on the Leaway Link project to undertake preliminary design work in order to submit to planning as soon as funding is secured. All works on the bridge and the Leaway Link will be completed by March 2024.</p> <p>For the construction of the Bridge a number of statutory processes are required, including obtaining partnership agreements and approvals from key statutory partners and stakeholders. All such processes have been clearly identified as part of the project delivery plan have been programmed appropriately.</p>	
<p>C16. 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>C17. Does this project includes plans for some LUF expenditure in 2021-22?</p>	<p><input checked="" type="checkbox"/> Yes <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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>C19. Please provide evidence</p>	<p>See Appendix 2 – Delivery Plan</p>
<p>C20. Can you demonstrate ability to</p>	<p><input checked="" type="checkbox"/> Yes</p>

deliver on the ground in 2021-22.	<input type="checkbox"/> No
C21. Please provide evidence	See Appendix 2 – Delivery Plan
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.	See Appendix 2 – Delivery Plan
C23. Please list separately any <u>outstanding</u> statutory powers / consents etc., including the timetable for obtaining them.	See Appendix 2 – Delivery Plan

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?	Y	
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?	Y	
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?	Y	
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?	Y	
Has a letter relating to land acquisition been appended?		
Have you attached a copy of your Risk Register?	Y	
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.	Y	

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.		