

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 should submit the Application Form. If available, a more detailed business case may be submitted for larger transport project bids in addition to the application form. 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: [Matt James, Senior Regeneration Manager](#)

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

Contact telephone number: [REDACTED]
matt.james@newham.gov.uk

Email address:

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:

[Partnering Regeneration Development Ltd and 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

Yes

No

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

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

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

Yes

No

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

PART 2 EQUALITY AND DIVERSITY ANALYSIS

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

The equalities impact of the Newham 15 Minute Neighbourhood Programme described in 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 Equality Act, 2010.

The Equality Impact Assessment (EqIA) is iterative and will be updated at agreed key stages of the Programme. It will also inform the monitoring and evaluation framework. We have considered impact of this proposal on the protected groups and our most deprived communities (see Appendix 4 for the current high level EqIA matrix to inform evolving Equality Impact Assessment). At this point, there are no negative equalities implications arising from this proposal.

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, e.g. the Council translated key information into the top four languages spoken in each of the wards surrounding key town centres. For residents who found accessing online engagement challenging, hard copies of materials have been distributed via libraries and also mailed out to residents.

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

Socioeconomic Disadvantage – 12th most deprived Local Authority in England and the third most deprived borough (average rank) in London, with nearly half residents (49%) living in poverty

by:

- decreasing transportation costs for low-income households
- increasing shopping footfall via well-planned improvements in the walking environment, helping local high street to recover after Covid-19, retain wealth in local communities and reduce economic inequalities

Age - Newham has a large and growing young population (22% of residents less than 16 y.o., more than average in London and England).

by:

- encouraging social inclusion by addressing inequalities in accessing infrastructure, with particular benefits for elderly, and young groups.
- reducing social isolation particularly for the over 65s through civic participation and the provision of a healthy social infrastructure within all local neighbourhood
- increasing the child-friendliness of city spaces through safe spaces for children to walk about independently, access community services, and cycle.

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

by:

- making significant improvements to the public realm and infrastructure and making public spaces more accessible to people with disabilities and limited mobility.

Ethnicity/Religion - as one of the most ethnically diverse boroughs in the country – with Black Asian and Ethnic Minority Communities making up 73% of our population (the highest proportion in the country), with over 100 languages and dialects spoken.

by:

- improving the environment with more greening and creating low Traffic Neighbourhoods benefiting Ethnic Minority Communities who are disproportionately impacted by poorer air quality.
- having walkable streets and community spaces to enhance the sense of community and provide copious opportunities for social interaction and cohesion.

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:

<https://www.newham.gov.uk/regeneration-1>

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).

Investment of £19.96m from the Levelling Up Fund is sought to deliver the **£27.2million Newham 15 Minute Neighbourhoods Programme**.

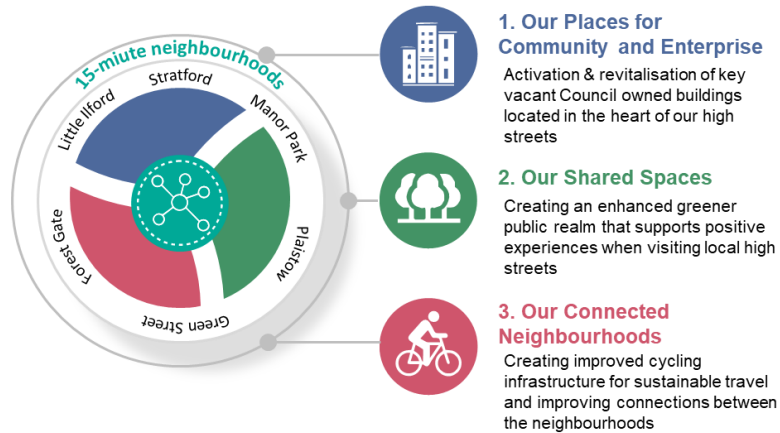
The Programme will create **innovative commercial and civic spaces, imaginative public realm and sustainable transport infrastructure** to provide the catalyst for inclusive growth. It will support residents and local businesses to access vital infrastructure within a 15-minute walk or cycle.

The Programme focuses on town centres in the North of the borough that require levelling up and are home to 175,000 residents. They have long been scarred by deprivation and now suffered from a disproportionate impact of the pandemic. The Programme Area has a high share of population from ethnic minorities (86% of residents in the Wards covered by this programme do not identify as 'White British').

The Programme will tackle the most entrenched economic vulnerability and market failures. Newham is the 12th most deprived LA in England. Our high streets are mostly made of independent businesses (Forest Gate is one of the most independent town centres in England, Stratford has 90% of businesses falling into the micro category), with growth stifled by shortage of affordable space. Environmental impact is devastating: Newham has the largest number of deaths attributable to air quality.

The Programme includes all Levelling Up Fund themes (town centre, culture and transport) and will be delivered across three interconnected projects:

Three interconnected projects to materialise the vision for 15-minute neighbourhoods:



1) Our Places for Community and Enterprise will see activation and revitalisation of key vacant Council-owned buildings located in the heart of our high streets. This will provide affordable and energy-efficient workspace and facilities for civic activity central to 15-minute neighbourhoods (community centres, leisure facilities, creative spaces). Historic landmarks will be integrated back into high streets. These interventions are designed to rapidly improve the quality of life in deprived areas and provide a long-term sustainable model for jobs and investment for the borough.

2) Our Shared Spaces is based upon extensive engagement where residents have expressed their concerns about how their town centres are not pedestrian-friendly and do not create positive experiences. This project will create an enhanced public realm, including redesign of two key junctions, footway improvements, creative public space enhancements, planting and pocket parks. This will support the net zero target and the long-term economic growth: evidence shows that well-planned improvements in the walking environment can increase shopping footfall by 40%¹, helping our high streets to recover after covid-19.

3) Our Connected Neighbourhoods provides sustainable connections between the 15-minute neighbourhoods and supports active travel and healthy street outcomes through a new integrated package of active travel and bus priority measures along the Romford Road, Healthy School Streets and Low Traffic Neighbourhoods. This will improve air quality, maintain or improve bus journey times and accelerate our path to net zero target

The Programme will deliver £170.6million of benefit (LUF only BCR of £7.78). We are standing by ready to deliver and £3.4million of the £27.2m Programme will be spent by March 2021.

3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:	£19,959,000
	Regeneration and town centre
	55%

¹ Department for Transport (2020), Gear Change. A bold vision for cycling and walking

3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Cultural	12%
	Transport	33%

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

Stephen Timms MP (East Ham) has endorsed the bid. Please see a letter in support of the bid (Appendix 7).

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)

Engagement with the local residents, community organisations, businesses, key stakeholder and partners on the development of projects, is central to the Council's co-design approach. Our key strategic approach to working with communities reflects our 'Towards a Better Newham Covid-19 recovery' and 'Community Wealth Building' strategies, 'People at the Heart of Everything we Do' and 'Our Newham' policies.

The bid brings together a number of complementary interventions that have been developed with significant engagement over the last 14 months. This process has been comprehensive and highly visible; widely publicised using print (i.e. posters, window vinyl's, flyers etc.) and online (i.e. social media), including the setting up of the Newham Co-Create website, to allow engagement during the pandemic, including [Stratford](#), [Green Street](#), [Forest Gate](#), [Manor Park](#) and [Little Ilford](#). With the impact of Covid-19, it was even more important that the Council was able to engage with hard to reach groups who live in the borough. The Council's Community Neighbourhoods team have good working relationships with leaders of community organisation and faith groups, and through their networks we were able to alert residents about the projects and encourage them to participate.

Newham is one the most diverse boroughs with over 100 languages spoken, so we translated key information into the top four languages spoken. Hard copies of engagement materials were available via our libraries, and we also mailed information to residents and key stakeholders. A Freephone number was widely advertised to allow people to find out more information or seek assistance.

Over 700 people participated in the engagement, with 11 workshops, over 1200 comments, and over 540 votes cast on ideas to help improve high streets, their offer

and diversity to provide more benefits for residents and more opportunities for businesses.

The engagement targeted a range of stakeholders, including business owners and groups, such as Green Street Traders Association and Stratford BID, as well as local landowners, developers and housing associations, such as Genesis Housing and Aston Mansfield, to community organisations like SubCo and Forest Gate Community Gardeners. This engagement has been integral to shaping the projects presented in the bid and further co-production events are planned. Letters of support from key stakeholders can be found in Appendix 5.

Through conversations and voting, they have established that there is need for targeted investment in this part of the borough, and in particular in and along its high streets. The engagement has been further enhanced by the setting up of key stakeholder working groups to help guide, advise and shape the projects as they progress. This has all resulted in ongoing support for the projects, including the ambitions and outcomes we collectively want to achieve.

During Spring 2021, all residents, community organisations and businesses were invited to vote on the topics they felt most important for discussion as part of the Citizen Assemblies; with '15-minute-neighbourhoods' and 'greening the borough' the most voted for proposals. The Council is confident the Programme addresses the issues residents and businesses feel most strongly about.

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)

Owing to the extensive engagement, there is wide ranging support from residents and businesses for the interventions outlined in the Programme. We will continue to work closely with residents, key stakeholders and partners on the delivery of the projects, and those underway adopt a co-design approach which allows the Council to capture any additional aspirations of the community, and adapt or respond to issues that may arise. The rationale and benefits for the proposal are documented in this bid, and help to support both Levelling Up objectives, and the Council's own policies, in particular our Covid-19 recovery and reorientation strategy.

The four proposed Low Traffic Neighbourhoods (LTN) in Project 3 – Our Connected Neighbourhoods are the interventions with the greatest potential to be controversial amongst some residents. However, Newham has been very successful in delivering its five initial LTN schemes, some adjacent to the LTN areas proposed in this bid, 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%. Therefore the risk of the LTN schemes included in this bid being considered as controversial is likely to be low. We also have considerable identified support for these additional LTNs from residents and

other stakeholders in the Programme Area already following their successful rollout nearby in the Borough.

There are no known community groups that oppose the proposal outlined in this bid.

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?	<input type="checkbox"/> Yes
	<input type="checkbox"/> No
	<input checked="" type="checkbox"/> N/A

For Northern Ireland transport bids, have you appended a letter of support from the relevant district council	<input type="checkbox"/> Yes
	<input type="checkbox"/> No
	<input checked="" type="checkbox"/> N/A

4.3 The Case for Investment

See technical note Table 1 for further guidance.

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

The Programme Area is largely residential and benefits from having one of the youngest, most diverse and most entrepreneurial populations in the UK. However, it is also characterised by longstanding and entrenched deprivation and inequality, a microcosm of the wider Borough which is classified as the 12th most deprived local authority in England (IMD).

These characteristics reflect a broad and complex range of factors which impact upon the day-to-day experiences of the residents. These include:

Economic prosperity	Residents' of the area net income is over £5,000 less than the London average and around a third of jobs in Newham pay less than the London Living Wage. Across the Borough, the employment rate is 4 percentage points below the London average and 5 behind the national average.
Social and civic participation	Levels of social and civic participation in the area are low. This partly reflects the area's highly transient population: around half of residents have lived in north-west Newham for less than 10 years, and 26% have lived in Stratford for less than 4 years.
Public health	Residents' of the area face severe health challenges. Across the Borough (the most local level for which data is available), healthy life expectancy for males is 5.8 years below London the London average, and 5 behind England. 28% of year 6 children in the area are obese or severely obese (compared to 19% in England).
The urban environment	The area struggles with a range of challenges in relation to the urban environment, however the most significant of

these is air quality. Residents are exposed to higher particulate pollution than in any other London borough, causing the highest number of child asthma hospital admissions. In 2018, the rate of young people under 18 with an asthma prescription was 42 per 1,000 in the north-east of the borough (vs 37 per 1,000 borough-wide).

All of these challenges have been exacerbated by the Covid-19 pandemic. The area has been one of the worst impacted nationally both in terms of public health and economic outcomes for residents:

- Infection and mortality rates in the area were among the worst nationally during the first infection wave. At the height of the pandemic, the Newham Covid-19 mortality rate (196 per 100,000) was the second highest for any local authority in the country.
- In April 2021 Newham had the second highest proportion of residents on furlough of all Local Authorities in the country (18%). This equates to c.18,500 furloughed residents in the Programme Area.
- 16,555 residents in the Programme Area are currently claiming benefits either because they are unemployed or working in low hours or low pay (an increase of 11,900 residents since February 2020).

While it is still too early to understand the long-term consequences, it is likely that those facing the greatest hardship will have been disproportionately affected by this unprecedented period of trauma.

More granular evidence on the specific issues that the bid is responding to is provided in response 5.1a.

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

Our programme has two key hallmarks:

1. It will directly deliver against affordability, community and social outcomes that the market is failing to provide for local residents; and
2. It is focused on parts of the Borough that are currently not being invested in by private sector investors, deploying a focused programme of investment that will help unlock untapped potential via a sustained market response.

Our programme will address this market failure by investing in new public infrastructure on public land which falls outside of the responsibility of any individual business or investor. As 'public goods' these interventions will deliver benefits that are distributed across society, which will include unlock new private investment, market interest and investment into the Programme Area.

Proposed interventions must and will address key externalities in order to deliver a greater impact and support sustainable positive change, including:

- negative externalities (relating to the adverse impact on air quality for which Government legal and statutory commitments apply, safety and overall environment resulting from the dominance of vehicles across the area); and
- positive externalities (relating to wider benefits of enhanced town centre vitality and perception).

The long-standing deficit of coordinated investment into the urban infrastructure, amenities and facilities that residents need to fulfil their potential has not only compounded the challenges they face and has limited their ability to fulfil their potential, but has also stymied private investment into the area, thereby creating a vicious circle. This will not improve without a coordinated stimulus package.

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)

The Programme comprises three projects, which will:

- tackle the challenges facing local residents; and
- complement other key council delivery programmes (e.g. Our Newham Work), augmenting their impact.

The challenges faced necessitate an ‘area’ approach, which strengthens the high street network and neighbourhood vitality across the area covered by the Newham 15 Minute Neighbourhoods Programme. This is an established ‘functional’ geography in policy terms, reflecting the strong east to west connections which connect the area’s five core high streets and neighbourhoods. Investing in a coordinated way across the area will enhance equity of access to opportunity, and respond to inequality and polarisation challenges.

PROJECT	HOW CHALLENGES ARE ADDRESSED	EVIDENCE
Our Places for Community and Enterprise (cost inc. match - £8.21m)	<p>Reactivating delapidated / disused council assets to provide physical spaces where residents can engage, interact, work and innovate.</p> <p>The cost and availability of such spaces is a key area of weakness in the Programme area. Lack of access to affordable amenities limits residents’ abilities to fulfil their economic potential, challenges community cohesion and compounds inequality.</p>	<p>Economic participation challenges facing local residents.</p> <p>Severe weaknesses in supply of accessible spaces; identified as a top priority area of demand for residents according to recent engagement.</p>
Our Shared Spaces (cost inc. match – £11.44m)	<p>Delivery of much needed capital investment to improve the quality and accessibility of high streets.</p> <p>This recognises the vital role these</p>	<p>Stratford has a vacancy rate of 13% (vs London average of 11.5%), and Forest</p>

	<p>play in providing social connections, goods and services to support residents' essential needs.</p> <p>A poor quality high street offer and environment challenges community cohesion, enables anti-social behaviour and discourages business investment; depriving residents of access to the goods and services that meet their essential needs.</p> <p>COVID has underlined the fundamental need to ensure that neighbourhoods can thrive as diverse, vibrant and successful hubs which act as local focal point for communities and provide opportunities for the development of personal economic outcomes.</p>	<p>Gate has seen 11% of premises persistently vacant since 2016 (vs London average of 9%).</p> <p>In September 2020, visitor footfall numbers were at less than 25% of normal in Forest Gate and Green Street, and at around 50% in Stratford.</p>
<p>Our Connected Neighbourhoods (cost inc. match – £7.56m)</p>	<p>Delivery of transformational active travel infrastructure and less congested streets, supporting Newham's residents to increase levels of active travel within and between neighbourhoods. This is an essential part of Newham's 2041 target that 83% of trips are made by foot, cycle or public transport (71.6% today).</p> <p>Changing day to day behaviour has a crucial role to play in reducing emissions and improving neighbourhood air quality; better infrastructure and support is required to encourage this step change.</p>	<p>The Programme Area suffers from heavy congestion resulting in high levels of toxic pollution and severe health challenges. 96 people die prematurely in the Borough each year. In 2018/19, the rate of admissions to asthma for young people was 227.3 per 100,000 compared to 157 in London and 127.9 in England.</p>
<p>4.3d For Transport Bids: Have you provided an Option Assessment Report (OAR)</p>		<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>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 <i>Theory of Change</i>. Further guidance on producing a Theory of Change can be found within HM Treasury's Magenta Book (page 24, section 2.2.1) and MHCLG's appraisal guidance. (Limit 500 words)</p>		

The Programme is outcomes-driven and has been designed from the bottom up to directly deliver against the Borough's long-term goals and aspirations for the area as articulated in the Borough's Covid-19 Recovery Plan, and supporting Outcomes Framework.

Key elements of the Theory of Change for the Programme are summarised below.

Ultimate Goal	The Programme is designed to deliver against a long-term goal that all Newham residents live in accessible and inclusive neighbourhoods. This builds directly on the objectives set out in Pillar 5 of the Borough's Corporate Plan, and is a key area of focus in supporting wider aspirations to enhance the long-term prosperity and equality of residents.
Challenges	This goal has been set in direct response to the significant social, economic, and environmental challenges facing the area and constraining the ability of residents to access opportunity and to fulfil their potential (see response 4.3a).
Inputs and Outputs	LUF funding of £19.96m, public match of £6.85m and private match of £0.4m will deliver a highly targeted set of capital interventions, including: <ul style="list-style-type: none"> • Our Places for Community and Enterprise – 8 council assets (4,800 m² space) brought into use for workspace and community uses • Our Shared Streets – 21,200m² of public realm improved across 5 high streets, along with 19 public art installations • Our Connected Neighbourhoods – 4.5km of strategic travel and bus priority corridor, along with 4 Low Traffic Neighbourhoods and 3 healthy school streets.
Wider influences and drivers	Delivery will complement a wider programme of activity focused on delivering the long-term goal (e.g. initiatives to connect residents to training and employment such as Our Newham Work); it also responds to a range of broader macro influences which will impact on its ability to deliver against targeted outcomes.
Outcomes	The Programme will deliver a number of outcomes, including: <ul style="list-style-type: none"> • Our Places for Community and Enterprise – provide capacity for c.270 jobs, along with significant additional numbers of residents meeting, engaging and accessing services or support • Our Shared Streets – increase town centre vitality by encouraging greater levels of footfall and spend, supporting demand for existing services and amenities (and associated economic activity) and creating additional demand. This will result in increased land values for both residential and commercial uses – estimated at £79.6m of additional value. • Our Connected Neighbourhoods – creating a significant uplift in the number of walking and cycling trips across the Programme Area each day (modelled at 3,700 and 800 respectively).

Impacts	<p>The programme will deliver a number of impacts which will play a crucial role to play in delivering against the long-term goal being targeted, including:</p> <ul style="list-style-type: none"> • Increasing the overall size and resilience of the local economy – with more diverse business and sectors, and a more successful enterprise economy • Improving the quality of the local environment – including safety, greening, air quality and contributing to carbon net zero target • Improving the overall prosperity and wellbeing of residents in the Programme Area – including levels of economic participation, health and life satisfaction.
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See Appendix 1 (page 16) for a more detailed Theory of Change diagram.

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 Programme is designed to deliver against the following local strategies:

- **Towards a Better Newham, Covid-19 Recovery Strategy:**
 - **Pillar 5: Supporting the development of high streets into 15-minutes neighbourhoods.** The Programme transforms high streets into more diverse, resilient and community focused hubs, where residents can access essential services, work, engage in culture, socialise and be active. For Pillar 5, the Council has developed strategic plans for the high streets based on evidence and participation, which informed this bid.
 - **Pillar 6: Quickening the greening of Newham’s economy.** In 2019, Newham Council declared a climate emergency, setting targets to become carbon neutral by 2030 and carbon zero by 2050. This Programme will accelerate our path towards the net zero. It will create improved cycling infrastructure, develop urban greening and increase energy efficiency of council buildings that will be revitalised. Implementing green technology will be required from all initiatives.
 - **Pillar 8: Welcoming only investment that secures a fairer economy for Newham.**
The 15 Minute Neighbourhood Programme procurement strategy will ensure we actively partner with those contractors who are pursuing the highest standards in social and environmental responsibility.
- **Newham’s Local Plan** dictates:
 - A **healthy town centre network, well connected**, securing accessible shopping, services, and employment (INF5 – 1a), while acting as **community foci** (SP6 – 1b): This is the central premise behind the 15 Minute Neighbourhood Programme.

- In the town centre network, **routes to and from local areas and transport nodes and across the centre should be convenient, attractive, feel safe** (SP6 – 2a): This will be achieved through improvement of public realm and delivery of four Low Traffic Neighbourhoods, three Healthy School Streets and a Strategic Active Travel and bus priority corridor.
 - For Newham’s town centres to become fully vibrant and viable, they should **diversify, encouraging services and community spaces** (SP6 – 2c): This will be achieved through activation of a number of vacant premises for a variety of uses, including community centres, creative studios, a fitness centre, a community café and flexible workspaces.
- **Community Wealth Building Strategy:** It focuses on regeneration that enables communities to create wealth and retain locally the benefits of economic growth. Through a number of connected interventions, the 15 Minute Neighbourhood Programme will create innovative **commercial and civic spaces**, imaginative **public realm** and sustainable **transport infrastructure** to provide the catalyst for a sea change in the borough, including local growth and job creation.
 - **50 Steps to a Healthier Newham health and wellbeing strategy:** Through this Programme, we will improve safety and support behavioural change to make walking and cycling the preferred choice. We will also fit out of a vacant property for use as a community fitness centre to support active lifestyles.
 - **Strategic Outcomes Framework:** It seeks to ensure the development of an inclusive economy that generates and maintains wealth within our communities in order to genuinely level up. The 15 Minute Neighbourhood Programme will be assessed against an outcomes framework fully aligned with this strategic framework.

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)

This bid aligns with a range of government strategies:

- **Levelling Up agenda:** This programme is focused on the ‘infrastructure that improves everyday life’ and is targeted at areas most in need, creating the conditions to improve outcomes for communities in England’s 12th most deprived local authority.
- **Ten Point Plan for a Green Industrial Revolution (HM Government, 2020):** Accelerating our path to net zero through cycling and walking routes. The revitalisation of existing assets will increase their energy efficiency. We will implement green technology to minimise carbon emissions through Newham’s Low Energy Design Strategy and Passivhaus Standard.

- **Gear Change: a bold vision for cycling and walking (DfT, 2020); Clear Air Strategy (DEFRA, 2019):** Managing traffic, increasing levels of greenery and developing new cycling and walking infrastructure will encourage active travel and significantly improve air quality.
- **Building Back Better: Our plan for Growth (HMT, 2021):** Focus on social, economic and cultural regeneration to confront challenges exposed by Covid-19.
- **National Infrastructure Strategy (HMT, 2020):** Leaving no community or business behind – bid seeks to ensure Newham residents benefit from growth on their doorstep.
- **Plan for jobs (HMT, 2020):** Driving local growth and jobs through regeneration of key local sites and investment to improve transport.
- **Revitalisation of the high street (MHCLG, 2020):** We will revitalise vacant property on high streets, with community activation central to the offer.
- **Planning for the Future (MHCLG, 2020):** We will create sustainable places, embedding the principles of good design and placemaking.

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

£7,253,835 of local and third party contributions are included as match funding in this bid (26.7% of total programme cost). This match funding draws from series of committed investments from Newham Council, GLA and others. The requested £19,959,000 LUF grant provides additional funding to realise the Newham 15 Minute Neighbourhood Programme and does not replace or substitute any of these other investments.

In Green Street Town Centre, a 'Good Growth' investment has been secured with £3.2million from GLA and £2.15million from Newham Council. £4.85million of this provides match funding to interventions in the Our Places for Community and Enterprise and Our Shared Spaces Projects. The remainder of the 'Good Growth' investment is funding other complementary projects in Green Street.

In Stratford Town Centre, the Council has committed seed funding for the purpose of refurbishing vacant buildings through a £450,000 'Active Spaces' investment. This seed funding is then being complemented with private investment (such as £200,000 [REDACTED] match funding for Additional 'Active Spaces' investment will fund further interventions over coming years.

Across various town centres, Council funded 'Shape Newham' investment of £1.75million is enabling creative enhancements to public spaces. £505,000 of this investment is listed as match funding with interventions part of the Newham 15 Minute Neighbourhood Programme requiring no LUF funding. The remainder of the

'Shape Newham' investment is funding complementary improvements outside the Programme.

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)

The main premise of the proposed bid is to develop 15-minute neighbourhoods that deliver the essentials for healthy and happy communities, by combining the revitalisation of key assets as well as supporting active and sustainable travel. The idea of the 15-minute neighbourhoods is the people will be able to realise trips for their everyday essentials, either on foot or by bike with 15-minutes from their home, while using public transport for needs outside of that bubble.

For that reason, the proposed bid includes significant investment on transport and public realm in order to:

- A. Ensure public realm is pedestrian-friendly, accessible by an intergenerational community, with safe street junctions, promoting people to walk for short trips in and around their high street – through redesign of the key junctions and improvements to create 'Safer Alleys',
- B. Enable safe cycling in, around, and between town centres, following the government's cycling design guidance and complementing some of the existing work realised by the Council on Low Traffic Neighbourhood schemes – through delivery of a strategic Active Travel corridor along the Romford Road, four new Low Traffic Neighbourhoods and three Healthy School Streets, and
- C. Support the use of public transport and buses for longer trips and connecting the town centres between them, creating a network that provides residents all that they need.

The cycle design principles of the Programme follow the LTN 1/20 Cycle Infrastructure Design guidance that was published by the DfT in July 2020.

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)

The Programme's contingent elements address the significant deprivation and inequality in the Programme Area evidenced at 4.3a:

<p>Our Places for Community and Enterprise</p> <p><i>Access to spaces for work and community:</i></p>	<p>Access to affordable and flexible workspace in the area is highly constrained: mapping of supply highlights there is currently only one such space.</p> <p>Unmet resident demand for such spaces exists: affordable workspace was identified as a key priority for local residents via the recent Newham High Streets engagement programme.</p>
<p>Our Shared Space</p> <p><i>Access to essential services and amenities:</i></p>	<p>The high streets in the Programme Area are facing significant challenges: Stratford has a vacancy rate of 13% (vs London average of 11.5%), and Forest Gate has seen 11% of premises persistently vacant since 2016 (vs London average of 9%).</p> <p>High street footfall and spending levels have been hard hit by the pandemic. In September 2020, visitor footfall numbers were at less than 25% of normal in Forest Gate and Green Street, and at around 50% in Stratford.</p>
<p>Our Connected Neighbourhoods</p> <p><i>Promoting active travel and air quality:</i></p>	<p>The Programme Area suffers from heavy congestion resulting in high levels of pollution.</p> <p>Health impacts are severe. Newham has one of the highest rates for deaths attributable to air quality with (seven out of 100 deaths, an estimated 96 people dying prematurely each year). Rates of young people hospital admissions for asthma are nearly double the national average. There are significant asthma 'hotspots' in Manor Park and Green Street.</p>

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

The Programme builds on a detailed evidence base on the needs of residents living in the area using national and local sources, including data triangulated from primary and secondary sources. ‘Cross-cutting’ evidence includes:

- Local data: all strands of Programme build on comprehensive high streets place-based appraisals commissioned by the Borough and delivered by external experts We Made That in September 2020. The study has been developed based on a detailed programme of research that included:
 - national data (see below),
 - local data (e.g. Newham Residents Survey 2018 – based on 2,754 adults interviewed using CAPI, with a maximum sampling error level of 95% +/- 2% and random sampling with quotas on age, gender, ethnicity and working status), and
 - primary research, including observational analysis and asset mapping. This data has been supplemented by detailed programme of community engagement and co-production with over 700 residents described in response 4.2a, designed explicitly to avoid bias and ensuring voices were heard from across Newham’s diverse communities. Engagement work has been undertaken on an ongoing basis over the past 18 months and so is as up to date as possible.
- National data: all data is sourced from latest ONS national statistics releases – including the 2019 IMD, ONS wellbeing estimates (annual), DWP estimates of income and low income households (annual), DWP data on claimant rates monthly), and Treasury data on Covid support scheme take up.

Evidence relating to the specific delivery strands:

<p>Our Places for Community and Enterprise</p>	<p>Information is derived from a number of ‘top-down’ and ‘bottom-up’ sources. Top down information comprises mapping of current supply of community and workspaces across the town centres undertaken by external consultants (We Made That); this work also drew on available information on the costs (rent and other) for local residents to use / access this space. Bottom up information comprises demand side evidence, with information on ‘what residents want’ drawn from the comprehensive resident engagement exercise described above.</p>
<p>Our Shared Space</p>	<p>Latest data on town centre vitality is accessed via the new <u>GLA High Street Data Service</u>, which provides real time information on a range of high street performance indicators for 600 town centres across London. Data is comprehensive and includes: latest vacancy rates and high street uses (data</p>

	<p>from Local Data Company), footfall (based on Telephonica mobile phone data) and spend (based on Mastercard data). The town centre evidence base is supplemented by evidence from VOA on the amount of rateable space by category, and from Companies House and ONS (BRES and UK Business Count) on the number and sector of jobs and businesses in the town centres.</p>
<p>Our Connected Neighbourhoods</p>	<p>Information on current congestion levels and take up of active travel is sourced from LB Newham and TfL monitoring. Data on air quality is from LB Newham and TfL monitoring. Linked data on the health impacts of poor air quality are sourced from Public Health England which provides annual data on health measures such as incidence of asthma.</p>
<p>5.1c Please demonstrate that data and evidence chosen is appropriate to the area of influence of the interventions. (Limit 250 words)</p>	
<p>All data is appropriate to the Programme Area, both strategically and geographically, with national data being used as a starting point and local data being investigated more deeply.</p> <p>Wherever possible, data has been used which applies specifically to the Programme Area:</p> <ul style="list-style-type: none"> • Our Places for Community and Enterprise: information has been drawn from Newham High Streets engagement programme, which focused specifically on the needs of residents across the town centres in this proposal. It has been supplemented by bespoke research into workspace and community facility supply across the area, drawing both on council and agency intelligence • Our Shared Spaces: data from the GLA’s High Street Data Service has been used to understand the performance of specific high streets; ONS information from UK Business Count and BRES also allows a local (Lower Super Output Area) understanding of the size and profile of the local economy • Our Connected Neighbourhoods: information on active travel, air quality and health related outcomes is based on local monitoring from LB Newham and TfL and relates to specific routes and streets in the Programme Area <p>Supporting all Projects is cross cutting intelligence on resident wellbeing, prosperity and inequality. This relates to the Programme Area wherever statistical data is available at sub-Borough level (e.g. LSOAs or Wards) – information on deprivation, benefits claimants and health inequalities (GP level data from PHE). While some data is only available for the Borough geography, we are confident that when triangulated with local intelligence we have a robust and granular understanding of the area.</p>	

5.2 Effectiveness of proposal in addressing problems

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

While the programme has been designed as a coordinated package of interventions, the three contingent elements will deliver differentiated impacts that respond to the problems faced:

Delivery Strand	Challenge	Solution	Effect
Our Places for Community and Enterprise	Evidenced lack of space for local residents to work, come together, and participate.	<p>Conversion, upgrade or fit out of eight different community assets, covering a total of 3,800xm2 of space, which will benefit a diverse range of users.</p> <p>Four spaces will provide flexible workspace for local communities, while four will provide new or enhanced community spaces. Cutting across all of these assets will be a focus on engaging and supporting local residents by linking them to wider services and provision (e.g. Our Newham Work).</p>	<p>The spaces will provide access to the space and support needed to improve economic and social pathways, helping to increase levels of participation equally across the Borough's diverse communities.</p> <p>Example metrics include – capacity for around 270 gross additional jobs on site across all; around 150,000 annual uses of the fitness centres, and over 1 million annual visits to the creative wellbeing space (providing free and discounted access to creative and artistic programming).</p>
Our Shared Spaces	Weaknesses in high street vitality adversely impacting on the quality and diversity of the offer for local residents.	A range of initiatives that support the resilience and growth of Programme Area high streets and hence the quality of service, environment and amenity that they	The investments will help to increase and sustain footfall across the high streets, with enhanced public spaces improving perception and safety and increasing dwell time. This will result in increased levels of visitor expenditure,

		<p>provide for residents.</p> <p>This includes accessibility improvements (e.g. works to junctions and crossings); investment in public realm; investment in public art.</p> <p>Taken together, the package of investments targets a transformational uplift in the attractiveness of the high streets, and the ease with which they can be used by all members of the community.</p>	<p>directly strengthening demand for a broad and diverse range of essential high street services and amenities.</p> <p>There is significant headroom for uplift in performance in each of the high streets being explored with footfall levels and confidence severely impacted by Covid-19 (highlighted by data in response 5.1a) and above average vacancy levels on high streets such as Forest Gate and Stratford.</p>
Our Connected Neighbourhoods	Heavy congestion resulting in severe air quality and health challenges.	A coordinated package of investments across the Programme Area to make the streets safer and more balanced towards the needs of pedestrians and cyclists – this includes a strategic active travel corridor, implementation of 4 low traffic neighbourhoods, and 3 health school streets.	The interventions will deliver a significant uplift in the number of local residents engaging in active modes of travel. Conservative modelling undertaken by the council forecasts that the interventions proposed deliver c.3,700 additional walking trips per day and c.800 additional cycling trips per day, an average uplift across the Programme Area of 5% and 16% respectively.

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

Forecast assumptions have been driven by nationally accepted modelling techniques, backed by empirical research showing impact of 15-minute neighbourhoods elsewhere and validated through local knowledge and external experts.

	Key Sources of Information Underpinning Modelling
Our Places for Community and Enterprise	<ul style="list-style-type: none"> • Standard guidance for assessing the physical and commercial capacity of assets (HCA’s employment density guidance) • Local evidence on the demand for workspace – this reflects mapping of current supply of such assets, evidence on take up of such space in other parts of the Borough and across east London, and the strong interest in the spaces registered by potential operators via soft market testing • Local evidence on the demand highlighted by community engagement and by monitoring of demand within existing council facilities. • Intelligence from third party operators regarding projected future use levels • Delivery learnings from consulting market leaders (e.g. 3Space who operate a number of other leading community and workspaces in London).
Our Shared Spaces	<p>Current understanding of levels of high street footfall, vacancy and spend have been assessed using:</p> <ul style="list-style-type: none"> • Data from the council’s own regular audits of its high streets, along with data from the We Made That High Street Evidence base (drawing both on quantitative and qualitative intelligence) • Data from the GLA High Street Data Partnership which provides benchmarked intelligence on footfall, vacancy and spend on Programme Area high streets, using a range of ‘big data’ sources. <p>Evidence used to support projections for uplift in high street vitality include:</p> <ul style="list-style-type: none"> • Public space improvements increase property prices and values. A review of case studies from across the UK suggests that well planned public spaces can boost commercial trade by up to 40%. • Increase in footfall can influence land values. A review of literature suggests that

	<p>retail and commercial value can rise between 10-30%. CABE's Better Designed Streets identifies a direct link between increases in footfall, dwell time and attractiveness of an area with enhancing residential real estate values (5.2% in London).</p> <p>These arguments have been endorsed by the Institute of Place Management and embedded in its 25 key factors for town centre vitality which underpinned recent guidance for the government's recent Future High Street Fund.</p>
<p>Our Connected Neighbourhoods</p>	<p>Figures for the potential uplift in active travel has been modelled using intelligence from the council and TfL on current levels of active travel in the Programme Area (e.g. cycle counters on Romford Road).</p> <p>Projections for uplift in levels of active travel have been modelled drawing in the range of evidence on the environmental and health benefits of active travel enabled neighbourhoods. This includes:</p> <ul style="list-style-type: none"> • Recent academic research of LTNs in Outer London between 2016-19, providing clear evidence of increased active travel • Evidence from TfL on the impact of segregated cycleways highlighting a clear uplift in cycling on those routes and strong safety benefits • Council monitoring of the impacts of Cycle Superhighway 2 in Stratford which saw a 100% increase in daily use after implementation.

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)

Economic costs are summarised in the table below. This demonstrates:

- A total programme cost of £27.21m, which comprises an ask of £19.96m from the Levelling Up Fund, £3.89m match funding from Newham Council, £2.97m other public sector match (from the GLA's Good Growth Fund) and £0.4m private sector match (this relates to competitively procured workspace operators who will operate the refurbished workspace and community facilities)
- Optimism bias: while the investment will involve capital investment, the delivery risks are considered to be low reflecting the extensive planning work that has already been undertaken by the council across the full package of investments and the fact that the council is experienced in delivering both town centre regeneration programmes, and in implementing active travel initiatives – further information on this experience is provided in question 6.3g within this form. It should be noted there is some potential for value engineering of the proposals should costs increase. Given all of this, we have assumed Optimism Bias of 15% across all of the full programme of investments – this is in line with guidance within the Green Book regarding the level of Optimism Bias that should be applied to capital programmes of this nature.
- Discounting: costs have also been adjusted to reflect the base year 2021/22 and discounted according to standard guidance within MHCLG's Appraisal Guide and within the Levelling Up Fund Guidance (a social discount rate of 3.5%).

Summary of Economic Costs

	LUF	LBN Match	Other Match	Total
Cost	£19.96m	£3.89m	£3.37m	£27.21m
Optimism Bias Applied	£22.95m	£4.47m	£3.87m	£31.29m
Discounted Cost	£21.94m	£4.34m	£3.76m	£30.05m

Programme costing has been undertaken in a way which accounts for any uncertainties and risks. As outlined in the financial response, margins and contingencies have been allowed for within the costing estimates and vary from 8% to 20% of the construction costs within each intervention budget. The percentage is based upon the level of risk associated with the costs of delivering the particular intervention.

Risks associated with third party funding have also been taken into account:

- The majority of the match funding is from the GLA, and since the funding agreement has been signed, this is fully secured with no risk. LB Newham match funding is also fully secured.
- The other source of match funding is from private sector workspace operators; again, the risk in this respect is low, with soft market testing indicating the proposed level of contribution from the operators is

sustainable through a competitive procurement process. For one of the interventions the competitive process has concluded with commitment from the operator already gained. If the contributions could not be secured, either the interventions in question would need to be dropped/ revised, or the Council would need to fund the costs directly.

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)

Three different approaches have been taken to assessing the economic benefits of the Programme in monetary terms; the rationale and basis of each approach is considered below.

	Type of Benefit Monetised	Approach & Key Assumptions	Benefits (2021 prices)
Our Places for Community and Enterprise	1. Direct Land Value Uplift. Delivery will bring a change in use for 8 different assets, with 6 of these having an end commercial uses. By overcoming an abnormal cost that would make the assets unviable in the absence of funding, this package of interventions will directly increase land value.	<ul style="list-style-type: none"> Impacts assessed in line with the approach and assumptions set out in the MHCLG Appraisal Toolkit. Existing land use is assumed to be brownfield land, valued at £3.2 million per ha, which is the value of industrial land in Greater London North East. Commercial land values are based on bespoke viability modelling of the commercial value of the 6 commercially focused assets once operational Baseline land value growth over the assessment period is assumed to be 6% per annum. 	£6.64m
	2. Direct Productivity Uplift. Delivery will create new capacity for employment across seven of	<ul style="list-style-type: none"> Capacity for c.270 jobs on site once all assets operational Occupancy rates of 50% in year 1 rising to 90% from year 2 onwards 	£33.38m

	<p>the assets, creating additional economic outputs (GVA).</p>	<ul style="list-style-type: none"> • Taking into account tenant churn (10% per annum) a total of c.470 jobs accommodated by the assets over the first 10 years • Estimated 10% of these assumed to be new labour market entrants • Baseline GVA per tenant of £56,982 per annum. This is derived from ONS Sub-Regional Productivity Estimates • Adjustments for deadweight (low), displacement (high) and substitution (medium). No leakage at the national level. • 10 year appraisal period from first operational year. 	
<p>Our Shared Spaces</p>	<p>3. Wider Land Value Uplift – Commercial.</p> <p>High street investments will increase footfall, spend and attractiveness, increasing demand for and hence value of high street commercial space.</p>	<ul style="list-style-type: none"> • For conservatism, assessment focused on only 3 of the 5 town centres (Forest Gate, Green Street and Manor Park) – those receiving the most concentrated investment. • Application of academic research that suggests commercial value can rise between 10-30%: a mid-point of 20% taken for the core scenario • Use of local market intelligence on commercial land values – for conservatism, values based on Manor Park (the lowest value of the 3 high streets) • Use of VOA data on commercial space within a tightly defined 150m radius of the centre point of each high street • Assumed uplift of 6.1% in values over the 	<p>£27.51m</p>

		<p>appraisal period in the reference case.</p> <ul style="list-style-type: none"> • A one off uplift in land value once all investments are complete. 	
	<p>4. Wider Land Value Uplift – Residential</p> <p>Vibrant high streets will help to make local neighbourhoods more attractive, enhancing the value of residential space in areas directly neighbouring investments.</p>	<ul style="list-style-type: none"> • CABE's Better Designed Streets suggesting an uplift of 5.2% in London residential land values resulting from high street investment. An uplift of 2% applied here for conservatism • Use of ONS data on the number of homes within a tightly defined 150m catchment of Green Street, Manor Park and Forest Gate • Land Registry data on average residential values in these areas • Assumed uplift of 6.1% in values over the appraisal period for the reference case • A one off uplift in land value once all investments are complete. 	<p>PV benefit of £52.14m</p>
<p>Our Connected Neighbourhoods</p>	<p>5. Health, Safety and Environmental Benefits of Increased Active Travel.</p> <p>Low Traffic Neighbourhoods (LTNs) and active travel corridor will directly boost levels of cycling and walking across the Programme Area.</p>	<ul style="list-style-type: none"> • Benefits assessed using WHO/Europe's Health Economic Assessment Tool. • Uplift in active travel modelled using data on current cycling and pedestrian trip rates across the Programme Area (TfL and Newham data) • Based on wider research, 10% uplift in walking and cycling assumed for residents of LTN's, along with 3% uplift for residents living outside the LTNs • Cycle trip rate uplift of 100% on active travel corridor, based on Newham data on 	<p>PV benefit of £50.96m</p> <p>Note: active travel uplift figures have also been tested within DfT's Active Mode Appraisal Toolkit which gives a PV benefit of £17.39m.</p> <p>However, the HEAT approach has been used for core modelling of</p>

		impact of a comparable scheme (the CS2 in Stratford).	benefits as it captures a wider range of health and environmental benefits. This is aligned with the nature of the Programme, which is a regeneration scheme with an active transport element (as opposed to a larger transport scheme).
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5.4b Please complete Tab A and B on the **appended excel spreadsheet** to demonstrate your:

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

Tab B – Discounted benefits by category (£m)

5.5 Value for money of proposal

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

Key overarching assumptions include:

- Figures have been estimated by creating a discounted impact model over a 10 year appraisal period (selected based on guidance provided by MHCLG). A 20 year appraisal period has been selected for active travel benefits (Our Connected Neighbourhoods) in line with DfT WebTAG guidance.
- As previously highlighted under Economic Costs, optimism bias of 15% has been applied to total capital costs.

The table highlights that, overall, the Programme is expected to deliver benefits of £170.64 million. This equates to £7.78 for every £ of LUF invested, and £5.76 for every £ of public money invested (i.e. LUF plus match). It should be noted that this is a conservative estimate of benefits reflecting the nature of the assumptions applied across the assessment.

As highlighted in response 5.2, the Programme will also deliver a range of non-monetised benefits, relating to the ability of local residents to access economic and social opportunity, and linking impacts on overall prosperity, wellbeing and equality. The value for money of the Programme is further enhanced when these benefits are taken into account.

Economic Appraisal Overview

15-Minute Neighbourhood Programme	
Benefits for BCR	£170.64m
<i>Direct Land Value Uplift</i>	£6.64m
<i>Direct Productivity Benefits</i>	£33.38m
<i>Wider Commercial Land Value Uplift</i>	£27.51m
<i>Wider Residential Land Value Uplift</i>	£52.14m
<i>Active Travel Benefits</i>	£50.96m
Costs for BCR	
<i>LUF Costs</i>	£21.94m
<i>Public Sector Match</i>	£7.67m
<i>Private Sector Match</i>	£0.44m
Benefit Cost Ratio	
<i>BCR (LUF Only)</i>	£7.78
<i>BCR (LUF plus public match)</i>	£5.76

Sensitivity analysis has been undertaken to test the implications of uncertainty on key performance measures; results are set out in the table below. In all cases the BCR is maintained above 2:1 and the Programme continues to deliver good value for money – even in the most extreme cases such as an assumption of no wider residential uplift. It is our view that these tests reflect a highly pessimistic view and reductions of the benefits achieved are highly unlikely to be on this scale (particularly given that many of our initial base assumptions for the central case are relatively conservative).

Sensitivity Tests

	Total Benefits	LUF Costs	BCR
Central Case	£170.64m	£21.94m	£7.8
Sensitivity 1. Optimism Bias at 25% of costs	£170.64m	£24.95m	£6.8
Sensitivity 2. Direct Land Value Uplift - Lower Commercial Uplift (using MHCLG 'Harrow' commercial value benchmark)	£164.38	£21.94	£7.5
Sensitivity 3. Productivity – level of employment generated by the assets over the appraisal period is halved	£158.17	£21.94	£7.2
Sensitivity 4. Wider land value – no commercial or residential uplift	£90.99	£21.94	£4.1

Sensitivity 5. Uptake In Active Travel (cycling and walking) halved	£144.77m	£21.94m	£6.6
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5.5b Please describe what other non-monetised impacts the bid will have, and provide a summary of how these have been assessed. (Limit 250 words)

The Programme will deliver a range of wider benefits which have not been monetised. These have been established via the Theory of Change and will form a key area of focus for monitoring and evaluation. These include:

- Our Spaces for Community and Enterprise: a range of community focused benefits by linking residents to support services, helping them to come together, engage and participate, and creating new participation opportunities (e.g. for physical recreation).
- Our Shared Spaces: the investment will help to support economic growth and diversification across high streets in the Programme Area, supporting (and creating) jobs, and delivering additional economic output.
- Our Connected Neighbourhoods: a key aim of the project is to deliver more attractive neighbourhood environments, which, aside from the active travel benefits will help to enhance levels of community cohesion and belonging – a crucial outcome given the Programme Area context (high levels of population transience and low levels of social and civic participation).

Taken together, all three delivery strands will help to reduce levels of inequality and polarisation which exist in the Programme Area and enhance overall levels of life-satisfaction and happiness of residents – a long term aspiration which has not been deemed appropriate to monetise at this stage.

While core to the objectives of the Programme, these impacts have not been monetised due to weaknesses in the depth of input information available. However, there is an extensive evidence-base behind the wider social, economic health and environmental benefits of 15-minute neighbourhoods that informed the Programme design.²

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	LIKELIHOOD	IMPACT	MITIGATION
Programme costs exceed expectations and / or delivery delayed (e.g. due to ongoing effects of Covid-19)	Low	Medium	Optimism Bias of 15% has been applied across investments to ensure this risk is accounted for within the Value for Money Assessment.

² Badawi, Y. et al. (2018), *The economic case for investment in walking, Victoria Walks, Melbourne*; Leyden, K. (2003), *Social Capital and the Built Environment: The Importance of Walkable Neighborhoods*

			<p>Effective project management will be embedded.</p> <p>Detailed planning work has been undertaken.</p>
<p>Our Places for Community and Enterprise: Lack of demand for new spaces</p>	Low	Medium	<p>Engagement has highlighted strong demand for new community and work spaces.</p> <p>Market testing of potential operators has highlighted strong interest and demand.</p>
<p>Our Shared Spaces: Sustained economic uncertainty relating to the pandemic and wider economic drivers which continue to impact on consumer confidence and on local high street vitality.</p>	High	Medium	<p>The Programme is designed to respond directly to these uncertainties, increasing attractiveness and relevance of local high streets to local users.</p> <p>Assumptions regarding land value uplift are also conservative, giving a strong degree of confidence in the ability for these to be achieved despite economic uncertainty.</p> <p>Strong base of evidence including consultation to illustrate demand and support for proposed actions.</p>
<p>Our Connected Neighbourhoods: Lower than projected levels of active travel are achieved.</p>	Low	Low	<p>Evidence suggests high demand (highlighted by the fact that Romford Road is one of TfL's top priorities in London).</p> <p>Modelling on uplift in active travel has been conservative, and there is a strong degree of confidence that the</p>

			<p>projected figures are realistic.</p> <p>Newham Council has previously been successful in using community engagement to increase uptake.</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)

Project 1 Our Places for Community and Enterprise (total value £8,214,000) requires a financial ask from the LUF of £4,894,000. A contribution of £1,192,000 from Newham Council has already been approved through the Capital Programme. £1,728,000 of grant funding from the GLA has already been secured. [REDACTED]

Project 2 Our Shared Spaces (total value £11,443,835) requires a financial ask from the LUF of £8,395,000. A contribution of £1,811,234 from Newham Council has already been approved including allocations from the Capital Programme and Local Implementation Plan. £1,237,601 of grant funding from the GLA has already been secured.

Project 3 Our Connected Neighbourhoods (total value £7,555,000) requires a financial ask from the LUF of £6,670,000. A contribution of £885,000 from Newham Council will be provided [REDACTED]

Overall the three projects have a total cost of £27,212,835. The LUF ask is £19,959,000 (73.3% of the total cost). The local and third party contributions are £7,253,835 (26.7% of the total cost), which exceeds the minimum 10% contribution.

As part of the activation of Council Assets, workspace operators will benefit from the investment, operating in these new refurbished facilities, and as such will be required to contribute towards the project costs. The workspace operators will be competitively procured.

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.

Please see the appended excel spreadsheet for the requested information.

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

(Evidence of secured GLA Grant and funding commitments from Creative Land Trust Funding is attached in Appendix 6)

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)

There are no anticipated funding gaps.

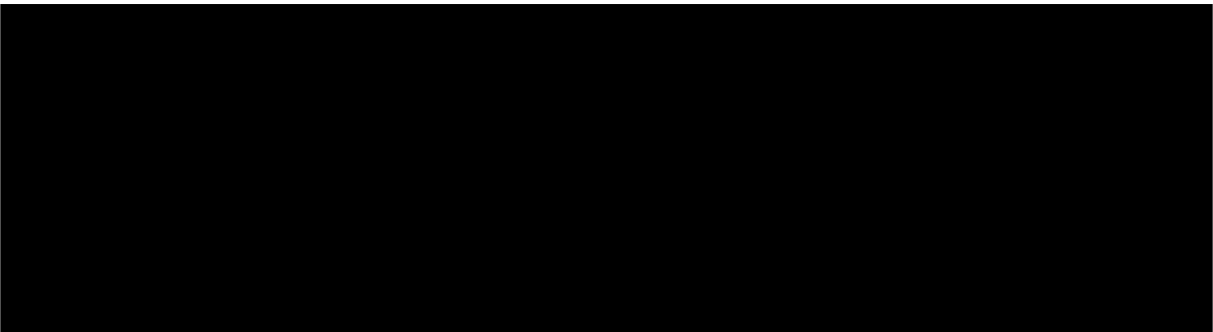


6.1e Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection. (Limit 250 words)

A funding application to the GLA's Good Growth Fund was submitted in 2019 (see 4.4c) and was successful (see Appendix 6 for evidence). Together with Council Match Funding, this grant secures the majority of the costs of interventions located in Green Street that are included as part of the Newham 15 Minute Neighbourhoods Programme.

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

The overall Newham 15 Minute Neighbourhood Programme has £2,844,090 budgeted as contingency (10.5% of all programme costs). This can be broken down by project as:



Each individual intervention detailed in the Delivery Plan (Appendix 1) has been allocated a level of contingency. This level of contingency varies from 8% to 20% of the actual cost of construction. (Note: the percentage of contingency for each intervention in proportion to all intervention related costs will be lower than this as total intervention costs include project management, contributions to monitoring and evaluation, professional fees etc where lower levels of contingency are required).

The level of contingency budgeted for each intervention is based upon the level of risk associated with the costs of delivering the particular intervention. Several key considerations in determining the risks include:

- consideration of previous similar schemes delivered by the Borough;
- how far developed the scheme’s designs are, and therefore how accurate the costings;
- to what extent standardised items are used with fixed prices through term contractors vs bespoke items with costs that are more difficult to estimate;
- how difficult value engineering will be at the point of contract; and
- expert advice, including from external cost consultants.

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 Programme-level risk register has been attached with this application (Appendix 2). Robust programme management will ensure any cost issue emerging are dealt with swiftly. Below we provide a summary of the main financial risks (R01-R05, R08 and R14) and mitigations:

Securing Funding

Risk	Comments and mitigation
R01 LUF funding not secured	Since over two thirds of the programme funding will come from the Levelling Up Fund, without this funding it will be

R05 LUF funding reduced	impossible to deliver the full Newham 15 Minute Neighbourhoods transformation. If a reduced level of LUF funding is granted, then prioritisation of interventions will be required to deliver a reduced scope of works.
R02 GLA funding not secured	The funding agreement has now been signed – risk closed
R03 LBN funding not secured	Newham match funding is already secured and in the capital programme – risk closed
R04 3rd party operator contributions not secured	The risk is low with soft market testing indicating the proposed level of contribution from the operators is sustainable through a competitive procurement process. For P4 Alice Billings Creative Studio intervention the competitive process has concluded with commitment from the operator already secured. If the contributions for P8 Stock Street Workspace intervention cannot be secured, the Council would need to fund the £200,000 costs directly.

Cost Overruns

Risk	Comments and mitigation
<p>R08 cost increase or overrun</p> <p>includes potential financial impacts of:</p> <p>R09 problematic site conditions</p> <p>R11 Covid-19 impact and other potential issues</p>	<ul style="list-style-type: none"> • Cost estimation is required at each stage of the design programme, with external cost consultants where appropriate to advice on this. • Throughout the design process value engineering possibilities are considered regarding how specification could be adapted to the budget, enabling quick changes at point of contracting for works should value engineering be required. • The majority of interventions are located on the public highway and the term contractor will be used, giving increased certainty around costs avoiding market fluctuations as item prices are already fixed through the initial award of the term contract. • Fixed price works contracts are additionally used so that the Council has security on cost at the point of awarding contract, with the contractor holding financial risks during the works, mitigating against cost overruns.

Newham Borough will be liable for costs overruns as overall Programme developer, to the extent they have not be transferred. However, as shown above, steps will be taken to pass the risk of cost overrun to the party best able to control it, e.g. passing this to contractors through fixed price works contracts.

Given it is impossible to fully mitigate against every possible risk event that may put upwards pressure on delivery costs, all of the proposed interventions have contingency allocated in the budgets (between 8 to 20% of construction costs, as outlined in section 6.1f) to account for potential unexpected increases in costs. The percentage is based upon the level of risk associated with the costs of delivering the particular intervention.

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)

London Borough of Newham will be the accountable body and hold the delivery risk for the Programme (unless it has been transferred to a party best positioned to control it, e.g. Contractor as described in 6.1g above). Where risks are shared between the Borough and a third party, they will be managed via the contract monitoring process.

The most appropriate procurement route for each contract will be chosen based on legal requirements, size, market appetite, level of specialism required, availability of frameworks, etc. An outline of the Programme procurement strategy is given below, with details to be developed prior to Programme delivery.

We will aim to secure value for money, delivery within the Programme timescales and social value commitments. Where possible, the Council will use our procurement abilities to benefit our local economy and support levelling up. This aligns with our Community Wealth Building Strategy: we are a living wage employer, promoting workers' rights, building social value outcomes (such as offering local apprenticeships) into our procurements. We will also advance our response to the Climate Emergency through embedding a Green agenda across procurements.

Newham has a comprehensive set of Contract Standing Orders (CSOs) in place, alongside various controls to ensure compliance. This includes a checkpoint process for Works exceeding £500k, which requires project managers to receive sign off from the Strategic Procurement Board to ensure that the service leading a procurement is:

- a) adhering to the Council's appropriate procurement processes;
- b) following relevant procurement legislation;
- c) delivering value for money.

Around 60% of the interventions (by estimated delivery cost) are located on the public highway and will be delivered by the Highway's term contractor. The Contractor has been appointed through a rigorous OJEU-compliant procurement process, based on the ability to deliver high quality schemes at best value. Benefits of using the term contractor for these interventions include:

- Item prices pre-agreed with the contractor providing excellent value, avoiding risks of market fluctuations;
- Contractor under contract, allowing for quicker process towards mobilisation of works.

The works for other interventions will be procured on an intervention by intervention basis in line with the CSOs, requiring competitive tendering and at least 5 quotations where works are over £100,000. These interventions are diverse, some will require specialist expertise or community involvement (e.g. installing public art), requiring different types of contractors. Although all the works could be packaged together into a single contract, with a main contractor managing many sub-contractors, this option is not deemed preferable. Using multiple smaller appointments will bring the following benefits:

- Contracts can be let at different times ensuring the Programme is not delayed, with interventions ready for works earlier in the Programme tendered at an earlier stage;
- Council able to directly assess and evaluate the smaller contractors delivering the works improving quality;
- Management of the smaller contractors directly by the relevant project manager with expertise in the intervention type;
- Smaller value procurements more likely suitable for local firms to bid for work, boosting local economy and jobs, supporting levelling up.

6.3 Management

See technical note Section 4 and Table 1 for further guidance

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

- Clear milestones, key dependencies and interfaces, resource requirements, task durations and contingency.
- An understanding of the roles and responsibilities, skills, capability, or capacity needed.
- Arrangements for managing any delivery partners and the plan for benefits realisation.
- Engagement of developers/ occupiers (where needed)
- The strategy for managing stakeholders and considering their interests and influences.
- Confirmation of any powers or consents needed, and statutory approvals eg Planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid with evidence
- Please also list any powers / consents etc needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them.

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

Delivery

The Delivery Plan (Appendix 1) outlines key workstreams and task durations for the interventions in the Newham 15 Minute Neighbourhoods Programme. The delivery will primarily be managed by employees in the Regeneration and Highways teams with significant experience of successfully delivering similar projects (see section 6.3g). The below table summarises the key milestones (intervention-level details are included in Appendix 1):

Project	Person responsible	First works commence	Works complete	All works completed / places open
1) Our Places for Community and Enterprise	Senior Manager - Regeneration with a Project Manager appointed for each intervention	Q4 2021/22	Q4 2022/23 (first places open: Q1 2023/24)	Q4 2023/24
2) Our Shared Spaces		Q3 2021/22	Q4 2021/22	Q4 2023/24
3) Our Places for Community and Enterprise	Senior Manager - Highways with a Project Manager appointed for each intervention	Q4 2021/22	Q2 2022/23	Q2 2023/24

Although the benefits of the interventions are interconnected (with the full benefits of the Newham 15 Minute Neighbourhoods Programme realised through the combination of interventions), the delivery of individual interventions can largely be achieved independently. This benefits the delivery of the Programme with a reduction in interdependencies that might otherwise be a problematic risk.

Resourcing and Governance

A project manager with relevant experience has been assigned for each of the interventions in each project. The project manager will manage the delivery of that intervention, working in a team with the other project managers and overseen by a senior manager. Each project working group will meet monthly to discuss risks, issues and delivery status of the interventions in that project. Projects will formally report into the Programme Board each quarter (see table below for board membership).



Engagement

The interventions have been developed through extensive engagement with residents and a variety of key local stakeholders (see section 4.2a). Once funding for delivery of the Programme is confirmed the Communications and Engagement Strategy will be developed with an exercise to re-map local stakeholders building upon the existing mapping of stakeholders used to inform development of the bid proposal. The various project resident and stakeholder working groups will continue throughout design, construction and in-use phases of the project (with adjusted

membership where appropriate) and further engagement activity will be identified in the communications and engagement strategy.

Consents

All of the interventions take place on Newham Council owned assets – including properties and the public highway, and internal permissions are in place for inclusion of these assets in this Programme.

Many interventions are located on the public highway and do not require any consents that are external to the highways authority delivering the schemes. They will be delivered through Permitted Development Rights Parts 9 and 12 of the Town and Country Planning Act and/or delivered under experimental traffic orders before becoming permanent with an Officer Key Decision report.

For most interventions involving buildings, planning applications will be required (with listed building consent needed for two sites) and this has been factored into the Programme timelines.

Details of the statutory consents relating to each intervention are provided in the Delivery Plan (Appendix 1).

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):

- 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

Summary of Risks

The risk register (Appendix 2) sets out the overall risks for the delivery of the Newham 15 Minute Neighbourhoods Programme across a number of categories:

- **Financial risks** relate to failing to secure sufficient funding and cost overruns. There are very low risks around the Council and 3rd party match as the Council’s commitment is in the approved budget and the funding agreement with the GLA has been signed. Measures are in place to mitigate and manage risks associated with costs overrunning (see section 6.1g for further details). The Council demonstrates ability to deliver projects on budget in section 6.3g.

- The **resource risk** around insufficient in-house resource to manage the delivery of the three projects has been largely mitigated against with the recent recruitment of three regeneration project managers, adding to the existing members of the regeneration and highways departments with a wealth of experience of delivering projects of a similar scale. The delivery of interventions in line with the programme will be prioritised with appropriate resources allocated.
- **Property risks** include availability of assets as well as problematic site conditions for all three projects. The assets risk is now closed as all required assets are owned by the Council and inclusion into the project has been agreed. To mitigate against the risk of ‘hidden issues’ with sites, that could cause delay or financial costs, surveys are undertaken at early stages of project design and have already been completed for the majority of interventions.
- **Delivery risks** include failing to secure relevant statutory permissions and potential covid-19 restrictions. Regarding permissions, while most of the schemes are on the public highway and delivered under relevant permitted development rights, some require planning consents. For one intervention planning consent has already been approved, while for others, the development in line with relevant planning policies and use of pre-apps is mitigating against the risk that planning permission be denied.
- To mitigate the **reputational risk** around proceeding with any unpopular interventions, significant resident and stakeholder engagement has taken place to inform the development of proposals. To maintain the strong levels of support for the projects, various working groups involving residents and other stakeholders are also being set up to oversee the final design and delivery stages of projects.

Risk Management Arrangements

Before any mitigating actions were taken, the risk rating (see Appendix 2) varies from 6 to 15 out of 25 (medium to high risk). After mitigating actions have been accounted for, the risk rating is decreased to between 0-10 out of 25 (very low to medium risk, with some risks now closed).

An experienced project manager is appointed for each intervention to manage risks at the intervention level, including producing risk registers that are updated monthly and reported into the three project working groups. Key risks from each project are reported to the programme board which is chaired by SRO Dave Hughes, who has significant experience as Corporate Director for Inclusive Economy and Housing for overseeing risk governance of major programmes.

6.3f Has a risk register been appended to your bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)

Newham Council has managed **£752.7million of capital expenditure over the last five years**. There are extensive systems and processes in place for delivering complex capital programmes, especially in relation to transport, high street public realm and building refurbishment projects.

The three projects listed in this bid will be led by senior managers across the Regeneration and Highways teams, with further project managers assigned to support delivery of each intervention including managing multi-disciplinary teams of consultants and contractors. Both the Regeneration and Highways teams have significant experience of delivering projects on time and on budget as well as using robust monitoring, reporting and governance processes as requirements of external funding.

The Highways team routinely delivers over £15m of transport and public realm projects with external funding annually alongside a £10m annual capital programme of planned maintenance. The Regeneration team has been managing delivery of a capital budget in excess of £20million annually in the previous years.

Recent successful delivery examples of significant large projects similar to those in the Newham 15 Minute Neighbourhood Programme include:

- **Stratford Town Centre Transformation (£17.9m)** - transformational town centre public realm and highway scheme, seen as an exemplar scheme for London town centres
- **Crossrail Stations Public Realm (£9million)** – public realm enhancements and interchange improvements at three stations in the Borough
- **Canning Town Community Centre and Library (£2million)** – fit out of large new community facility

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.

6.4 Monitoring and Evaluation

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

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

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

Objectives and Research Questions

The Programme forms an integral part of our response to the challenges facing residents in the Programme Area, and we recognise that good evidence on impact with robust monitoring and evaluation is crucial.

The process will be multi-dimensional: focusing on operational monitoring, periodic reporting to the Programme Board and, drawing from this, ongoing dissemination of findings to external partners and audiences (government, local policy makers, residents, businesses and interest groups). While specific research questions will be defined at Programme outset, they will cover four interlinked research dimensions:

- Impact: Has the Programme been effective in terms of impact achieved versus the outcomes targeted?
- Process: Has the Programme been delivered efficiently from a process, management and governance perspective?
- Value for money: Has the Programme delivered clear value for money?
- Learning: What lessons are relevant for strategy development and delivery (both locally in Newham, but also for policy makers and the Government in terms of the levelling up agenda and its impact)?

The approach will be guided by:

- Evaluation and appraisal guidance as set out within the Magenta and Green Books;
- Programme-wide monitoring and evaluation guidance for the LUF (based on previous government programmes we assume that parameters will be set by formal 'self-evaluation' guidance published by MHCLG);
- LB Newham's Outcomes Framework, which drives strategic change across the Borough: alignment will ensure that the interventions that form the Programme will also be monitored as part of the corporate-wide reporting against the Outcomes Framework after the Programme's completion;
- The Theory of Change, which confirms the change being targeted and how success is defined.

Our proposed approach to monitoring and evaluation activity is summarised below:

Phase 1: Evaluation framework	This will provide clear parameters for monitoring and evaluation: the final theory of change, research questions, outputs, outcomes and impacts, and the research approach. Importantly, this will also establish the approach to reporting progress and impacts to different Programme funders (for example as a match funder, the GLA also has established evaluation requirements); ideally a single evaluation approach will be established which meets the needs of different partners.
Phase 2: Baseline	Once output and outcome measures are finalised, work will be undertaken to establish the final baseline position. While this is largely already in place, further research may be required to fill some gaps (Newham Residents Survey, for example, will provide granular evidence on the lived experience of residents).
Phase 3: Ongoing monitoring	Once delivery is underway, evidence will be collected on an ongoing basis. While many of the impacts will not crystallise under after the end of delivery, there will be some short-term changes which are worth tracking (e.g. short-term changes to footfall flows or spend patterns). This 'formative' evaluation approach will allow the team to learn and take action whilst projects are in the delivery phase. A short 'interim evaluation' report will be produced at the delivery mid-point to collate findings to date, and to set foundations for the final evaluation.
Phase 4: Summative evaluation	Timings will ultimately be guided by MHCLG expectations. We expect the final evaluation will take place 6-12 months after the end of delivery. We will then track impacts over an extended period as part of wider Council Outcome monitoring activities to understand longer term effects. While the content of the report will follow any expectations set by Programme funders, we would expect it to contain: all final data on impact, narrative on the delivery process, an examination of the strategic added value of delivery (taking into account partnership working, leveraging of funding, examples of leadership and influence), key achievements, lessons learnt, recommendations and forward planning (where relevant).

Key Metrics

The metrics which will be used are set out in full in Table F. These include:

- Outputs – number of assets brought back into use, number and nature of active travel interventions, number and nature of enhancements to high street environment (e.g. improved public realm and new public artwork);
- Outcomes – economic activity supported within workspace and community assets, changes in town centre performance (footfall and spend), changes in levels of active travel (walking and cycling), changes in commercial and residential land value;
- Impacts – changes in resident prosperity, health and wellbeing, changes in overall size and vitality of local economy, changes in the quality and resilience of the environment (e.g. air quality, safety).

Given the breadth of initiatives within the Programme, the KPIs are relatively diverse. They aim to capture both the quantitative and qualitative impacts, recognising that many of the ultimate outcomes being targeted related to more intangible factors relating to the lived experiences of Programme beneficiaries.

Evidence collection will draw on a diverse range of sources, including: monitoring information collected by the delivery team (largely on outputs); information from the GLA High Street Data Partnership on town centre performance (e.g. live information on local footfall, vacancy & spend); bespoke monitoring put in place by the Council and operators of new spaces (e.g. to understand local traffic flows and numbers of visitors to the new spaces); data from third parties (e.g. information on land values) and bespoke primary research (e.g. perception and impact surveys). Cutting across all data collection will be a focus on understanding the additionality of impacts.

Resourcing and Governance

Monitoring and evaluation will be overseen by the Programme Board, where terms of reference will include robust and regular scrutiny against delivery plans and the established Theory of Change.



(Since at the time of bid submission, MHCLG have not yet published the further guidance on monitoring and evaluation framework, this budget includes some contingency and will be reviewed following publication of the guidance. If the final monitoring and evaluation strategy can be realised with a smaller budget, then the different will be used as general Programme contingency).

PART 7 DECLARATIONS

7.1 Senior Responsible Owner Declaration

As Senior Responsible Owner for Newham 15 Minute Neighbourhoods I hereby submit this request for approval to UKG on behalf of London Borough of Newham and confirm that I have the necessary authority to do so.

I confirm that London Borough of Newham 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

Signed:



7.2 Chief Finance Officer Declaration

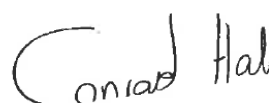
As Chief Finance Officer for *[name of organisation]* I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that *[name of organisation]*

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

Name:

Conrad Hall

Signed:



7.3 Data Protection

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

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

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

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

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

Project 1	
A1. Project Name	
Our Places for Community and Enterprise	
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)	
The project will provide affordable workspace and complementary community facilities to support residents into work and/or start-up businesses, as well as providing for their civic needs within 15-minutes of their homes. These assets are located in key town centres, complementing the other projects listed in Annex B and C. The project is designed to directly respond to the above strategic objectives listed in section 4, and has the potential to be a key driver of the borough's inclusive economic recovery, which will deliver in the short term and provide a long-term sustainable model for the borough.	
A3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
The locations of the assets are concentrated in five of Newham's town or local centres located in the north of the borough: Stratford, Green Street, Manor Park, Plaistow and Little Ilford, which will become 15-minute neighbourhoods. These places have long been scarred by deprivation and now suffered from a disproportionate impact of the pandemic. The north of the borough is currently where up to 70% of residents live, and is a densely populated urban area of London. The area is well served by train, tube, bus services, and has four Crossrail stations.	
A4. OS Grid Reference	Grid references for the 8 interventions in this project are: <ul style="list-style-type: none"> • TQ389842 (538926, 184241) • TQ412836 (541263, 183678) • TQ412836 (541203, 183634) • TQ412836 (541260, 183667) • TQ430857 (543074, 185748) • TQ402830 (540255, 183081) • TQ421854 (542102, 185465) • TQ420857 (542006, 185752)
A5. Postcode	Postcodes for the 8 interventions in this project are: <ul style="list-style-type: none"> • E15 4SF • E13 9AU • E13 9BA • E13 9JJ • E12 5NN • E13 0BX

	<ul style="list-style-type: none"> • E12 5DF • E12 5HT
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)	Not applicable. London Borough of Newham only.
A7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input checked="" type="checkbox"/> Regeneration and town centre investment <input checked="" type="checkbox"/> Cultural investment
A9. Value of capital grant being requested for this project (£):	£4,894,000
A10. Value of match funding and sources (£):	£3,320,000 (including £1,192,000 from Newham Council, £1,728,000 from the GLA and £400,000 from workspace operators)
A11. 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 (Limit 250 word)

The Programme will see the conversion, upgrade or fit out of eight different community assets, covering a total of 3,800m² of space. The assets are diverse in nature and their conversion will benefit a diverse range of users: four spaces will provide flexible workspace for local communities, while four will provide new or enhanced community spaces. Cutting across all of these assets will be a focus on engaging and supporting local residents by linking them to wider services and provision (e.g. Our Newham Work).

Example metrics include – capacity for around 270 gross additional jobs on site across all assets; around 150,000 annual uses of the fitness centres, and over 1 million annual visits to the creative wellbeing space.

By overcoming abnormal cost that would make the sites unviable without funding, this package of interventions will directly impact on land values – this has been estimated as an uplift of £6.64m across the assets. Impacts have been assessed in line with the approach and assumptions set out in the MHCLG Appraisal Toolkit (full detail on the assumptions used is provided in the main part of the form at response 5.4a).


In addition, investment in assets will also result in employment creation, delivering productivity benefits. These benefits have been estimated by using ONS data on productivity for Newham, assumed scale up and occupancy rates, levels of churn and expected levels of new employees entering the labour market. Adjustments have also been made to factor in additionality. This delivers discounted benefits of £33.38m.

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.

n/a – this is reported in the application

<p>A13. Where available, please provide the BCR for this project</p>	<p>The benefit cost ratio for the project is set out in the table below. This demonstrates that the project is expected to deliver PV benefits of £40.02m, with a BCR to LUF investment of £7.44. This is summarised in the table below; further detail on assumptions is provided in response 5.5a in the main form.</p> <p><i>Economic Appraisal Overview</i></p> <table border="1" data-bbox="507 488 1390 952"> <tr> <td colspan="2" style="background-color: black; height: 20px;"></td> </tr> <tr> <td><i>Benefits – Direct Land Value Uplift</i></td> <td>£6.64m</td> </tr> <tr> <td><i>Benefits – Productivity</i></td> <td>£33.38m</td> </tr> <tr> <td>Total Benefits</td> <td>£40.02m</td> </tr> <tr> <td><i>LUF Costs</i></td> <td>£5.38m</td> </tr> <tr> <td><i>Public Sector Match</i></td> <td>£3.28m</td> </tr> <tr> <td><i>Private Sector Match</i></td> <td>£0.44m</td> </tr> <tr> <td>BCR (LUF Only)</td> <td>£7.44</td> </tr> <tr> <td>BCR (LUF plus public match)</td> <td>£4.62</td> </tr> </table> <p>Sensitivity testing has been undertaken exploring the impact on benefits of lower levels of direct land value uplift (applying a much reduced value for commercial space of £361 psm in line with MHCLG’s Outer London Harrow benchmark), and reduced productivity (halving the number of jobs supported by the assets). This test delivers a PB benefit of £21.31m, with a good level of cost benefit retained (£3.96 vs LUF investment).</p>			<i>Benefits – Direct Land Value Uplift</i>	£6.64m	<i>Benefits – Productivity</i>	£33.38m	Total Benefits	£40.02m	<i>LUF Costs</i>	£5.38m	<i>Public Sector Match</i>	£3.28m	<i>Private Sector Match</i>	£0.44m	BCR (LUF Only)	£7.44	BCR (LUF plus public match)	£4.62
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<i>LUF Costs</i>	£5.38m																		
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<i>Private Sector Match</i>	£0.44m																		
BCR (LUF Only)	£7.44																		
BCR (LUF plus public match)	£4.62																		
<p>A14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	<p>While benefits have been assessment in terms of land value uplift, there are a range of wider benefits which have not been monetised; when taken into account, these further enhance the value for money of the project.</p> <p>These include:</p> <ul style="list-style-type: none"> • Linked economic (multiplier) benefits to surrounding high streets in terms of visitor footfall and private sector investment • New business investment into the borough, delivering wider economic benefits in terms of the scale and diversity of the Newham economy • Provision of significant new capacity and opportunities for residents to come together / interact / receive support or training – and the social integration and wellbeing benefits of this • Take up of Council's Community Wealth Building standards, including London Living Wage, local supply 																		

	<p>chains and employment and environmental practices via asset operation</p> <ul style="list-style-type: none"> • Provision of support to communities to test and develop their ideas/ proposals to start or grow their businesses. <p>While these wider social and economic benefits are important drivers of the project, these have not been monetised due to weaknesses in the depth of input information available.</p>
<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>Some of the assets being repurposed will require planning permission for change of use. However, since all existing assets are currently designated for some form of economic/commercial/civic use the deliverability risks associated with this statutory requirement is low. The normal timeline for this process is 8 weeks and this is factored into the programme timeline (see Appendix 1).</p> <p>Two of the assets being repurposed will require listed building consent for the refurbishment work. These are deemed to be a low risk application as projects will restore parts of these historic vacant buildings and bring them into use. The normal timeline for this process is 12 weeks and this is factored into the programme timeline (see Appendix 1).</p> <p>As with the majority of building projects, building control approvals will be required to sign off the completed projects/works before they are operational and open for use.</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>	
<p>A17. Does this project include plans for some LUF expenditure in 2021-22?</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>A18. Could this project be delivered as a standalone project or do it require to</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

be part of the overall bid?	
A19. Please provide evidence	The assets are within the ownership of the Council, and whilst they complement the other projects listed in the bid, they are not reliant upon them to be brought forward. The benefits outlined in A11 will still be fully realised if this was to be delivered as a standalone project. However, these assets will be further bolstered and more benefits realised if they are delivered alongside the 'Our Shared Spaces' and 'Our Connected Neighbourhoods' projects, achieving the overall collective ambition of integrated 15 Minute Neighbourhoods, with essential social, civic and economic functions and infrastructure to support residents, businesses and the recovery.
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	Yes, the programme includes works for three of the sites commencing in Q4 of this financial year. Works on the remaining sites are due to commence by mid-2022.
Statutory Powers and Consents	
A22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	Relevant Statutory Consents for this project are programmed for future dates and factored into the delivery timeline (see Delivery Plan Appendix 1).
A23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the	

timetable for
obtaining them.



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

Project 2	
B1. Project Name	Our Shared Spaces
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>Through our extensive engagement around our high streets in the North of the borough residents time and again have expressed their concerns about how their town centres' public realm is not pedestrian-friendly, does not support families and it does not create positive experiences. To fully support a 15-minute neighbourhood vision this project will create an enhanced public realm that supports positive experiences when visiting local high streets, promotes sustainable town centres and increase perceptions of safety. Interventions will include footway improvements, creative public space enhancements, planting and pocket parks, transformation of alleyways and improvement to open spaces.</p>	
B3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
Public Realm Improvements and Greening will take place across the north of the borough to support the transformation of these places into 15-minute-neighbourhoods. The town centres are located around the Romford Road corridor; stretching from Stratford Metropolitan Centre on the West to Little Ilford Neighbourhood Shopping Parade in the east; including the District Centres of Forest Gate and Green Street, as well as the Local Centre of Manor Park.	
B4. OS Grid Reference	<p>Green Street Our Shared Spaces interventions are centred around TQ412837 (541200, 183700)</p> <p>Forest Gate Our Shared Spaces interventions are centred around TQ404852 (540400, 185200)</p> <p>Manor Park Our Shared Spaces interventions are centred around TQ420855 (542000, 185500)</p> <p>Little Ilford Our Shared Spaces interventions are centred around TQ431857 (543100, 185700)</p> <p>Stratford Our Shared Spaces interventions are centred around TQ389843 (538900, 184300)</p>
B5. Postcode	E7, E13 and E15
B6. For Counties, Greater London	Not applicable. London Borough of Newham only.

<p>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)</p>	
<p>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.</p>	
<p>B8. Project theme Please select the project theme</p>	<p><input type="checkbox"/> Transport investment <input checked="" type="checkbox"/> Regeneration and town centre investment <input checked="" type="checkbox"/> Cultural investment</p>
<p>B9. Value of capital grant being requested for this project (£):</p>	<p>£8,395,000</p>
<p>B10. Value of match funding and sources (£):</p>	<p>£3,048,835 (including £1,811,234 from Newham Council and £1,237,601 from GLA)</p>
<p>B11. 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.</p>	
<p>Our Shared Spaces will deliver a range of initiatives that aim to support the resilience and growth of local high streets (and hence the quality of service, environment and amenity that they provide for local residents) through:</p> <ul style="list-style-type: none"> • Transport / Accessibility Enhancements – which will help to increase footfall and promote expenditure within the town centre. • Public spaces investment which can improve dwell time – encouraging those that visit to the high streets to stay for longer, increasing the potential for further expenditure. 	

- Public spaces which can improve perception – by directly challenging known issues across the Programme Area (such as perceptions of safety and crime) it may be possible to encourage greater numbers of people to access the local high streets, further supporting local businesses.

We have focused our assessment on Forest Gate, Green Street and Manor Park given that these high streets are the once which will receive the most significant and concentrated level of investment and impact. There is significant headroom for uplift in performance in each of the high streets being explored – with data showing the significant impacts of Covid-19 on footfall across the area, and persistently high vacancy rates on a number of the high streets.

Benefits have been monetised using a Wider Land Value Uplift approach, which is described in full at response 5.5a in the main form. The modelling projects an uplift of £27.51m in commercial land value in the town centres assessed, and £52.14m in residential land value.

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.

n/a – this is reported in the application

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

The benefit cost ratio for the project is set out in the table below. This demonstrates that the project is expected to deliver monetised benefits of £79.65m, with a BCR of £8.65 against LUF investment. This is summarised in the table below; further detail on assumptions is provided in response 5.5a in the main form.

Economic Appraisal Overview

<i>Benefits – Wider Land Value Uplift – Commercial</i>	£27.51.m
<i>Benefits – Wider Land Value Uplift – Residential</i>	£52.14
Total PV Benefits	£79.65m
<i>LUF Costs</i>	£9.21m
<i>Public Sector Match</i>	£3.42m
<i>Private Sector Match</i>	-
BCR (LUF Only)	£8.65
BCR (LUF plus public match)	£6.31

Sensitivity testing has been undertaken exploring the impact on benefits of lower levels of uplift in land values (uplift of 10% for commercial values and 0.5% for residential values). This test delivers a PB benefit of £26.79m, with a good level of cost benefit retained (£2.91 vs LUF investment).

<p>B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	<p>While benefits have been assessed in terms of Wider Land Value Uplift, there are a range of wider benefits which have not been monetised. These include:</p> <ul style="list-style-type: none"> • Supporting town centre employment. A review of case studies suggests that well planned public spaces can boost commercial trade by up to 40%. The projected level of additional town centre spend generated will be enough to support a significant number of jobs across the town centres • Improving levels of community integration and participation. There is an increasingly broad range of research which highlights the important role strong town centres can play in promoting social inclusion and dealing with inequalities in access to infrastructure. The GLA’s High Streets for All research emphasised the important economic and social role of high streets, promoting community and cultural exchange. Around 45% of surveyed users’ primary high street use was non-retail related – evidence that Londoners value the social exchanges that high streets support, and the importance of accessible and affordable spaces where communities can come together. • Reducing levels of inequality and polarisation, by prioritising equal access to opportunity, and new pathways for those currently excluded • Enhancing overall levels of life-satisfaction and happiness of residents in the Programme Area, which currently lie below national average. <p>Again, while core to the objectives of the project, these productivity benefits have not been modelled at this stage due to weaknesses in the depth of available input information.</p>
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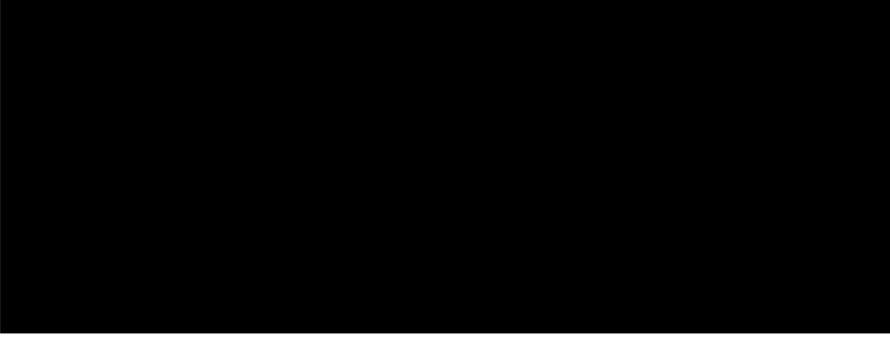
B15. Deliverability
 Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

The majority of interventions that will be delivered do not require any consents that are external to the highways authority delivering the schemes. The majority of schemes will be delivered through Permitted Development Rights Parts 9 and 12 of the Town and Country Planning Act.

Two interventions will require applications through the planning process. One of these planning consents has already been secured and the second planning process is scheduled for Q2 2022/23.

B16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22

As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22	
B17. Does this project include 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	Our Shared Spaces could be delivered as a standalone project and would make a significant impact to people's experience while walking in the town centres, all the while increasing footfall and spent. However, to provide a holistic and comprehensive approach to how our town centres can fully become a network of 15-minutes neighbourhoods, this project should be delivered along with 'Our Places for Community and Enterprise' and 'Our Connected Neighbourhoods'.
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	Many of the interventions to improve Our Shared Spaces are fully designed or require limited design work and are ready to be implemented. As illustrated in the appended delivery plan, the following interventions will commence works on the ground this financial year (2021-22): S1a-d, S6a-e, S8 and S9.
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	Planning Permission was granted for S1d Shape Newham Creative Interventions – Pollution Gate on 17 th May 2021. The permission is valid until 16 th May 2024 and subject to standard conditions requiring construction in line with the submitted drawings and maintenance through an approved strategy.

<p>conditions attached to them. Any key dates should be referenced in your project plan.</p>	
<p>B23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.</p>	

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

Project 3	
C1. Project Name	Our Connected Neighbourhoods
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 delivers high quality walking and cycling infrastructure and low traffic environments.</p> <p>This will not only enable and encourage more sustainable and active travel to the centres and create 15 minute neighbourhoods around them, where walking and cycling will be the primary mode for local journeys, but will also further enhance the attractiveness of the centres by allowing for the re-purposing of space currently devoted to the motor car.</p> <p>It will complement the wider bid outcomes by contributing positively to health and wellbeing of residents, the air quality and the quality of the physical environment in the town centres.</p>	
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 project provides a ‘spine’ linking the various other project locations.</p> <p>The new strategic Active Travel and bus priority corridor will run for 4.5km along the Romford Road (A118) from Stratford town centre in the west and the Borough boundary at the A406 junction in the east.</p> <p>Low traffic neighbourhood (LTN) schemes are proposed to ‘envelop’ the town centres of Forest Gate and Manor Park, building on LTN schemes already in place with Covid Emergency Active Travel Funding.</p> <p>Finally, a package of Healthy School Street schemes in these catchments will be implemented to enable greater levels of sustainable school trips.</p>	
C4. OS Grid Reference	<p>Romford Road Statagic Active Travel Corridor - TQ390844 (539067, 184473) to TQ432861 (543225, 186168) (linear route)</p> <p>Centre of LTN 1 - TQ399844 (539906, 184445)</p> <p>Centre of LTN 2 - TQ407844 (540799, 184430)</p> <p>Centre of LTN 3 - TQ412846 (541245, 184661)</p> <p>Centre of LTN 4 - TQ419846 (541932, 184641)</p>

C5. Postcode	E7 and E15
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)	Not applicable London Borough of Newham only.
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 (£):	£6,670,000
C10. Value of match funding and sources (£):	£885,000 (from Newham Council through the Local Implementation Plan allocation)
<p>C11. 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</p> <p>Our Connected Neighbourhoods will deliver a coordinated package of investments across the Programme Area to make the streets safer and more balanced towards the needs of pedestrians and cyclists – this includes a major new strategic active travel corridor, implementation of 4 low traffic neighbourhoods, and 3 health school streets.</p>	

The interventions will deliver a significant uplift in the number of residents engaging in active modes of travel – this relates to both walking and cycling within the LTNs and across neighbouring area, and use of the new strategic active travel corridor along the Romford Road. Modelling undertaken by the council forecasts that the interventions proposed will result in 3,700 additional walking trips per day, and 800 additional cycling trips per day.

The benefits of this level of increase in active travel in the Programme Area have been assessed using WHO/Europe’s HEAT methodology. The toolkit projects total benefits relating to Active Travel of £50.96m.

Active travel uplift figures have also been tested within DfT’s Active Mode Appraisal Toolkit which gives a PV benefit of £17.39m. However, the HEAT approach has been used for core modelling of benefits as it captures a wider range of health and environmental benefits.

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.

n/a – this is reported in the application

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

The benefit cost ratio for the project is set out in the table below. This demonstrates that the project is expected to deliver monetised benefits of £50.96m, with a BCR of £6.93 against LUF investment. This is summarised in the table below; further detail on assumptions is provided in response 5.5a in the main form.

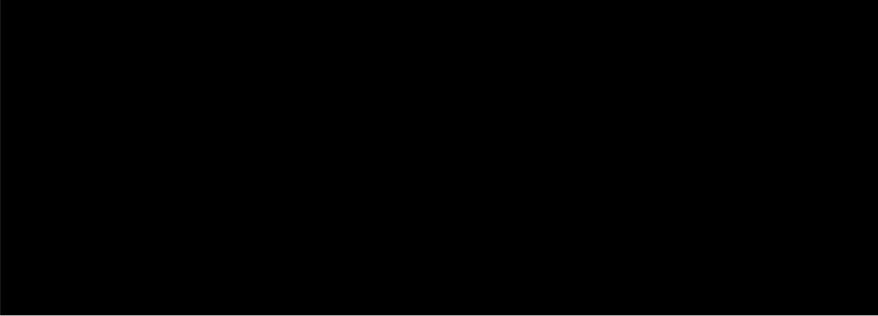
Economic Appraisal Overview

<i>Benefits – Active Travel</i>	£50.96m
<i>LUF Costs</i>	£7.35m
<i>Public Sector Match</i>	£0.98m
<i>Private Sector Match</i>	-
BCR (LUF Only)	£6.93
BCR (LUF plus public match)	£6.12

Sensitivity testing has been undertaken exploring the impact on benefits of reduced uptake in active travel compared to the central case (rates of walking and cycling trip uplift halved – a highly conservative assessment). This test delivers a PB benefit of £25.09m, with a good level of cost benefit retained (£3.41 vs LUF investment).

<p>C14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	<p>While benefits have been assessed using the HEAT methodology and DfT's Active Mode Appraisal Toolkit, there are a range of wider benefits associated with active travel which the toolkit does not monetise. These include: time savings, health impacts for young people, morbidity-related health impacts, or accident-related impacts from changes in walking or cycling trips.</p> <p>There is strong academic and professional research on the significance of these benefits, for example:</p> <ul style="list-style-type: none"> • Morbidity related impact: evidence from TfL states that if every Londoner walked or cycled for 20 minutes a day 1 in 6 early deaths would be prevented saving the NHS £1.7 bn in treatments costs over the next 25 years • Safety: evidence from leading cycling cities supports segregation to address cyclist safety e.g. Copenhagen has introduced mostly segregated cycle tracks over the last 25 years and over the same period the risk of serious collision has reduced by 72% per cycled kilometre. <p>When placed within the context of the severe air quality and wider health challenges facing Newham residents (see response 4.3a in main form), these are significant benefits which further strengthen the value for money of the proposed interventions.</p>
<p>C15. Deliverability Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p>This project requires the implementation of traffic management orders for which there is a statutory process. However, the measures can be implemented experimentally for a period of up to 18 months before being made permanent, and the statutory consultation takes place in the first 6 months after implementation. No other statutory processes are necessary to deliver this element of the bid.</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 include plans for some LUF expenditure in 2021-22?</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

<p>C18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>C19. Please provide evidence</p>	<p>The implementation of this project can be delivered independently of the other projects within this bid. However if delivered as a standalone project the output would be contained to delivering new sustainable transport infrastructure rather than achieving transformative change to create interconnected 15-minute neighbourhoods.</p> <p>To fully realise the benefits of the Newham 15 Minute Neighbourhoods Programme this project should be delivered alongside the 'Our Shared Spaces' and 'Our Places for Community and Enterprise' projects.</p>
<p>C20. Can you demonstrate ability to deliver on the ground in 2021-22.</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>C21. Please provide evidence</p>	<p>Design of the Romford Road strategic Active Travel and bus priority corridor has been completed and is ready to begin the process of implementation as soon as funding is secured. The initial steps for delivering the project are for works to take place with the agreed preferred interventions and options assessment to determine the details of other interventions, mitigating impacts as required.</p>
<p>Statutory Powers and Consents</p>	
<p>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</p>	<p>As these are highway schemes promoted by a highway authority, no specific external consents will be required to deliver the schemes.</p> <p>Schemes will initially be implemented on an experimental basis following consultation with the emergency services.</p>

referenced in your project plan.	
C23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

ANNEX D - Check List Great Britain Local Authorities

Questions	Y/N	Comments
4.1a Member of Parliament support		
MPs have the option of providing formal written support for one bid which they see as a priority. Have you appended a letter from the MP to support this case?	Y	Please see letter attached - Appendix 7
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?	N/A	N/A – local authority is responsible for delivery of projects. However as important stakeholders, we have engaged with regional government and transport authorities (GLA and TfL) and have their support – see letters attached in Appendix 5.
Part 4.3 The Case for Investment		
For Transport Bids: Have you provided an Option Assessment Report (OAR)	N/A	N/A – not a transport bid
Part 6.1 Financial		
Have you appended copies of confirmed match funding?	Y	Please see evidence of funding commitments relating to GLA Grant agreement and funding commitment from Creative Land Trust in Appendix 6
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?	N/A	N/A – provision of land from third parties is not part of the local contribution towards scheme costs
Part 6.3 Management		
Has a delivery plan been appended to your bid?	Y	Please see attached Delivery Plan – Appendix 1
Has a letter relating to land acquisition been appended?	N/A	N/A – no land acquisition required as part of project
Have you attached a copy of your Risk Register?	Y	Please see attached Risk Register – Appendix 2

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	Please see attached set of maps - Appendix 3

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.		