

Cycle City Ambition Grants



Department
for Transport

Applicant Information

Local authority name(s)*: Middlesbrough (lead) and Darlington Borough Councils

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SECTION A - Project description and funding profile

A1. Project name: Connect Tees Valley by cycle

A2. Headline description:

The proposed schemes aim to create higher quality, safer, walking and cycling environments in 2 local authority areas within the Tees Valley, which link areas of high deprivation and health inequality with areas of proposed growth, local amenities and opportunities

A3. Geographical area:

Situated in the North East of England around the River Tees, The Tees Valley is an area of relatively low topography, over an area of 307 square miles, with a population of 640,000 living predominantly in and around several large towns (Middlesbrough, Darlington, Stockton, Redcar and Hartlepool). The areas development has been closely associated with iron and steel, shipbuilding, heavy industry, engineering and the railway age with it's associated manufacturing. Massive industrial restructuring has changed the face of the area's economy, with the service industry forming the majority of employment opportunities and a shift to more specialist engineering.

The Tees Valley experiences high levels of disadvantage, as measured by indicators such as unemployment and ill health. Deprivation rankings across the Tees Valley are as follows: Middlesbrough 8th, Hartlepool 24th, Redcar – 48th Darlington 75th, Stockton 100th /326 Local Authorities.

As the table below shows, the area faces significant health challenges. These figures are averages and mask the fact that there are even greater inequalities between neighbouring wards. This has an impact not just on mortality rates and life expectancy, but also on the quality of life for some people. Whilst poorer health is associated with getting older, lack of exercise, poor diet and other lifestyle choices have an impact from an early age, with significant levels of obesity even amongst primary age children.

Statistic	National	Tees Valley
Unemployment	3.8%	7%
Unemployment (under 24's)	7%	13.4%
Life Expectancy (men)	79	75
Life Expectancy (Women)	82	80
Cardio vascular disease (mortality in under 75's)	70.4	82.3
Diagnosed diabetes rate	5.4%	5.6%
Obesity levels	24.2%	28.1%
Deaths from Cancer (per 100,000 population)	250	326

Table 1. Highlighting the inequality from unemployment and Health in the Tees Valley compared to the UK average

A4. Total DfT funding contribution sought (£m): £4.335m

A5. Equality Analysis

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

The bid has taken into account the needs of current users. Analysis of current usage and restrictions has been undertaken as part of the design process of each scheme contained within this application. This scheme promotes improved accessibility to all route users from the installation of improvements sympathetic to cycling.

A6. Partnership bodies

Both bid parties Regeneration, Highways & Transportation sections will be responsible for all elements of the respective projects being undertaken within the boundaries of the recipient Authority. This will include scheme design works and all elements of project management. Additionally, support has been sought from:

Tees Valley Unlimited One of the first Local Enterprise Partnerships in the country to gain approval from the Government, TVU has a growing reputation as a leading and forward thinking organisation building on over a decade of successful public and private sector partnership working.

The North East Chamber of Commerce is the region's leading business organisation, committed to accelerate businesses growth.

NHS Middlesbrough is a statutory body, commissioning services from a wide variety of public and independent providers, covering a population of 153,000

NHS Darlington - Promoting the health of their population, including tackling the wider social determinants of health inequalities.

Middlesbrough Environment City (MEC) is a Civil Society organisation that promotes healthy and sustainable lifestyles in Middlesbrough

James Cook University Hospital is one of Europe's most modern (and largest of its type) hospitals. It offers a wide range of district general and specialist (tertiary) services.

Fabrick Group is the largest social housing provider in Middlesbrough. We will work in partnership to promote the use of cycles by employees, tenants and the wider community.

DarloVelo - Cycling advocacy group, providing a cycle hire scheme in Darlington - contributing £10k and in kind labour support as part of this proposal, to help people take up cycling

4Motion Darlington - implementing projects to encourage children and young people to use an existing 4X track at West Park and an indoor skatepark that is being developed at Faverdale - contributing £1,299 worth of volunteer time to this bid.

Teesside University is a Higher Education establishment committed to working in partnership to enable individuals and organisations to achieve their potential through higher quality learning, and research

British Cycling are the National Governing Body (NGB) for cycle sport in the UK and in partnership with BSKyB, are committed to getting 1 million more people cycling by 2013.

Durham Police -Specialist Operations Unit - a combined unit advising on and implementing traffic management and enforcement

Twenty's Plenty - local group which has built a strong coalition of support from friends of the Earth, Darlovelo, Darlington Association on Disability, Acorn Dairy, Guide Dogs for the Blind Association, the National Council of Women of Great Britain, Big Kids Little Kids, Kids 7 Co Nursery, George Dent Nursery School and Firthmoor & District Community Association.

GroundWork North East - helping people and organisations make changes in order to create better neighbourhoods, to build skills and job prospects, and to live and work in a greener way.

Darlington Association on Disability - established in 1986 as a voluntary and charitable organisation led by disabled people. It exists to promote independence and choice, and supports disabled people and carers through the provision of services, support and information and by tackling issues locally and nationally. DAD promotes the social model of disability, and as part of that remit is actively involved in promoting disability equality and awareness of anti discrimination legislation.

Tascor – working alongside Cleveland Police, managing property services. The organisation provides unclaimed recovered bikes for recycling back in to the community to the less fortunate.

A7. Local Enterprise Partnership / Local Transport Body Involvement

Have you appended a letter from the LEP / LTB to support this case? Yes

Please see appendix

SECTION B – The Business Case

B1. The Scheme - Summary

Across the Tees Valley, 2/5 of the authorities (Middlesbrough and Darlington) expressed interested in the opportunity to invest heavily in their cycling infrastructure. The Tees Valley is spread out over a large area, with several large towns forming focal points, and it is therefore difficult to devise a scheme that joins all conurbations. As a result, both partners have chosen schemes that will allow improved access by cycle in and around their local Borough area.

Darlington has a more advanced cycle network than other areas of the Tees Valley as a result of heavy funding investment of recent years. As a result, the focus there will be on implementing town wide 20mph zones, which will create an attractive environment to encourage more cycling, and assist in joining up a network of off-carriage cycle facilities with improved road safety. This will also improve the pedestrian and residential environment of the areas affected through

On the contrary, Middlesbrough is in the final stages of completing a Town wide 20mph scheme; and although it has an expanding network of cycle facilities, it does not have the same level as Darlington boasts. With a successful funding bid, it would bring both areas up to comparable levels of cycling related infrastructure. The authority recently received LSTF funding to support a mixture of both revenue and capital schemes to encourage cycling levels. However, with the cost of implementing capital schemes increasing, whilst financial support is receding, the funding available as part of this bid would be beneficial in allowing Middlesbrough to continue moving forward. The proposals would aim to join up the existing network, with a particular focus around accessing areas of employment (the Town Centre, and Riverside Park / Middlehaven) from areas where unemployment levels are the highest (such as East and central Middlesbrough), and where new housing schemes are being developed. Map 1. highlights the proposed schemes (showing how they help to connect the existing network, and showing the areas of particularly high unemployment with the areas where the majority of employment and expansion / opportunities and new homes are proposed).

The details of the proposals/cost break down can be found in section B.4 and B5 for the different elements of the scheme. The majority of the schemes involve creating off-carriage cycle paths / shared use surfaces within the highway verges, and on carriage cycleways. All infrastructure improvements will be designed to at least minimum standards, as per manual for streets instruction.

The objectives of all proposals are to provide a seamless network of cycle routes and accessible road network across the Boroughs, in order to encourage people to access employment, education, retail and social opportunities whilst improving the health of the population. By creating specific infrastructure,

routes will be attractive and commodious and more appropriate to form part of daily transport needs for residents of the areas. This will encourage more active travel, and help to realise the associated benefits; allowing more people to become mobile.

Darlington became a Cycling Demonstration Town in 2005 and had a strategy to develop a series of 7 radial cycle routes from the town centre to the edge of the urban area (see map). In 2008 this strategy was extended to provide links from the urban fringe to rural communities in the wider Borough. This strategy is virtually complete.

OVERVIEW OF DARLINGTON CYCLE ROUTES

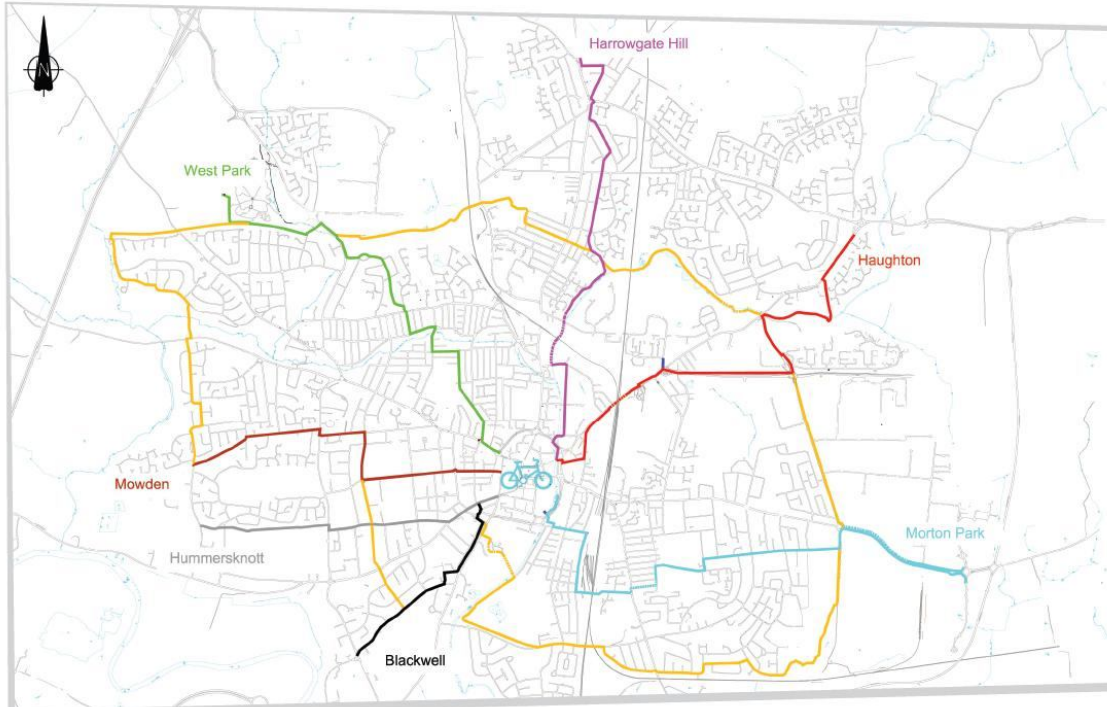


Image 1. Overview of Darlington's cycle routes.

The next stage is to build on the existing 20mph areas and develop town-wide 20mph zones in residential areas, thus providing a safer walking and cycling environment around the radial routes to enable more people to be able to access these routes, without building more dedicated routes, as well as providing environmental, health and social benefits to many neighbourhoods.

The scheme will introduce 20mph zones across residential streets in the urban area in a phased approach as follows:

Phase 1 – south east area

Phase 2 – north area between East Coast Main Line and Bishop Line

Phase 3 – north west area

Phase 4 – north east area

Phase 5 – outer west end

Phase 6 – inner west end

The main roads and local distributor roads would remain at 30mph.

Objectives –

1. Increase walking and cycling levels as a free (low cost) leisure activity
2. Increase sustainable travel for local trips, supporting local businesses
3. Improving health, both physical and mental wellbeing through greater levels of activity
4. Public realm and local environment to encourage the greater use of outdoor space
5. Improve health through reduced speeding traffic and less road traffic accidents
6. Reduce school gate congestion through greater levels of sustainable travel to school
7. Improve health through improved air quality and reduced noise pollution

B2. The Strategic Case

Many residents of the Tees Valley experience significant socio-economic disadvantage, meaning the cost, availability and accessibility of transport, and transport related information restricts their ability to access economic opportunities (such as employment, education, retail, leisure). Until transport is removed as the barrier, individual's circumstances will remain the same and the cycle of deprivation will persist. In addition, the level of health inequality in Teesside is significantly worse than the UK average, with particular emphasis upon obesity and the associated illness and diseases associated, as highlighted in table 1.

Ensuring movement of people and goods via an effective transport network is vital to the success of the local, and national economy. Congestion, journey times and inadequate investment in sustainable travel alternatives threaten the capacity and flow of the network, and subsequently economic vitality. Car ownership in the Tees Valley is forecast to rapidly increase, from a low ownership base, to that of a rate higher than the national average (including an increase in the number of two and three car households). This is likely to have a detrimental effect on the local network, along with an adverse environmental impact. As a result; regeneration, accessibility and investment in the network, the local community and the Tees Valleys residents are considered our priorities.

Unemployment

Unemployment levels across The Tees Valley (7%) are significantly higher than the UK average of 3.8%, with particularly high percentages with youth unemployment (13.4% under 24's, compared with a UK average of 7%). Despite this, the area has aspirations for growth and economic vitality, in particular in the Digital technology and media field, as endorsed by the emergence of the 5th BOHO zone within the Middlehaven district of Middlesbrough.

Map.1 highlights areas of Middlesbrough where development and job opportunities are envisaged. From this map, it is evident that the infrastructure proposals within the Middlesbrough element of the bid link to these areas, and in particular, from areas of high unemployment. By creating these connected and attractive routes to areas where people travel from and to, we are creating the active, sustainable transport methods that will allow people to participate.

In local communities, we aim to tackle levels of unemployment, whilst simultaneously promoting sustainable travel and making infrastructure improvements to encourage increased usage of, and improve access to local services and retail centres. In specific areas undergoing large-scale housing redevelopment, developer contributions have been identified to establish and enhance the cycle network beyond the period of this fund.

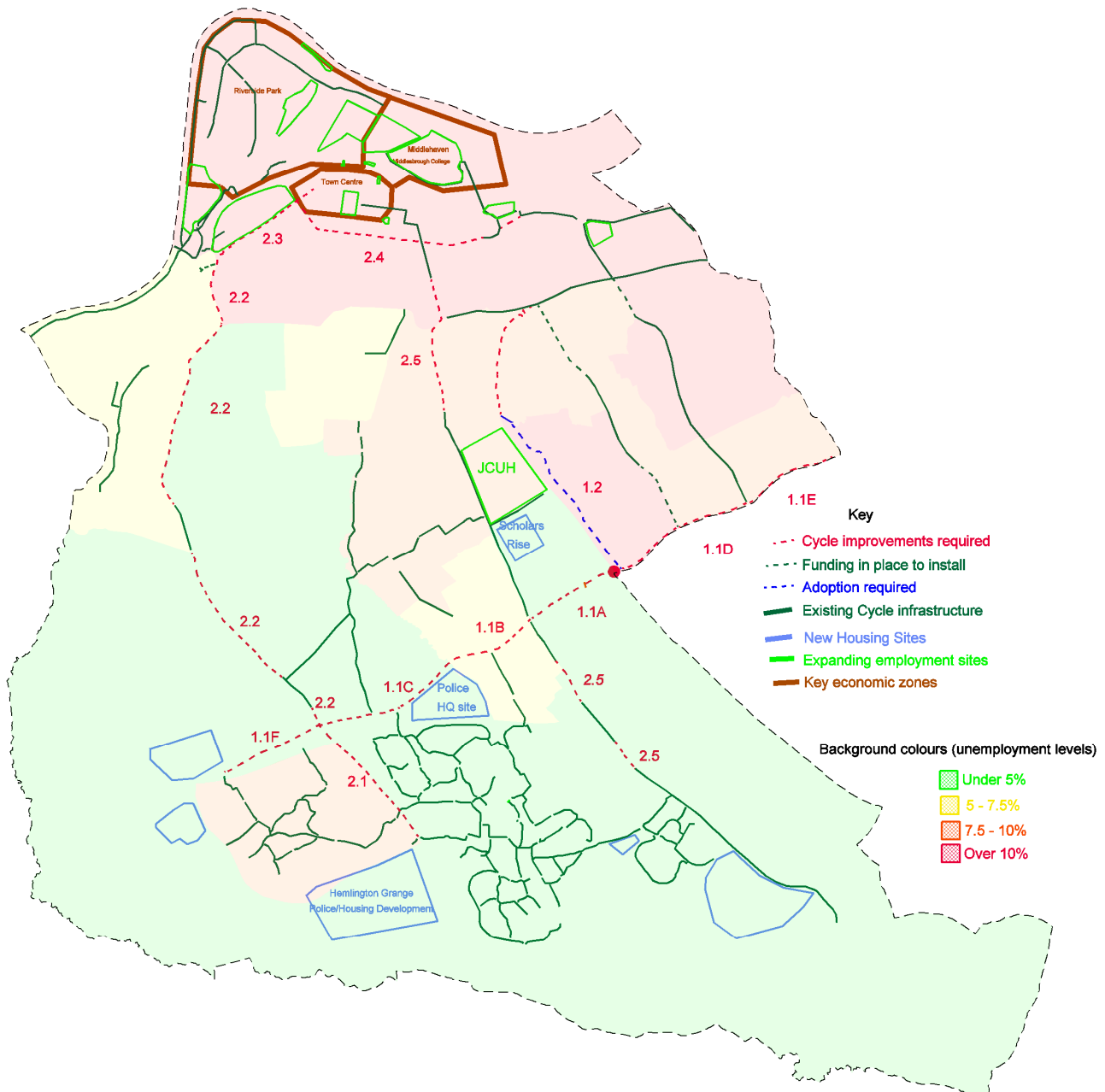
There are positives that can be drawn from the town's current situation; as approximately 2,500 new jobs are to be created over the next 3 years in the Greater Middlehaven (including Riverside Park Business Park), to the North of the town centre. Transport will still be a significant barrier that will need to be addressed to ensure that potential applicants can access employment sites along the main routes into the town centre from the North, South and West.

Regeneration

The Tees Valley has a strategic plan in place for housing and economic developments for future years. Within this plan, areas for expansion in to the digital and light manufacturing sectors are proposed in the Town Centre and Middlehaven / Riverside Park areas. The majority of new housing is proposed to be located in the South of the Borough (please see Map 1 highlighting these areas). As the expansion of employment is within the North of the Borough, and Housing in the South, the potential transport issues of expanding in this way, is highlighted. As this distance is approximately 5 miles, this is a short distance that should encourage cycling as an alternative mode of transport to mitigate the additional pressure on to the highways network as people travel to work. The proposed improvements outlined within this bid within Middlesbrough, will link in to the new development sites, providing said alternative modal options for travel.

As part of development opportunities, section 106 agreements are made with developers to support sustainable transport funding to invest in the local network. All major developments that can be used as match funding contribution in this bid from Middlesbrough's major schemes are Scholars Rise and Cleveland Police Head Quarters (highlighted in map.1). This highlights that investment in to sustainable transport is key to ensuring the long-term health and economic prosperity of Middlesbrough.

Map 1. Highlighting the location of existing/infrastructure improvements in Middlesbrough for the 10 year plans against the level of unemployment in the Borough, economic districts and areas of proposed employment growth and housing development.



Darlington – 20mph zones – rationale

In April 2011 Darlington submitted a bid for LSTF funding. Whilst the bid had a strong case on how it would support economic growth and reduce carbon emissions, it also recognised that health and social inclusion were key challenges. As part of the proposals for Darlington's Local Motion project it was recognized that more needed to be done to link sustainable travel programmes with the public health agenda and solutions to travel problems needed to be inclusive to all.

Progress with public health has been limited due to the huge changes in public health locally, with much of the public health agenda which had previously been delivered across County Durham and Darlington now been delivered separately and locally with a much reduced budget.

Much greater progress has been made in better meeting the needs of disabled people through accessible community transport services, investment at rail stations (audio loops and real time information displays), raised kerbs at bus stops and major investment in new low floor buses, dropped crossings in residential areas, new walking and cycling routes and so on (with funding from many sources including the private sector).

Therefore this proposal tries to tackle both these agendas – getting people to be more active through walking and cycling in their local area and better meeting the needs of disabled people through the creation of safer neighbourhoods – but will require capital investment to make it happen and support from Public Health. Support from the Director of Public Health is now assured (see letter of support) and therefore the roll out will only be limited by the level of available funding.

In January 2012, Darlington Council's Place Scrutiny Committee approved a report from the Speed Management Review Group which had set out to seek a range of views as to the impact of 20mph speed limits within the Borough. This had been initiated in part by a local campaign group Twenty's Plenty and included a visit to Middlesbrough as Middlesbrough Council has already introduced a policy of implementing 20mph zones as part of their Healthy Towns Initiative.

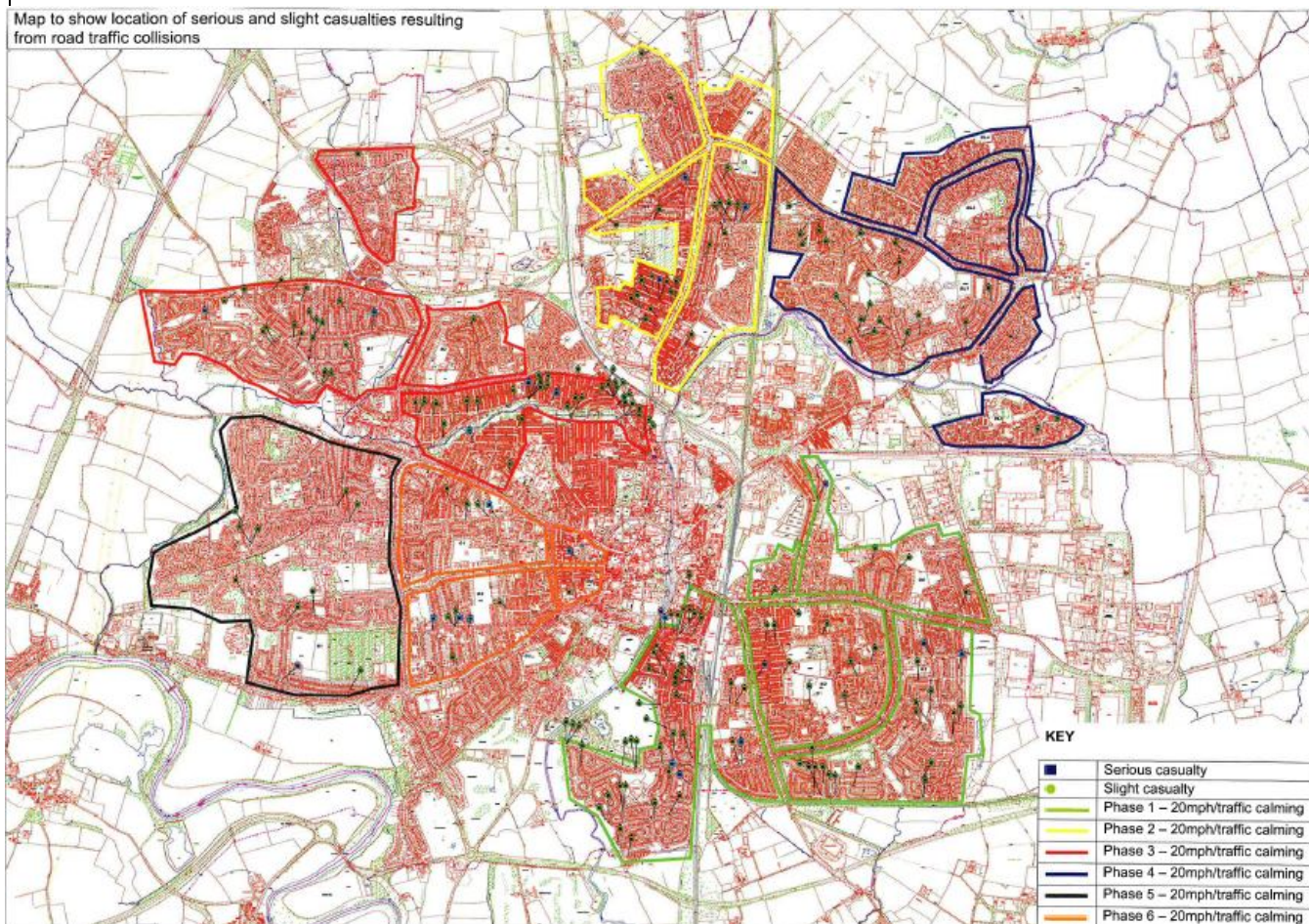
The Committee recommended that:-

Darlington Council continues to support the introduction of 20mph zones or limits where appropriate and continues to deliver schemes based on evidence within the available resources; Areas be prioritised using evidence from road casualty/speed data and information from School Travel Plans but also general environmental impact and quality of life issues.

On this basis a phased approach has been developed to ensure that the priority areas are targeted first and within available funding. Implementation has been stalled by a lack of available funding, hence this application.

Map 2 – Darlington 20mph zone phases and accident locations (larger copy in appendix)

Map to show location of serious and slight casualties resulting from road traffic collisions



Health Benefits

Investment in sustainable transport can also assist in addressing rising obesity levels through encouraging activity for transport and leisure. By reducing the levels of inactivity and subsequently obesity, we will be reducing pressures places on the NHS for the future, which will reduce the burden for the national economy. It has been estimated that the cost of each medical operation / condition is:

Cardiac rehabilitation - £427
 Coronary heart by-pass graft - £4956
 Angioplasty for chronic angina - £2478

Based on 2000 figures, from British Heart Foundation National Centre – Economic costs of physical inactivity report, 2013.

This burden on the National Health Service is well documented, and recent estimates indicate that physical inactivity is responsible for large percentages of associated diseases / conditions and deaths as per table 2

	World wide (% of total deaths)	UK (% of total deaths)	Annual Cost to NHS (£m)
CHD	6	10.5	542
Colon Cancer	10	18.7	65
Breast Cancer	10	17.9	54
Type 2 Diabetes	7	13	158
Premature Deaths	9.3	16.9	940

Table 2. showing the % of death from condition as a result of physical inactivity, and the NHS expenditure on the condition (Sport England, 2013).

	Obesity (%)	Heart disease/stroke early deaths / 100,000 pop under 75	Cancer early deaths/ 100,000 pop under 75	Diabetes (diagnosed %)
Tees Valley	28.1	75.2	135.5	5.6
UK Average	24.2	67.3	110.1	5.4

Table 3. highlighting the disproportionate levels of ill health in Teesside, compared to the UK average.

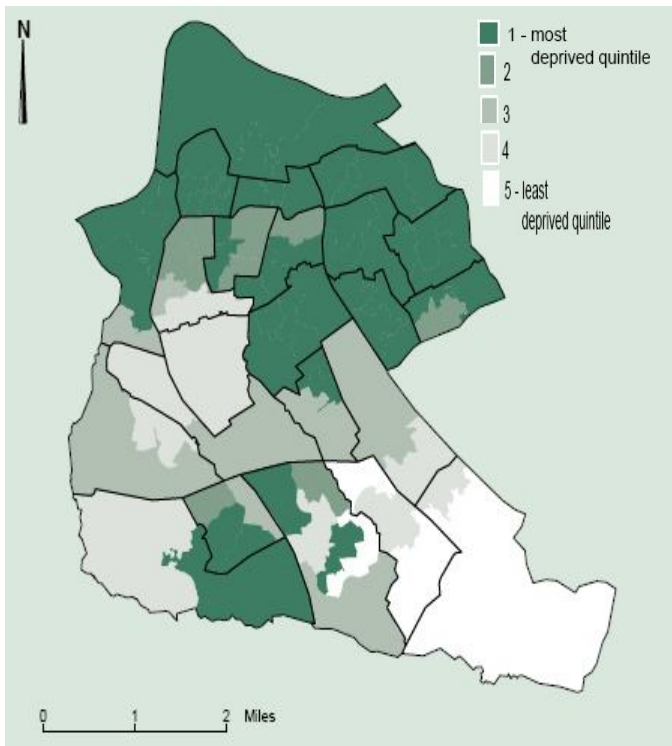
The above table highlights that the Tees Valley is set to continue to suffer from ill health, and associated expenditure in to the future. Providing active travel opportunities will go some way to address this. It has been estimated by The Scottish Physical Activity Task Force, that a 1% decrease in physical activity for the next 5 years, the benefits would be as follows:

- £82.5m associated savings for number of life years saved due to prevention of death related to inactivity
- 2,231 fewer hospital admissions
- £3.5m saving annually for NHS Scotland

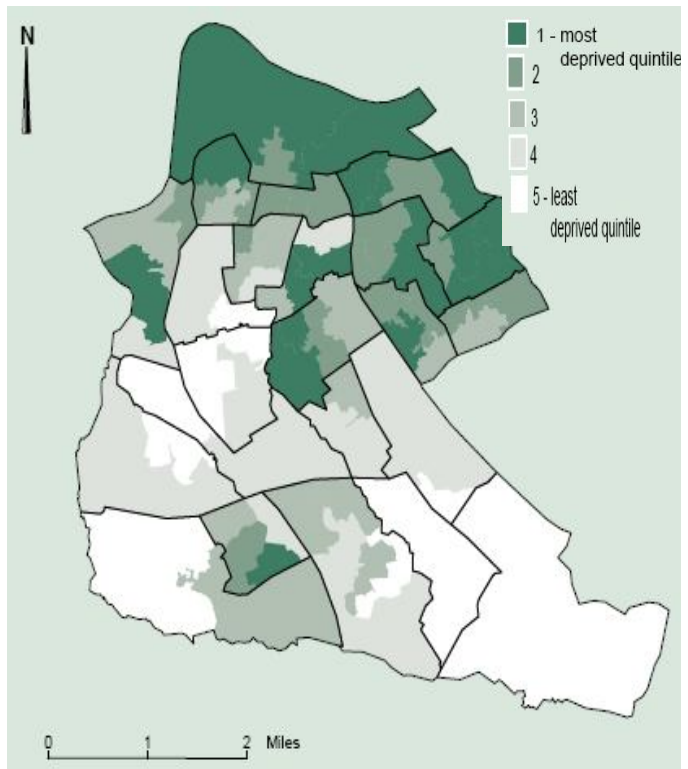
As Cycling levels are on the rise, investment within the Tees Valley network could result in levels equivalent to 1% reduction in inactivity, and achieve the associated health savings. Between 2004 and 2008 the Local Motion project achieved a 13% increase in active travel (walking and cycling and walking access to public transport or parked car) and as part of the Cycling Demonstration Town project, public health research showed that the proportion of people 'inactive' in Darlington fell by 3.9%, and those that were 'moderately active' increased by 4.8%. So through investment in physical measures, supported by information, incentives, and initiatives such guided rides or walks, access to free or cheap bikes, can result in increasing levels of activity and improved health.

Maps 3 and 4 highlight the specific areas of Middlesbrough where deprivation and health inequalities are at their highest. As evidenced, this is most prolific in the North and East of the Borough for both of these measures. The same applies with the unemployment, with map 1 highlighting the correlation between the two; where there is high unemployment levels, health inequality and deprivation levels tend to be high and vice versa.

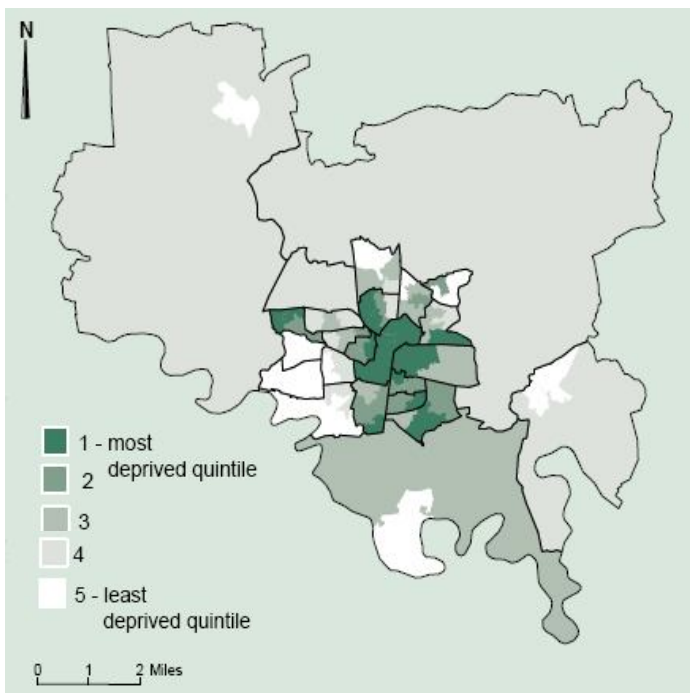
Maps 5 and 6 highlight the areas of Darlington where deprivation and health inequalities are at their highest i.e. in the urban area. The phasing of the schemes reflects this analysis, with the wards with the greatest health inequalities being tackled first.



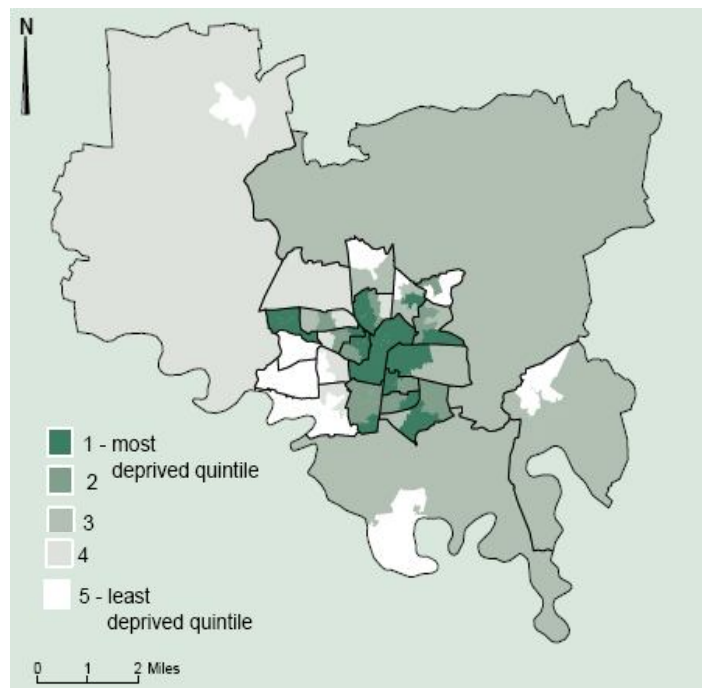
Map 3. Showing the deprivation levels within Middlesbrough, based on national quintiles (2010 Super Lower Output Area)



Map 4. Showing Health inequalities in Middlesbrough based on national quintiles (2010 Super Lower output Area)



Map 5. Showing the deprivation levels within Darlington, based on national quintiles (2010 Super Lower Output Area)



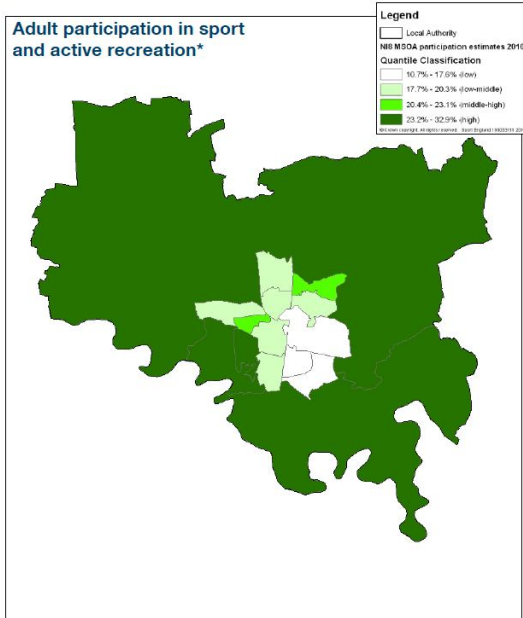
Map 6. Showing the health inequality levels within Darlington, based on national quintiles (2010 Super Lower Output Area)

How active is Darlington?

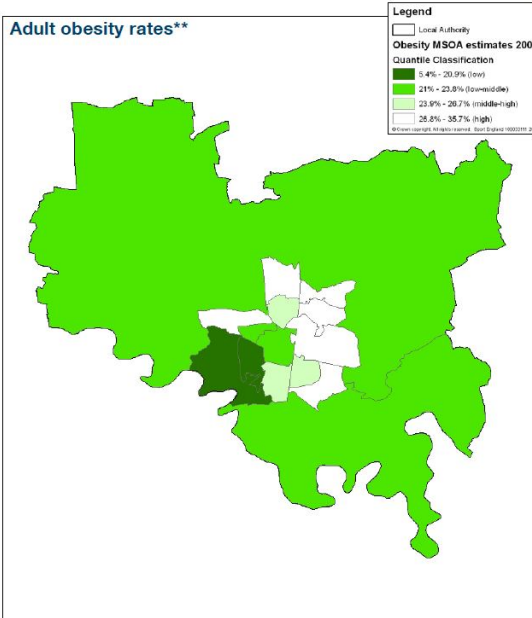
- 23.7% of adults in Darlington take part in sport and active recreation compared to the national average of 21.8%¹
- However, 45.8% of adults do no sport or active recreation at all¹
- And, 58.9% of adult residents in Darlington want to start playing sport or do a bit more.²

What are Darlington's sporting statistics?

- 6.0% of your adult residents are regular sports volunteers, compared to the national average of 7.3%³
- 23.3% are members of sports clubs, compared to 23.3% nationally¹
- 74.2% are satisfied with sporting provision in the area, compared to 69.0% nationally⁴
- Your most popular sports for adults are: Gym, Cycling, Swimming, Football and Athletics.¹



*Source: Sport England Active People Survey (APS)
Dataset: APS3 and APS4 Model Based Estimates, 2008-2010



**Source: The NHS Information Centre for health and social care (The NHS IC)
Dataset: Healthy Lifestyle Behaviours: Model Based Estimates, 2003-2008

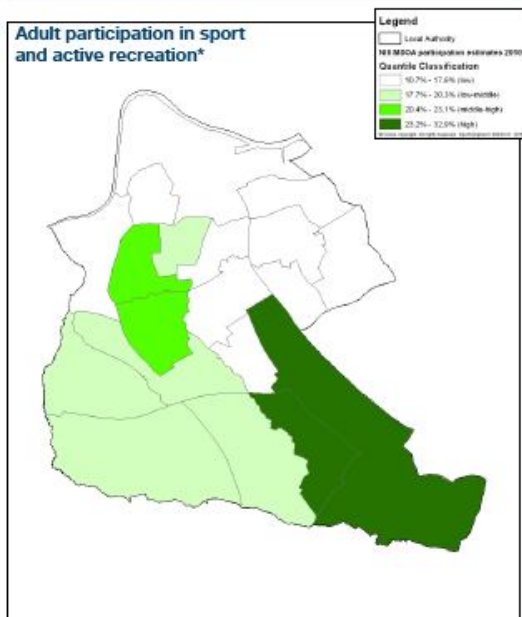
Map 7 and 8 highlighting activity and obesity levels on a ward basis for Darlington

How active is Middlesbrough?

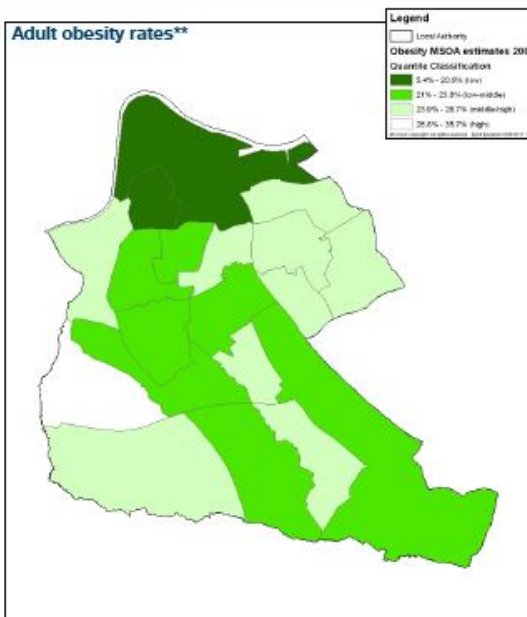
- 18.0% of adults in Middlesbrough take part in sport and active recreation compared to the national average of 21.8%¹
- However, 52.6% of adults do no sport or active recreation at all¹
- And, 60.1% of adult residents in Middlesbrough want to start playing sport or do a bit more.²

What are Middlesbrough's sporting statistics?

- 4.7% of your adult residents are regular sports volunteers, compared to the national average of 7.3%³
- 10.8% are members of sports clubs, compared to 23.3% nationally¹
- 78.0% are satisfied with sporting provision in the area, compared to 69.0% nationally⁴
- Your most popular sports for adults are: Football, Swimming, Gym, Cycling and Athletics.¹



*Source: Sport England Active People Survey (APS)
Dataset: APS3 and APS4 Model Based Estimates, 2008-2010

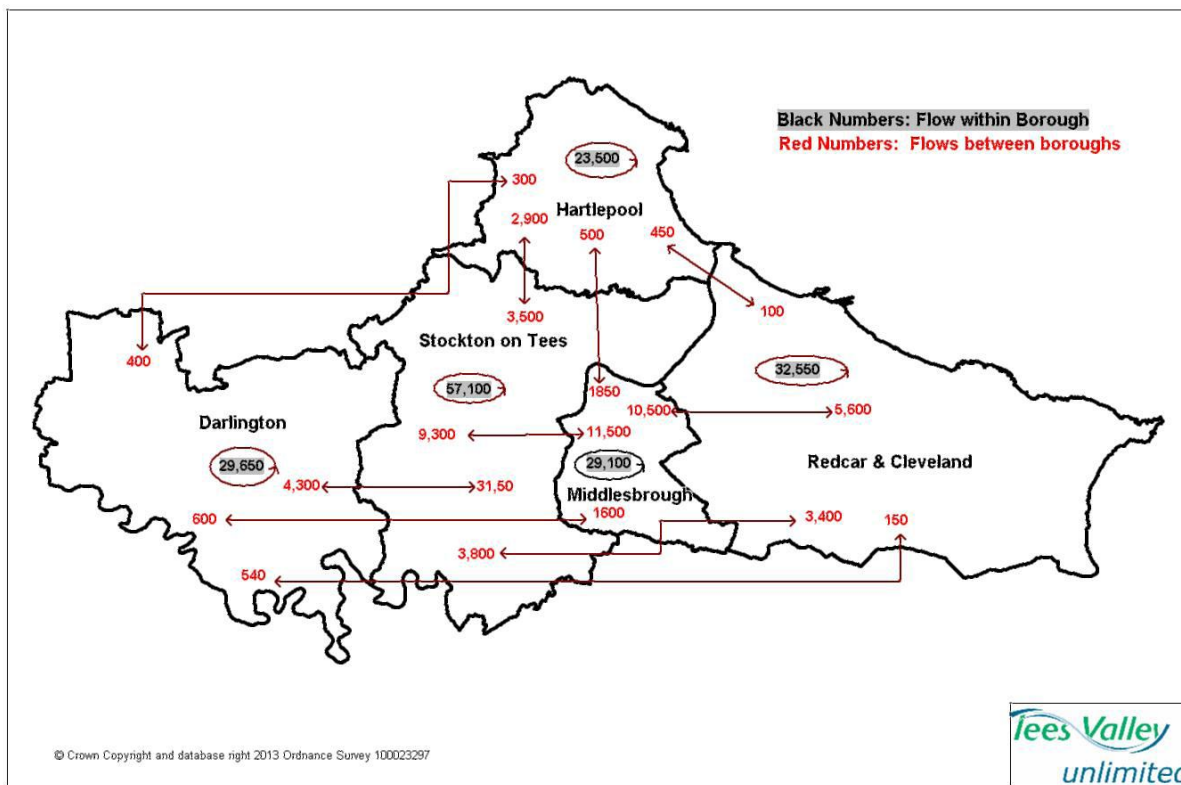


**Source: The NHS Information Centre for health and social care (The NHS IC)
Dataset: Healthy Lifestyle Behaviours: Model Based Estimates, 2003-2008

Map 9 and 10 highlighting activity and obesity levels on a ward basis for Middlesbrough

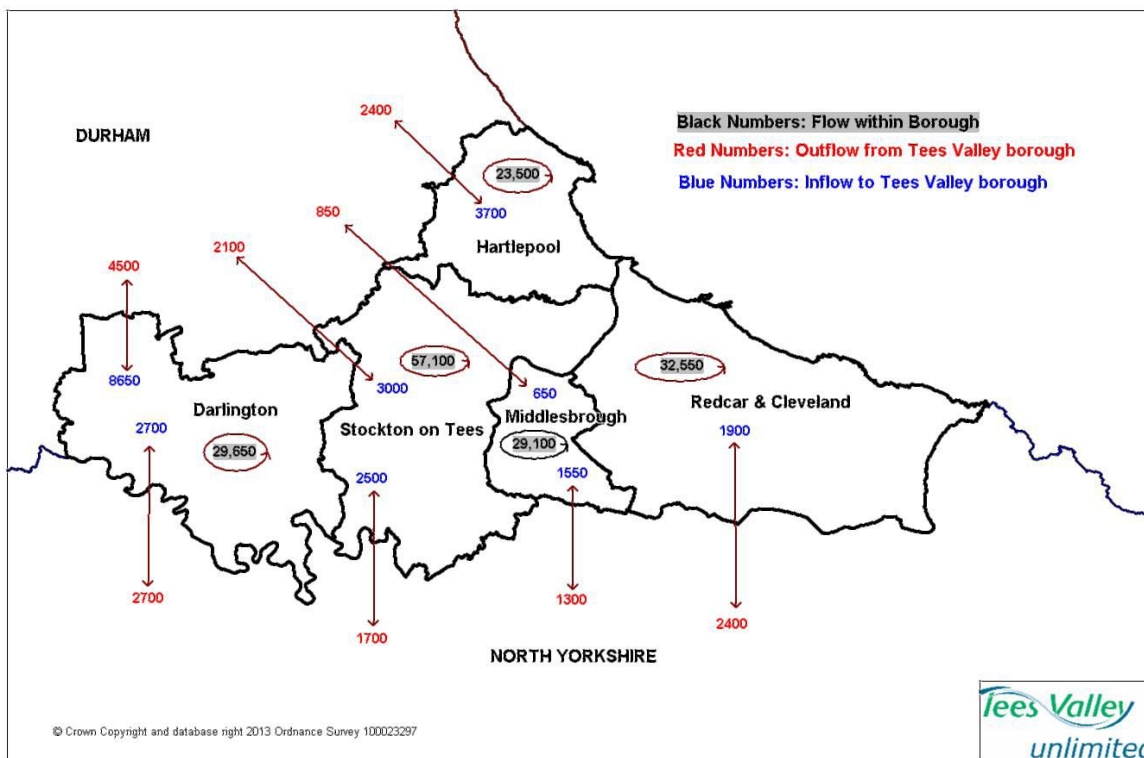
The Current Transport picture

APS TRAVEL TO WORK DATA 2011 - FLOWS BETWEEN TEES VALLEY BOROUGH



Map 2. Showing the net flow of commuters within the Tees Valley.

APS TRAVEL TO WORK DATA 2011 - FLOWS TO NEIGHBOURING COUNTIES



Map.3. Showing the net flow of commuters in to the Tees Valley authority areas from neighbouring counties.

From the above maps, it is evident that The Tees Valley is a net gainer of people travelling to work, and highlights in particular that shorter internal journeys are commonplace within the Tees Valley.

A greater number of trips undertaken will increase pressure upon the local network, and subsequently congestion. As many of the journeys are short distance, they could easily be completed via cycling. By investing in the cycle network it is felt that this will assist in encouraging further take up from this mode of travel. Middlesbrough Council's Town Wide travel survey highlighted 38% travelled under 5 miles to their Middlesbrough based workplace, with 40% travelling from within the Middlesbrough area. However only 4% traveled by cycle regularly, and 5% occasionally used this mode. 30% of people travelling by car would consider cycling to work (14% walk). The major improvements that people suggested would encourage them to cycle to work were more cycle lanes/paths (23%), and safer Cycle lanes (21%).

In Darlington the LSTF bid has focussed on two key issues – firstly addressing cross boundary trips to and from County Durham to the north and secondly short local trips within the Borough. Map 3 shows that over 29,000 trips are made to work within the Borough and many thousands more are made to access school, college, university, shopping, health and leisure. The aim is to encourage people to make as many of these trips by sustainable means as possible. These revenue based activities will continue during the period of the 20mph zone roll out including Get Cycling guided rides (including access to bikes for those that do not have them), support of Bike Stop, a social enterprise set up to recycle bikes and Mega Motion our campaign to encourage children to be active on their journey to school.

From analysis of various surveys undertaken in recent years, highlighted that residents' barriers to accessing cycling revolved around:

1. Lack of cycling infrastructure
2. Road Safety Concerns
3. Not having access to a cycle
4. Not knowing where to cycle
5. Fear of theft of a cycle
6. Lack of concept of time / distance to cycle

The proposals contained within this bid will assist in addressing concerns raised above relating to improving road safety and providing safe, relevant and attractive cycling infrastructure that connects to popular destination locations. This will assist with local strategies, where means are being put in place to address the other barriers such as mapping safe routes. This funding would help to join up the approach by the authorities, and result in more opportunities for residents.

Safety Benefits

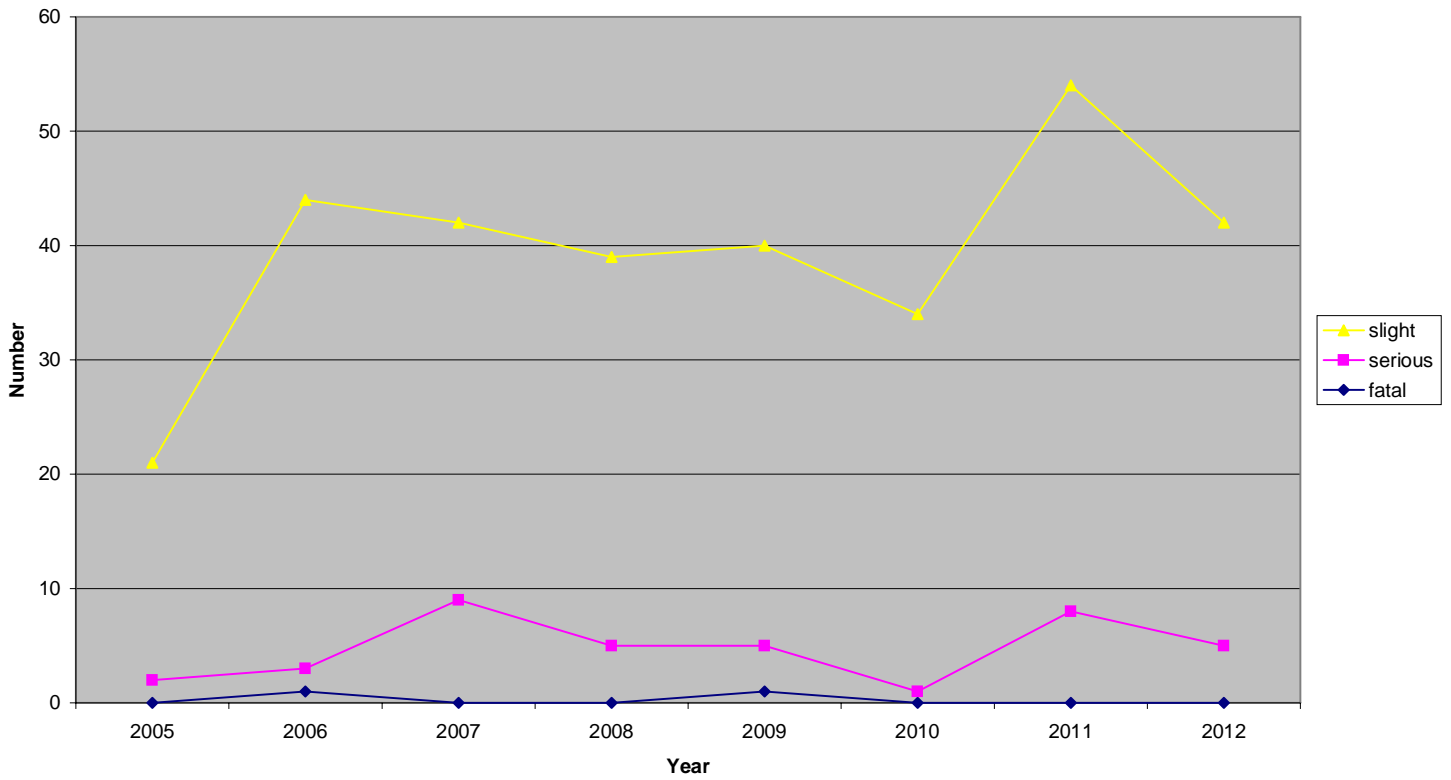
Map 2 details the location of serious and slight casualties resulting from road traffic collisions in the areas where 20mph speed limits are proposed. This information has informed the phasing of the schemes and will assist in the design of each phase of the scheme, with careful consideration of the use of traffic calming features and/or improved crossing facilities in locations where there are clusters of casualties.

Darlington and Middlesbrough have good road safety records, with investment in recent years on various road safety schemes including:

- 20mph zones and traffic calming
- Provision of a large number of safe road crossing points
- Development of a safer cycling network
- Ongoing pedestrian and cycle training

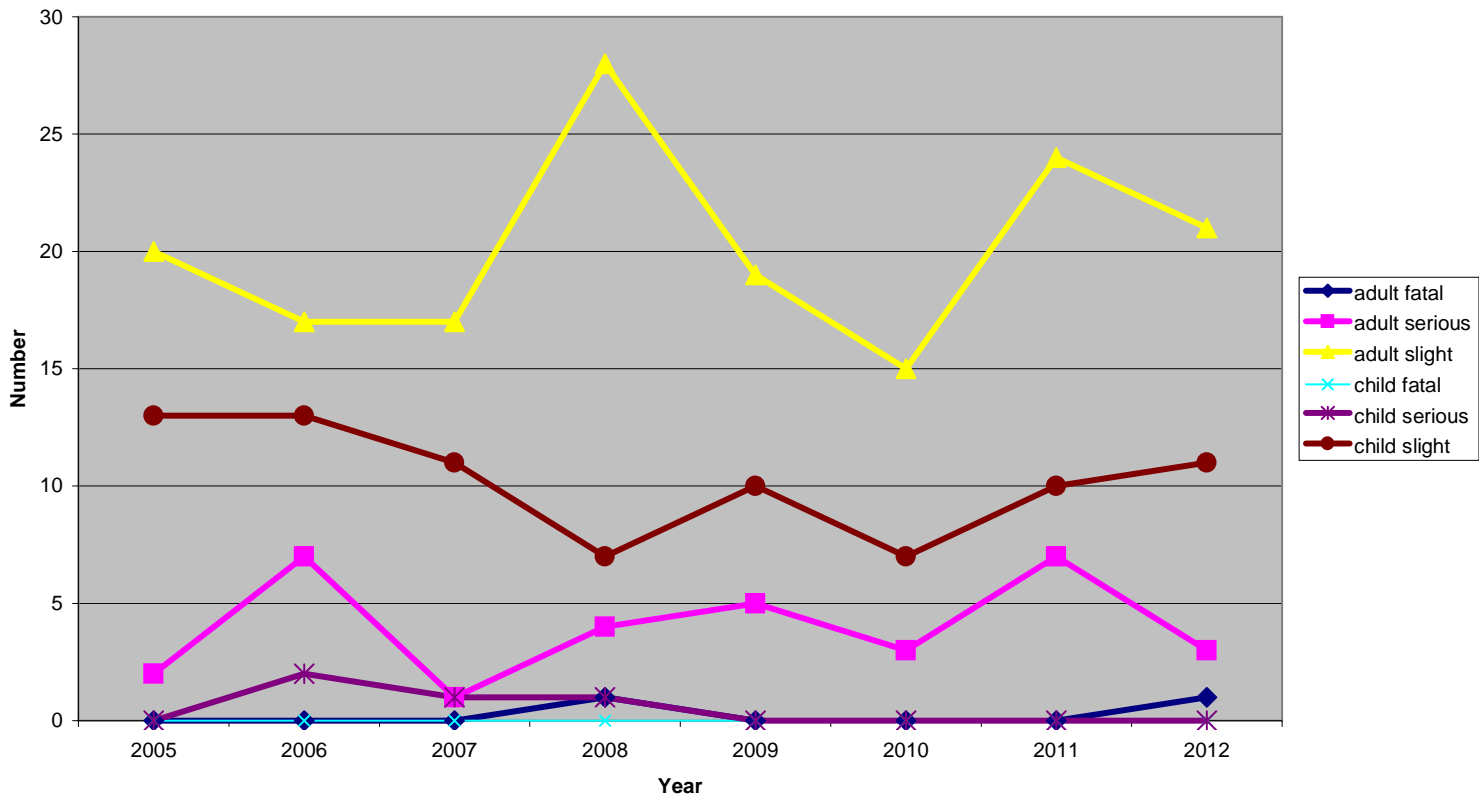
All the above have contributed to a continuing reduction in collisions resulting in fatalities or serious injuries. However the number of slight casualties remain higher and it is hoped that wide scale 20mph zones and a change in the behaviour of all road users will continue to bring these numbers down. The two graph 1 and 2 below illustrate the trends in casualties amongst adults and children in Middlesbrough and Darlington.

Graph showing Cycle accidents in Middlesbrough by severity (2005 - 2012)



Graph 1 – Cycling casualties in Middlesbrough
Graph 2 - Cycling casualties in Darlington

Graph showing cyclists casualties in Darlington by severity (2005 - 2012)



Environmental Impacts

Middlesbrough has been endorsed as a One Planet Living (OPL) Town. One of the 10 OPL themes is that of Sustainable Travel, with targets associated with increasing cycling levels with respect to reducing Carbon emissions. By improving the available Cycle network and associated cycling level, OPL will inevitably benefit from the improvements.

Middlesbrough and Darlington are in a fortunate position in that they are not required to have a Local Air Quality Management Zone, as local air quality meets statutory environmental requirements. Through recent DEFRA noise-mapping exercises, Middlesbrough and Darlington were not highlighted as being poor. However, the improvements to the network highlighted as a result of a successful funding bid would only encourage further reductions through promotion of emission neutral and low noise transportation.

A key feature of the design of all the schemes will be to minimise the visual impact on the local environment by using appropriate materials and reducing the requirement for signs and lines as much as possible.

Summary

Darlington and Middlesbrough aim to build on the successes of prior interventions and initiatives undertaken such as Sustainable Transport Towns, Cycle Demonstration Towns, Working Neighbourhoods Fund, Healthy Towns and the ongoing Local Sustainable Transport Funding Initiatives for both partners. These funding projects addressed specific transport issues in the town, economic growth, improvements in health and environmental sustainability, whilst also reducing carbon. Through the initiatives and project proposals outlined, we will further influence the mind set to initiate behavioural change, encouraging people to visit, locate and use local businesses, neighbourhood retail centres and access employment opportunities and leisure services using sustainable modes. Doing so will boost the local economy, not only by maintaining expenditure and the health of employee / residents for local retailers and businesses, but also by reducing the amount of traffic on the network - leading to decreased congestion levels, a cleaner, safer physical environment and economic vitality for the Tees Valley. Just as importantly these plans will see improvements in the local environment, encouraging local people to walk and cycle in safer, cleaner environments. Increasing levels of activity and encouraging people to use outdoor space will have associated benefits physical and mental health.

If funding is not secured, then The Tees Valley will not be able to progress the improvements for a number of years. The positive momentum that the partners are making in terms of improving facilities for cyclists and pedestrians and encouraging active travel will be stalled (although not ceased) as there are other projects ongoing within the Tees Valley to support the softer measures of cycling. As the area has such high inequality with regard to health and unemployment; the implications of not investing in the near future, is likely to only become greater problem. There is a shared cross departmental and cross political party agreement that the intentions of this funding bid will assist in improving conditions for cyclists and pedestrians, and help toward reducing the deficit of health associated with inactivity.

Option Appraisal

Do Nothing – The health of the population will stagnate, at best. If no interventions are put in place, the inequality gaps in health will deteriorate further. This will increase the burden upon the NHS for treatment for obesity related diseases and conditions, and cars will continue to be the default mode of transport for the majority of residents across the Tees Valley.

Develop a reduced scheme / over a longer timescale – This is the proposed plan of action should the funding bid not be successful. However, with such funding opportunities being sporadic, this will likely take longer than the 10-year programme that is envisaged, allowing the health of the population to deteriorate further.

Chosen Option – The chosen option is to progress with the approach as detailed within the bid. This will allow heavy investment in the Tees Valley network, and make a strong statement as to the authorities commitment to making improvements for Active Travel. This bold approach will breed confidence in the Tees Valley's ability to attract funding to the area; allowing health benefits to be recognised, along with improving connectivity to bolster transport improvements and accessibility for all.

Impacts and Benefits

- More joined up cycle infrastructure, allowing attractive and commodious journeys
- Associated benefits for pedestrians, in particular vulnerable groups such as children, older people and disabled people
- A bold statement of intent from bid partners – infrastructure improvements are visually striking, and highlight that cyclists are welcome and encouraged within an area
- Access to / from new housing developments / employment / retail / education and leisure opportunities
- Reduced pressures on the NHS for treatment of illness associated to obesity and inactivity
- Improved air quality
- Improved Safety
- Reduced congestion

B3. The Financial Case – Project Costs

Table A: Funding profile (Nominal terms)

Overall package

£000s	2013-14	2014-15	2015-16	Total
DfT funding sought	1890	2445		4335
Local Authority contribution	448	353	80	881
Third Party contribution	341.5	281.5	384.22	1007.22
TOTAL	2679.5	3079.5	464.22	6223.22

B4. Package description

Middlesbrough

The Middlesbrough element of this bid is split in to 2 phases (1 phase per financial year) and totals - £2.835m worth of capital money being required. There are 7 major proposals as detailed below. These infrastructure improvement locations can be found on map 1.

Phase 1

1.1) Ladgate Lane

A major East/West link within the Borough, this long road has been split in to 6 sections, where major roads intersect. There are currently major North/South Cycle links (including NCN65) along this section, therefore by providing off carriage facilities we would be feeding people safely in to other existing high quality routes. Although predominantly being located in wealthier areas of the Borough, sections D and E are located in areas with high unemployment/health inequality.

The funding sought here would allow extension of the existing footways at the Highway verge, converting them in to segregated foot/cycle ways or shared surfaces. The Road speed along Ladgate Lane is 40mph, with traffic peaks of (insert volumes for Ladgate). By creating off carriage facilities along a busy and relatively high-speed road with low pedestrian footfall, we are creating an attractive cycleable route across the Borough. There are also proposals for housing development at the old police HQ, where there are section 106 agreements in place to fund sustainable transport links.

1.2) Ormesby Beck Route improvements

There is currently an existing footpath along this attractive green transport corridor, however the surfacing and width are not acceptable for cycling, and the majority of this stretch is not lit. By widening, improving surface quality and lighting, a convenient, attractive and safe route will be created, linking in to the surrounding network, and connecting East Middlesbrough with James Cook University Hospital and the impending Rail Halt. The improvements will allow a more attractive and safer route for pedestrians also.

Phase 2

2.1) B1365

A major transport corridor linking road, with high speeds and volume of traffic. This carriageway intersects The A174 sliproads (The Parkway), NCN65, and runs parallel to Hemlington, which hosts high unemployment and health inequalities. By providing off carriage cycle lanes, we are providing a safe link into existing infrastructure and intersecting the proposals in sections 2.2, and 1.1.

2.2) Acklam Road

Connecting from the B1365 from the South, Acklam Road is a major transport corridor in to the Town Centre, and has Cycle provisions along some of its stretches, however missing links impede its potential. As the road reaches its Northern sections, it enters areas of high unemployment and poor health of residents. The provision of a mixture of off and on carriage cycle facilities will provide a safe opportunity for cycle journeys in to the Town Centre, Middlehaven and Riverside Park; particularly the latter via connecting with the North Middlesbrough Accessibility works of 2010.

2.3) Newport Road

At the Western extremity of Newport Road is a major transport interchange in the form of Newport interchange. The interchange amalgamates Newport Road, Acklam Road, Stockton Road, Newport Bridge, Riverside Park Road and the A66. At the Eastern end of Newport Road is Middlesbrough Town Centre, with no cycle infrastructure in between. The road here is very wide, and there are a number of bus routes utilising the carriageway. The proposal here is to provide on carriage infrastructure.

2.4) Borough Road

Borough Road is a major East/West transport corridor located through the heart of the Town. There is currently no Cycle provision along any of the road, so by providing a mixture of off and on carriage cycle lanes with junction treatments it will provide a platform for new cyclists to make benefit. Being located within the Town Centre, the area has high unemployment levels, along with higher than average health inequalities. The entire stretch of Borough Road is less than 1 mile from the Town Centre / Middlehaven / Riverside Park where the majority of employment opportunities are located. This improves the links to these opportunities, and is well within cycleable distance.

2.5) A172 (Marton Road/Stokesley Road)

The A172 is a major North/South transport corridor, heavily used by commuters accessing the Town Centre. There are currently cycle facilities along stretches of this road, however the proposals at this location are to provide a continuous cycle link along this already popular route. On its way in to the Town Centre, the route directly passes Prissick Skate Park, Middlesbrough Cycle Circuit, James Cook University Hospital, Roseberry Park Hospital and links to Teesside University. By improving the route, it is anticipated that this will attract more cyclists accessing job, retail and recreational opportunities. The Northern Section of this route is predominantly within areas of high unemployment.

Darlington

Darlington has already implemented a number of 20mph schemes across the urban area, particularly in areas where speeding traffic had contributed to pedestrian and pedal cycle casualties. These have been implemented using the old guidance with significant investment in physical measures to reduce speeds such as speed cushions. The aim is to extend the 20mph speed limit across the residential areas in the town in order to provide safer environments and also to address perceptions of safety which act as a barrier to some people wishing to walk or cycle more. These schemes will use the most recent guidance, with a reduced requirement for physical measures and a greater reliance on signs and lines. Physical features will still be used when required. Key distributor roads will remain at 30mph.

The implementation will be phased over a number of years, limited only by the availability of funding.

Phase 1 – south east area, covering the area from Victoria Embankment (River Skerne) eastwards to include Skerne Park, Firthmoor and the area to the north of Yarm Road. This will improve access to key sites including Darlington Rail Station, South Park, a number of schools, Darlington College, Teesside University and employment sites at Morton Park, Morton Palms, Lingfield Point and Yarm Road Industrial Estate. This improves access to the Morton Park radial cycle route.

Phase 2 – north area between East Coast Main Line and Bishop Line, including Rise Carr and Harrowgate Hill and improving access to North Road Rail Station and North Park, primary and secondary education. This improves access to the Harrowgate Hill radial route. A section of cycle route at the southern most edge of this area will be completed providing the final link in the Harrowgate Hill radial cycle route from the town centre to Harrowgate Hill (and beyond to Newton Aycliffe).

Phase 3 – north west area between the Bishop Line and Staindrop Road including Branksome, Faverdale, West Park and the Denes, and improving access to West Park Hospital, Memorial Hospital, West Park and major employment site at Faverdale, as well as a secondary and local primary schools. This improves access to the West Park radial route. It will also incorporate improved walking and cycling facilities to a primary school and secondary school in the area.

Phase 4* – north east area including Springfield, Whinfield and Haughton and the industrial area of Albert Hill. This improves access to the Haughton radial route.

Phase 5* – outer west end including areas around two secondary schools and a large primary schools. This improves access to the Hummersknott and Mowden radial routes.

Phase 6* – inner west end, improving access to Queen Elizabeth College and a large primary school. This improves access to the Hummersknott, Mowden and Blackwell radial routes.

A seventh phase will consider any requirements to implement more limited schemes in rural areas, associated with village schools.

**costs for the other phases are estimated as Phase 4 - £500k; Phase 5 - £500k; Phase 6 - £600k*

As there has not yet been a planning guideline for funding for the Local Transport Plan beyond 2015, Darlington Council is unable to commit funding beyond March 2015. However it's policy will remain to roll out this speed management programme subject to available funding.

In addition the Local Sustainable Transport Fund project, Local Motion, will promote this project as part of its ongoing work to promote sustainable transport. Other initiatives funded through this project such as cycle and pedestrian training, guided cycle rides, cycle maps, self guided walks and cycle rides, community audits and sustainable transport events will continue until March 2015 but this funding has not been used in the local contribution (as per the guidance).

B5. Package costs

Middlesbrough

Phase 1 (13/14)

- 1.1A) Ladgate Lane (Marton Road to Ormesby Beck) - £180k
 - 1.1B) Ladgate Lane (Marton Road to Saltersgill Avenue) - £90k
 - 1.1C) Ladgate Lane (Saltersgill Avenue – Acklam Road) - £320
 - 1.1D) Ladgate Lane (Ormesby Beck – Cargo Fleet Lane) - £150k
 - 1.1E) Ladgate Lane (Cargo Fleet Lane – Spencer Beck) - £200k
 - 1.1F) Ladgate Lane (Acklam Road – A174) - £200k
 - 1.2) Ormesby Beck - £400k
- Total cost - £1.54m

Phase 2 (14/15) (1.295m)

- 2.1) B1365 - £620k
 - 2.2) Acklam Road - £200k
 - 2.3) Borough Road - £100k
 - 2.4) Newport Road - £50k
 - 2.5) A172 (Marton /Stokesley Road) - £325k
- Total cost - £1.295m

Darlington

Phase 1 (13/14)

20mph speed limit in phase 1 area, including some 'bus friendly' traffic calming and a junction improvement.

Total cost £809k

Phase 2 (14/15)

20mph speed limit in phase 2 area plus new cycle link to complete radial route

Total cost - £675k

Phase 3 (14/15)

20mph speed limit plus improved walking/cycling routes to school

Total cost - £877k

B6. The Financial Case - Local Contribution / Third Party Funding

a) *Third party contributions*

Middlesbrough S106 - £17k Douglas Street (13/14) provision of cycle route (agreement appended – funds already received)

Middlesbrough S106 - £81k Scholars Rise (13/14) provision of cycle route (agreement appended)

Middlesbrough S106 -£355k Police HQ (15/16) provision of cycle route (agreement appended)

Darlington S106 – £68k - funding already received to implement traffic calming and speed limit in Phase 1 area

Darlington S106 - £99k - funding already received for improvements to mitigate against traffic from development in phase 3 area

Darlington S106 - £20k - funding already received to provide walking/cycling route in phase 3 area

Darlington S106 - £20k - funding already received to provide walking/cycling route in phase 3 area

Darlington S106 - £12k - funding already received to provide a new link from a new housing development in phase 1 area

Match funding (in kind) – MEC – £30,000 per year (each year) letter of support appended
JCUH (in kind) - £12.5k (13/14 and 14/15) letter of support appended
Fabrick Housing (in kind) - £10k (13/14 and 14/15) letter of support appended
Darvelo - letter of support received - Cycling advocacy group, providing a cycle hire scheme in
Darlington - contributing £10k and in kind labour support as part of this proposal, to help people
take up cycling
4Motion Darlington - £1,299 worth of volunteer time to this bid
Local Transport Plan - £415k
TVBNI funding - £130k
DBC revenue - £96k
b) All external funding sources are backed up via letters of support from the organisation. These letters can be found in the appendix.

B7. The Economic Case – Value for Money

The proposed scheme will deliver a number of positive economic benefits for both Boroughs. By encouraging greater participation in active travel, the scheme will contribute positively to the ongoing drive to tackle rising levels of obesity across the Tees Valley sub-region, thereby reducing the costs to the National Health Service associated with low levels of physical activity. By creating a safer, more 'cycle friendly' environment, the proposed infrastructure improvements will contribute positively towards a reduction in the number and severity of casualties in both Boroughs, thereby reducing the cost of such casualties both to the National Health Service and the wider community.

By encouraging a modal shift away from the private car and towards cycling, the proposed scheme will help to reduce delays and congestion on the highway network, thereby improving journey reliability for business users and contributing to the growth of the local economy. The new and improved routes will also improve access to employment, particularly to those residents who do not have access to a car and/or are unable to afford the cost of public transport, thereby reducing the burden on the state in terms of welfare payments and increasing tax revenues for the Exchequer

A mixture of internal funding and DfT grant will enable the long-term strategy to be realised over a short timescale. This will result in the associated benefits of active travel to the community and the town as a whole being realised sooner than anticipated. The Council will be able to support modal shift and offer a safe alternative to car usage, whilst contributing to the reduction of congestion on major routes. Without the additional grant funding, support for increasing cycle use in the town would be diluted. To ensure maximum value for money, a robust evidence based funding bid has been put together. To obtain better value, the schemes will be bound in packages rather than individual schemes. This will reduce the overall costs and enable more planning.

As the improvement works will focus on main transport corridors into and out of the towns, any engineering improvement works may hinder current vehicle users whilst under construction phase, and potentially have a knock on effect on the economy of the towns. To ensure that there is a minimal disruption to other road users whilst the work takes place, the site layout plans will be designed to allow segregation between construction vehicles and road users, whilst keeping works during peak hours to a minimum. Steps to identify any underlying services in the vicinity of the intended works will also be taken to ensure services to nearby communities are not disturbed.

As this is a multi faceted bid, submitted in partnership with Darlington Council, close project and financial management will be required jointly across both Councils to ensure that the aims of the project are met within the timescale and financial limits provided. Joint project meetings will take place regularly to ensure that project delivery is closely aligned with the parameters set out in the project plan. Middlesbrough Council will take responsibility for the financial management of the project.

- The Optimism bias for each scheme within the bid is 10%. This has been fully costed by both project partners Highways & Design Teams.
- No modelling has been undertaken as part of this application.
- Has an Appraisal Summary Table been appended? Yes
- Has a Scheme Impacts Pro Forma been appended? Yes
- Has an Economic Appraisal Report been appended? No

B7. The Commercial Case

The risk allocation table and timescales will be detailed within the Invitation to Tender, and will be designed to give a fair and equitable balance taking into consideration the impact both the scheme promoter and contractor can have on the ability to manage and mitigate identified risks.

As identified on the Project Plan / Gantt Chart (see Appendix) and Risk Management Strategy / Risk Register (see Appendix); the contract timescales are clearly identified, and will be delivered within the funding time scales of the scheme. This will ensure that all contractual elements are in place, along with the relevant statutory licenses to commence construction. The transfer of risk from promoter to contractor will take place once the successful contractor is appointed.

No planning requirements or other licensing is required to undertake the works associated with the Middlesbrough scheme, however full public consultation will be completed, and will form part of the publicity of the scheme.

Traffic Regulation Orders will need to be advertised for Darlington's 20mph speed limits and these will form the basis of wider scale public consultation.

B8. Management Case - Delivery

- a) Has a project plan been appended to your bid? Yes
- b) Has a letter relating to land acquisition been appended? N/A

c) Table C: Construction milestones

	Estimated Date
Phase 1 start of works (Darlington)	August 2013
Phase 1 start of works (Middlesbrough)	December 2013
Phase 1 completion (Darlington)	March 2014
Phase 1 Completion (Middlesbrough)	March 2014
Phase 2+3 start of works (Darlington)	April 2014
Phase 2 start of works (Middlesbrough)	September 2014
Phase 2+3 completion (Darlington)	March 2015
Phase 2 completion (Middlesbrough)	March 2015

- d) Major transport schemes costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)
- Access to Middlehaven – European Regional Development Fund, 2000-2006 Objective 2 Programme, access to Middlehaven from the new North Ormesby Interchange. 1st December 2004 to 30th September 2008.
 - North Middlesbrough Accessibility Scheme – The scheme improved access into a major employment / industrial area of Middlesbrough, to reduce congestion on the trunk road network. The scheme was completed to budget, ahead of schedule in 2009. The total scheme cost was £15.4 million.

B9. Management Case – Statutory Powers and Consents

No formal planning or consents are required for any element of the Middlesbrough Scheme. However, in order to keep residents informed the authority will conduct full consultation with residents.

No unforeseen statutory diversion works are expected with the scheme. However, Middlesbrough Council's Highways and Engineering team have budgeted sufficient contingencies for such events. The project has been fully costed by both bidders' Highways and Design Teams. Contingencies have been built into the project to allow for such risks.

Traffic Regulations Orders will be required for the 20mph schemes in Darlington. The timetable includes timescales to deal with any objections and these are identified in the risk register.

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

Average standard Traffic Regulation Orders take 3 months to consult and implement. This will not impede the project.

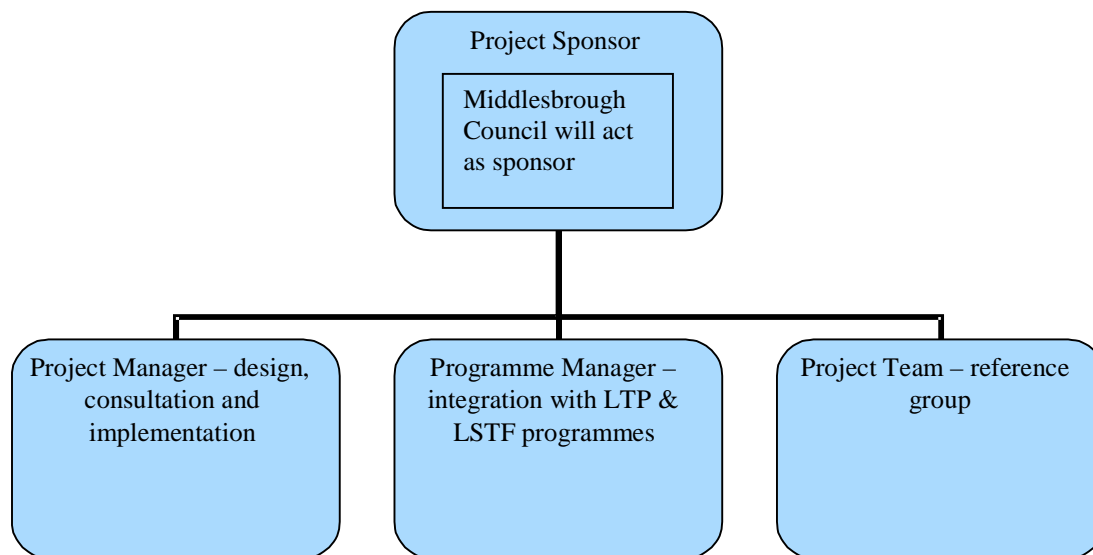
B10. Management Case – Governance

Middlesbrough Council and Darlington Council will be joint applicants, and accountable bodies for all external funding relating to the project for their respective area and project. Both Councils have acted as the accountable body on numerous projects and programmes funded through ERDF and all other major external funds. They both have extensive expertise in applying for and claiming external funds, financial management, legal compliance, procurement, project management, design, construction management and facilities management. Each of these disciplines is represented on an internal working group established to develop the project.

The overall project will be governed and overseen by a Project Management Board, consisting of representatives from the project stakeholders, and both bidding parties SRO's. Both Councils are committed to taking this project forward to enable the wider economic benefits to be driven through throughout the sector, and has identified the appropriate management and delivery capacity to realise the project ambitions. Project progress will be reported to the LEP's Transport and Infrastructure group at its regular meeting.

Middlesbrough has clear finance and audit procedures around the use / management of external funding, with all previous projects having undergone a number of audits, all carried out with excellent feedback received.

Project Manager: Both Middlesbrough, and Darlington Council will provide the project management provision for their respective elements. They will manage the project throughout the design, construction and implementation phases, reporting regularly to the Project Management Board. The SRO for Middlesbrough is Derek Gittins, Highways & Transportation Manager. The SRO for Darlington is Dave Winstanley, Assistant Director for Highways Design and Projects.



Monitoring and Reporting: Both partners will collect data, and report on performance and financial profiling to the Department. The project will regularly update local consultation groups through the Middlesbrough Transport Consultative Group, disseminating various scheme updates to local community cluster groups.

Facility Owner/ Manager: Both parties will own (adopt), manage and maintain all elements of the scheme.

B11. Management Case - Risk Management

Has a QRA been appended to your bid? Yes

Has a Risk Management Strategy been appended to your bid? Yes

B12. Management Case - Stakeholder Management

a) **Middlesbrough Council** - will be the accountable body for the scheme, as well as the proposer and Local Authority for the area that the proposed scheme will be located in. The Council has developed a 10-year cycling infrastructure masterplan, and will continue to develop plans for new developments in the aforementioned area of the town, to enable greater benefits of the scheme to be realised in the longer term.

To achieve the communication objectives, an integrated Communications Strategy will be produced to deliver clear and consistent messages to a variety of key audiences. It is vital that the scheme has informed, engaged and enthusiastic spokespeople from each partner organisation to promote the work being undertaken from both a local and regional level, and how the two are both interlinked to support the redevelopment. There are fundamental risks and mitigation measures identified for communication strategies;

1. Lack of public information or poor quality information, limits use of the scheme or leads to operational management issues. As a result, information will be clear, accurate and easily accessible.

2. High volume of demand for public information may lead to running out of literature. There will be a contingency budget for re-prints etc.
3. Media challenges over practical arrangements for costs or other operational matters. The result may damage the reputation of the Stakeholders. The stakeholder working will advise on pre cleared lines to take on foreseeable challenges, following national advice where appropriate, that will be used to rebut criticisms.
3. Negative media coverage of the grand opening for political or commercial purposes, which would undermine the reputation of the all Stakeholders. All media releases will focus on the improvements being much needed and positive developments for the local area.
4. A Risk Register for the project has been produced, and includes the above points. Please see appendix.

Media related costs will be absorbed by project partners. This will include printed materials and external PR work that may be required. Communications work will be co-ordinated by both partner organisations SRO's, alongside each stakeholder.

Can the scheme be considered as controversial in any way? No

Have there been any external campaigns either supporting or opposing the scheme?

No (Middlesbrough) Yes (Darlington) – a supportive campaign by Twenty's Plenty

Extract from Road Safety GB website, following the Report to Place Scrutiny in January 2012.

Councillors in Darlington have agreed to introduce 20mph limits on residential streets across the borough.

According to 20's Plenty for Darlington, which has been campaigning for lower speeds in the borough, councillors have agreed the change but have not yet set an implementation schedule.

Councillor David Lyonette; cabinet member with transport portfolio and councillor Long; chair of place scrutiny, issued the following statement: "Darlington Borough Council agrees that 20mph is safer and preferable in residential roads and that in time, and as resources allow, the council will continue to implement wide area schemes across the borough, excluding distributor or arterial roads, as cost effectively as possible."

Matthew Snedker, 20's Plenty for Darlington campaign leader, said: "When this policy is fully implemented our children will grow up in a place where walking or cycling is seen as a safer and more pleasant option. 20mph limits encourage drivers to respect other people's rights to share residential roads."

Rod King, founder and director of 20's Plenty for Us, said: "We congratulate Darlington Borough Council on recognising the extensive benefits of 20mph speed limits on roads where people live, work, shop and go to school.

"We urge it to take similar steps to many other local authorities in developing a planned implementation within a set timescale so that those benefits can be rolled out to all its residents."

- d) Has a Stakeholder Analysis been appended? N/A
- e) Has a Communications Plan been appended? N/A

B13. Management Case - Assurance

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

Please see section D

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Monitoring and Evaluation

Both project partners have a series of cycle counters located upon each network. This monitors the background level of cycle trips being made on a daily basis. By making improvements to the infrastructure and conditions for cycling, it is envisaged that there will be an increase in the level of cycling trips being made.

Both authorities have undertaken baseline surveys to assess travel behaviour change (Darlington in 2011, Middlesbrough in 2012), with follow up surveys to follow in 2014 and 2015 respectively. This will allow analysis of changes in travel behaviour over the period.

In addition Darlington collects annual travel to school data through a 'hands up' survey; a quarterly cordon count, which includes pedestrians and cyclists; safety information through STATS19; and perception and satisfaction with walking and cycling through the NHT survey. These figures can feed into the evaluation process should the department require this. The bidders will also comply with whatever evaluation model / reporting process the Department requires as part of the overall Cycle City Ambitions Fund.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

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

I confirm that Middlesbrough Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Derek Gittins

Signed:

Position: Highways & Transportation Manager



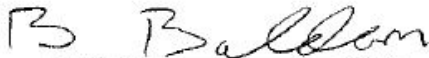
D2. Section 151 Officer Declaration

As Section 151 Officer for Middlesbrough Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Middlesbrough Council.

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name: Bryan Baldam

Signed:



As Section 151 Officer for Darlington Borough Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Darlington Borough Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name:



Signed:

26/4/13.