

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 Havering](#)

**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: [Lauren Gee – Social Value Officer](#)

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

Contact telephone number: [01708431784](#) **Email address:**
lauren.gee@havering.gov.uk

Postal address: [Town Hall, Main Road, Romford, RM1 3BD](#)

Nominated Local Authority Single Point of Contact: [As above](#)

Senior Responsible Officer contact details: [Neil Stubbings –](#)
neil.stubbings@havering.gov.uk, [01708 432970](#)

Chief Finance Officer contact details: [Jane West –](#) jane.west@havering.gov.uk,
[01708 431994](#)

Country:

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

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

n/a

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)

Havering has an estimated population of 259,552, of which 28,139 live in Rainham and South Hornchurch. Whilst Havering overall experiences levels of deprivation below the England average, in the [Rainham](#) and South Hornchurch area 34% of children live in families with absolute or low level income. The economically active population in [South Hornchurch](#) is lower than the Havering and England average, and the level of unemployment is higher – the level of long term unemployment and those who have never worked is also above average. There are also significantly higher levels of crime and in South Hornchurch, particularly anti-social behaviour, vehicle crime and violence and sexual offences. 20% of the population are non-white British, 12.5% of the ward is in the bottom 20% of Lower Layer Super Output Areas, and less than half the population consider themselves to be in good health.

The area also has a rapidly growing Polish community, based in and around Orchard Village in South Hornchurch, which remains quite isolated from the surrounding area due to the severage created by the A1306 and lack of accessible infrastructure for travel and for social and economic activities.

Currently, those living in the large and relatively deprived area spanning Rainham, South Hornchurch and Dagenham Dock experience a deficiency in amenity and social infrastructure, with an environment which appears defensive rather than inclusive. Digital inclusion and connectivity is also a huge barrier for many isolated individuals and families, who have no access to digital connections or resources and/or lack the skills to interact with them. Given the rich heritage and vibrant green infrastructure surrounding the area, the potential exists to build upon existing positive elements, and re-design and transform existing Council-owned spaces to offer inclusive opportunities for local residents, businesses and groups and a network of sustainable travel options to connect them, in turn improving air quality in and around the area and promoting eco-friendly behavioural change.

Lack of accessible public transport significantly reduces access to job opportunities and increases social and economic exclusion in the locality. Beam Parkway has been designed to enhance accessibility and provide new leisure opportunities for pedestrians and cyclists, users of the new Beam Park station, and those wishing to access Rainham Marshes and the RSPB visitor centre to the South, the new Rainham Leisure Centre to the East, Bretons to the North and Barking and Dagenham in the West. New green infrastructure along Beam Parkway - complementing Ingrebourne Hill Beam Park which currently exist in isolation - and improved leisure facilities in Rainham, throughout Bretons and along the A1306 will act as a shared focus for the new Beam Park neighbourhood and existing residents,

reducing the current divisive nature of the A1306 carriageway and the disincentives to sustainable travel that are pervasive in the area.

It is envisaged that the proposed infrastructure projects will reduce economic and social exclusion, deliver increasingly positive health outcomes, contribute to the wider regeneration of the London Riverside Opportunity Area and assist with the delivery of sustainable economic growth.

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

Please specify the weblink where this bid will be published:

www.havering.gov.uk/levellingupbidjune2021

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).

This coherent package brings together three distinct projects which will enhance and revitalise Rainham and South Hornchurch, dramatically minimising the risk of increased deprivation and loss and failure of current funding and projects.

Transformation of the physical, economic and social environment of the area through re-imagination of Rainham Town Centre, reinstatement of community heritage assets and green spaces at Bretons for sport, leisure, social and cultural activities; and a carriageway transformation scheme along the A1306 providing sustainable, active transport infrastructure and new amenity space and landscape effectively linking regeneration of Bretons and Rainham will provide significant benefits to the local and wider community.

Beam Parkway is a 2km long carriageway transformation project which seeks to reclaim unused highway space from the A1306, which was de-trunked in 1999 following the establishment of the A13. 2km of green infrastructure will tie together the Ingrebourne and Beam River valleys, providing linkage to Bretons via Beam Park and Rainham Village. The remodelled carriageway will create a more residential, inclusive feel achieved through carriageway reduction, remodelling of major junctions and provision of sustainable landscaping and a bi-directional cycling route on the south side of New Road – mitigating the severance caused by the current A1306 configuration and supporting the Rainham and Beam Park Housing Zone which aims to provide a minimum of 3000 homes, new and expanded schools, and space for community groups and businesses, alongside a new rail station and commercial centre for the local area. A series of parks dispersed along the route with individual features and planting carefully designed to provide high quality opportunities for interaction and activity will be complemented by public art installations along the route, reflecting the heritage of the area and providing interest for residents and visitors. Beam Park station will benefit from a pleasant and accessible route for local people, incorporating a number of different sustainable transport options for pedestrians, cyclists, bus and train users.

Bretons continues the theme of community, culture and heritage with a proposed refurbishment of heritage assets and enhancement of the surrounding natural green space to provide a wide variety of sports, leisure and social activities for local people to enjoy.

The re-imagination of Rainham incorporates pedestrianisation of historic Rainham Village centre, provision of business incubation space (including a job brokerage programme linked to creative opportunities at Bretons, social value programmes with Housing Zone developers, and opportunities at CEME and Future Cube), improved sustainable routes into town including a Creekside bridge between the Housing Zone developments and Rainham Village, enhancement of parkland framing the historic public houses to the south of the Village, and construction of a new community Leisure Centre utilising Council owned land.

Whilst each of these projects may be delivered in isolation and will achieve benefits for the local community in their own right, holistic delivery of all three projects in tandem will lead to enhanced value as each project has been designed to complement the others, as well as linking with other Council and community projects in the area.

3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:	£20m	
3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	30%
	Cultural	30%
	Transport	40%

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

Letter of recommendation from Jon Cruddas.

Additionally, the proposal has local political support from Councillors.

The Beam Parkway project is at delivery stage, approved by Cabinet and with a contractor ready to begin on site.

The Rainham Leisure Centre project forms part of the contract agreed with SLM in 2016, and is at procurement, technical design and delivery stage.

Rainham Leisure Centre has been approved for development by Cabinet, and is at the procurement, design and delivery stage.

Rainham Town Centre is at masterplanning stage, with the Creekside Bridge signed off as a s.106 requirement and enabling works already carried out at Creekside Park, and with pedestrianisation forming part of the overall emerging masterplan.

4.2 Stakeholder Engagement and Support

See technical note Table 1 for further guidance.

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

Extensive stakeholder engagement has been ongoing since 2014.

The design of the Rainham and Beam Park Planning Framework, the Housing Zone programme and Beam Parkway, re-imagination of Rainham Town Centre including the Rainham Leisure Centre, and enhancement of Bretons was prepared through a collaborative process of regular involvement from:

- local residents
- local councillors and MP
- local community groups, organisations and businesses, and those working with local people with protected characteristics
- neighbouring LB Barking and Dagenham
- the GLA and TfL

Contributions and feedback have shaped the design, contract, delivery timetables, procurement routes and holistic development of a package of projects which

complement and enhance each other and the potential, opportunity and added value for the local area.

An consultation exercise in March and April 2015 continued the engagement process begun in 2014 to inform the Housing Zone bid, aimed at raising awareness of the Housing Zone, understanding local aspirations and need, and building support from local residents and stakeholders for the underlying Housing Zone principles including re-imagination of Rainham, the development of local infrastructure and connections, and protection and enhancement of local cultural facilities and heritage – ultimately leading to reduced deprivation, improved air quality, gradual positive behavioural change and equality of access and agency in relation to economic and social opportunities.

In 2018, further public events and workshops for specific stakeholder groups took place specifically in reference to Beam Parkway and Bretons, and [responses were supportive overall](#), with residents, businesses, funders and other stakeholders welcoming plans for the transformation of the A1306 and regeneration and enhancement of Bretons.

In 2019, residents were invited to give their views on the proposed sites for Rainham Leisure Centre, at drop in sessions held at Rainham Library and via an online survey. 328 survey responses were received, and useful feedback and comments recorded to influence the detailed design.

A number of recent consultations (2020-21) have been carried out with the local community via the Community Hubs Team, by Havering MIND, and by [Havering Changing](#), offering additional feedback from a variety of local groups across a range of protected characteristics, which has helped shape this proposal.

All engagement activity has been created to be inclusive and accessible, incorporating a range of focus groups, workshops, drop-in sessions, interactive masterplanning events, surveys and 1-2-1 meetings; with materials, advertising and promotion utilising both traditional print and digital methods to ensure hard to reach sectors of the community are aware and able to participate. In addition, consultation boards were set up in local libraries for regular periods throughout the last six years, offering local people the chance to peruse the plans, give feedback and get involved at their leisure.

Throughout the entire engagement process the approach of the project teams has been to respond positively to consultation responses from local residents and other consultees, encourage collaboration and engagement, and where practicable, use insights and developing local capacity to inform and amend the design, inputs, outputs and objectives and predicted impact of projects as set out in this proposal.

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)

Reconfiguration of A1306 – broadly supported, historically some concern from local residents about accidents on the A13 (currently when an accident occurs on the A13, drivers use the A1306 as an alternative route), and the impact of new station and housing on existing parking. The Council proposes to mitigate any parking issues by implementing a CPZ, also undertaking engagement activities and providing infrastructure to encourage gradual behaviour change towards active, sustainable travel. Extensive traffic modelling carried out in conjunction with TfL, and shared with residents gives confidence in future traffic predictions.

Rainham Pedestrianisation – some concern around potential negative impacts on businesses/local residents: access, loading and diverted public transport routes. Concerns accounted for and mitigated with careful design of improved sustainable access routes into and around the area via proposed Creekside Bridge and Beam Parkway. Reconfiguration of the street scene will enable opportunities and activities which will animate, diversify and promote the area and mitigate any perceived loss of amenity or income, and the local community are engaged with the proposal.

Rainham Leisure Centre – loss of open space at the current recreation ground. Stakeholder consultation was carried out to assess local aspirations, and moving forward with this location received 66% support. Children’s play facilities currently located on the site will be re-provided as part of the wider proposed Town Centre regeneration, and thoughtfully designed to merge with the natural landscape, providing opportunities for incidental creative play and appreciation of the heritage and history of the area, linking to wider green infrastructure.

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?

- Yes
- No
- N/A

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

- Yes
- No
- N/A

4.3 The Case for Investment

See technical note Table 1 for further guidance.

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

Havering as a whole is diverse in terms of deprivation, with some more affluent areas sitting adjacent to areas experiencing much higher levels of deprivation – as a whole it also has one of the lowest levels of GVA per hours worked across Greater London, well below the London average.

Rainham and South Hornchurch suffer from a lack of connectivity, both physically, digitally and socially, and whilst some sectors of the community are engaged and actively wish to protect local heritage, promote local opportunity, and build connections with others, the capacity, resources, access and flexible, adaptable and affordable spaces have not been available to allow this to be feasibly possible.

Whilst the Compulsory Purchase Order for Rainham and Beam Park Housing Zone offers massive positive benefit to the local community, it will also lead to the relocation or extinguishment of many predominantly light industrial businesses, requiring the establishment and improvement of alternative economic opportunities for local people. The inequality of access and agency in the local area, coupled with high numbers of residents living with long term chronic conditions and perceived poor health, and the limited opportunities available without meaningful regeneration are leading to the area becoming increasingly more deprived, with disparate communities struggling to make effective use of oversubscribed local facilities and amenities.

Whilst the area has an impressive range of local green spaces and a rich heritage, including several council owned assets which can be repurposed for community use, these areas currently suffer from a lack of sustainable connectivity which means they are not well utilised by local people. The Land of the Fanns programme has done some excellent work in protecting and promoting local green and blue infrastructure, but the impact of has been limited due to fragmented social and physical infrastructure, including the severance created by the A1306 which effectively splits South Hornchurch, Rainham, and the Riverside BID area.

COVID has further impacted this already negative picture, reducing local wellbeing, increasing the number of people in Rainham and South Hornchurch who are reliant on benefits, removing economic opportunities and stalling the regeneration programme, which is currently at risk due to removal of essential TfL funding.

However, COVID has also had some positive impacts, with the local community demonstrating a will and determination to build resilience, support each other, and re-imagine their local area to ensure that it is adaptable, sustainable, and meets future economic, social and environmental needs.

The Rainham and Beam Park Housing Zone, whilst progressing at a slower-than-anticipated speed, offers potential for significant added value, and each complementary project which we are able to deliver will build upon all the others

which precede it, multiplying the effect of all interventions and providing sustainable and compendious change which will affect not just local residents, but the wider London Riverside Opportunity Area.

The proposal also presents an opportunity for Rainham and South Hornchurch to champion zero carbon in the Borough, evidencing and driving forward Havering wide interventions which will positively contribute towards achievement of national policy aims.

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

COVID has had significant impact on funding streams (particularly TfL), overburdened Council resources and services, working patterns (relevant to marketing new homes previously aimed at young professional commuters) and inclusive growth, in addition to causing programme delays and a very real threat of project failure.

The successful 2015 Rainham and Beam Park Housing Zone bid catalysed a process of infrastructure development and investment in the area, aimed at improving accessibility, economic opportunity, wellbeing and health outcomes for existing residents, regenerating an area in very poor condition, and providing much needed affordable housing for the Borough.

In order to fully realise the extensive social and economic value potential of the Housing Zone a number of complementary projects including Beam Park Station, Beam Parkway, Bretons, Rainham Leisure Centre, new schools, and the awarding of a Compulsory Purchase Order (for redevelopment of underutilised, unsightly and polluting industrial sites) were designed to ensure infrastructure effectively promotes inclusion, sustainable travel, access to economic opportunity, and ultimately desirability through creation of an engaged, active and socially responsible community which promotes wellbeing.

Without progression of developments, continued access to GLA Housing Zones funding, and provision of amenities and services space, the economic and social future of the area and development of a sustainable neighbourhood in Rainham and South Hornchurch will be heavily impacted as viability reduces, deprivation increases and further programme delays or abandonment of projects occur – also impacting on the viability of the adjacent LB Barking and Dagenham Housing Zone, and proposed future interventions in Havering.

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)

Locations have been carefully chosen following extensive stakeholder engagement and review of existing and proposed projects, policy and strategy to ensure that

maximum value is achieved for each, forming part of a coherent plan for Rainham and South Hornchurch, and the part the area plays in the Borough and wider locality.

Beam Parkway:

Spanning the area between the Barking and Dagenham boundary at New Road, and Rainham Village, the proposal will deliver a transformative scheme which enables a new accessible town centre environment for both Rainham and Beam Park, connected to the surrounding area with a series of parks and green infrastructure, improving air quality and drainage, biodiversity, the aesthetic environment and provision of local amenity space and sustainable transport routes. The A1306 is characterised by its industrial legacy, with underutilised carriageway up to 7 lanes wide. The proposed scheme aims to reduce carriageway width, using surplus space to provide a residential boulevard feel with carefully curated landscaping and planting, complementing new housing and facilities developed as part of the wider Housing Zone. The divide between the north and south sides of the road will be minimised, enabling greater community cohesion; and journeys for pedestrians and cyclists will be more accessible, safer and pleasant, promoting gradual behaviour change towards active and sustainable travel and improved access to jobs and other opportunities locally and beyond the Borough.

Bretons:

As an asset in Council ownership, Bretons offers huge potential for cultural and heritage based activities. An overall masterplan has been developed, building on the 2018 Stage 1 masterplan with planning consultations and applications, production of a robust business case, and development of the initial masterplan to confirm a legally and commercially viable proposal. Phase 1, which relates to this proposal, will involve creation of two new 3G pitches and a sports pavilion, including urgently needed remedial works to Bretons House, Barns and Walls – heritage assets in major disrepair – and the creation of a new children’s play mound.

Re-imagining Rainham:

Rainham Village has potential, with pockets of community engagement and fragmented local neighbourhoods that exist in isolation of each other. Whilst some heritage assets are valued by small groups of the local community, a holistic redesign including pedestrianisation, improved sustainable transport links and enhancement and promotion of assets in both the natural and built environments will improve equality of access, benefitting the high proportion of local people with long term conditions, and the older population of the area. Reclamation of 1130 sqm of carriageway space for pedestrianisation will allow for alternative uses such as al-fresco seating (boosting the productivity of local businesses), pop up markets and events, and other flexible community uses, also improving air quality and encouraging gradual positive behavioural change.

The Rainham Leisure Centre will complement this improved local amenity space, built using modern methods of construction and a modular design to minimise the impact on the local community, the environment and the landscape, and provide enhanced value for money. The centre itself will contain swimming, gym, dance and spinning facilities.

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

Yes

	<input type="checkbox"/> No n/a
<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>	
<p>The theory of change has been developed around the context of Rainham and South Hornchurch as they now exist, taking into account the heritage of the area, current social, economic and physical infrastructure and local projects and initiatives - and the opportunities that exist to promote and build upon these; the policy and strategy context (including COVID recovery priorities) that informs the holistic planning for the area and the way it impacts on the wider Borough and surrounding localities, and the analysis of council data, wider relevant research, stakeholder feedback, lessons learnt from other similar projects and best practice examples from regional, national and international sources.</p> <p>INPUTS</p> <ul style="list-style-type: none"> • Council resources led by Regeneration and Customer, Communication and Culture departments, working collaboratively across all teams, each individual project has been progressed through masterplanning and governance to arrive at a deliverable position. • Data – produced through review of best practice, policy context, integration with emerging policy and existing and proposed complementary initiatives, leading to effective and co-ordinated stakeholder engagement and early contractor engagement (improving value for money) • Existing/proposed connected initiatives, including complementary projects (Land of the Fanns, Veolia and Havering Changing) and the virtual Community Hubs programme, which aims to develop a physical base in both Rainham and South Hornchurch • Developers – s.106 contributions and social value programmes, and CIL allocation. • Other governmental initiatives - GLA Housing Zones and TfL Major Schemes <p>OUTPUTS</p> <ul style="list-style-type: none"> • Overall - individual projects which can deliver community benefit in their own right, but also form part of a coherent whole which offers added value with each included element. • Additional funding leveraged through effective partnership with a range of local stakeholders. • Effective and well utilised social value programmes locally • Specific physical outputs as in s.4.3c above • Economic outputs: job opportunities, collaboration and funding leading to inward investment through increased desirability from physical outputs 	

OUTCOMES:

- Improved communication, mutual trust, local curiosity and engagement
- Improved economic and social opportunity
- Improved protection and appreciation of heritage
- Development of robust local data and closure of information gaps
- Sustainable, adaptable, accessible and inclusive assets designed with flexibility
- Improved wellbeing and health outcomes, strategy and statutory services leading to a more resilient economy, services and amenities
- Improved air quality and eco awareness
- Development of effective and timely project promotion and partnership working

IMPACT:

- Improved collaboration and communication, supporting delivery of the Corporate Priorities: Cleaner, Safer, Prouder, Together.
- Positive and effective community engagement, delivering enhanced sustainability, social responsibility, opportunities for experimentation and learning, increased local capacity, a buoyant local economy, positive integration and inclusion between existing and incoming residents, improved health and wellbeing outcomes and a corresponding reduction in demand on oversubscribed statutory services, and improved equality of access and agency.
- A thriving, fit for purpose town centre
- Proven behavioural change
- Wide ranging eco benefits
- Excellent physical infrastructure and connectivity
- Sustainable Council revenue
- A digitally connected and skilled local community
- Increased economic opportunity, reflecting the needs and skills base within the Borough
- A well-developed circular economy
- Intergenerational activity and connections
- Increased influence over other large scale, locally significant projects

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)

Local strategies and objectives for investment, improving infrastructure and levelling up have been developed with reference to and in compliance with national and regional strategy, for example the London Plan and TfL's Healthy Streets indicators. All strategies also link to the [Havering Corporate Priorities](#), aimed at delivering a **Cleaner, Smarter and Prouder** Havering through working **Together**.

The [Local Plan](#) sets out a vision for Rainham and Beam Park as a Strategic Development Area, underpinned by the [London Plan](#) which demonstrates that the London Riverside Opportunity Area has the capacity to deliver a significant number of new homes and jobs for local people. A successful Housing Zone bid in 2015 offers opportunity to develop over 3000 high quality new homes, forming an attractive and well managed residential scheme that seamlessly integrates with local surroundings. In addition, a new local centre will be created, adjoining the emerging Beam Park station and providing up to 4000 sqm of new commercial floorspace. Beam Parkway is included as a new green infrastructure route to lend the area a residential feel, provide amenity space for the local community, and accessibly link the neighbourhoods of South Hornchurch and Orchard Village with Rainham Village and Bretons.

The plan also demonstrates commitment to respond positively to the context within Rainham Village, strengthening and enhancing the character of this historic locality, sympathetically incorporating a new leisure centre, town centre enhancements, and support for improvements to local sport, cultural and recreation facilities including regeneration of facilities and historic buildings at Bretons and creation of a wider range of uses for the Outdoor Recreation Centre; noting also the aspiration to avoid any negative impact on the surrounding Rainham and Ingrebourne marshes and a desire to protect, promote and improve these areas where possible.

The [Rainham and Beam Park Planning Framework](#) builds upon this ethos, and is complemented by the Transport Plan and [Inclusive Economic Growth Strategy](#), both which reference Beam Parkway as essential infrastructure to support the vision for Rainham and South Hornchurch, and in relation to its role as a strategic employment area – in addition to the potential of this proposal overall to act as a catalyst for future infrastructure improvements including a tramway connecting north and south of the Borough, and creation of an accessible wharf site for a sustainable transport route on the Thames.

All proposed projects are contained within the current and emerging [Infrastructure Delivery Plan](#).

Physical infrastructure projects are supported by the [Social Value Strategy](#) and [Community Cohesion Strategy](#), both which promote collaboration and partnership working in Rainham and South Hornchurch to ensure potential is maximised and projects are developed to complement and enhance each other; effectively utilising and building upon existing infrastructure, council and community assets and the will of local people and organisations to engage positively with the re-imagination of their area in line with local, regional and national COVID recovery priorities, developing resilience, skills, capacity and opportunities that will meet current and future needs of the area in harmony with the levelling up agenda.

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)

The key government objective of sustainable growth sits intrinsically with this proposal, which is aimed at maximising the potential of existing infrastructure, assets, projects and funding to achieve maximum value for local residents, businesses, organisations, the natural and built environments and the economic area more widely. This will be delivered through a comprehensive series of interlinked initiatives that – undertaken in tandem – will allow for behavioural change which supports achievement of government targets, within the context of new sustainable infrastructure, facilities and amenities spaces that promote inclusive, accessible cultural, economic and social opportunities at a pace which allows for improved engagement and collaboration, and overall sustainability of the area.

All three projects which form part of the proposal have positive impacts on environmental factors – air quality improvement through traffic evaporation and reduction, changes in travel behaviour and a modal shift towards sustainable transport methods, and enhanced landscaping which promotes natural drainage and absorption of CO₂, whilst also increasing biodiversity in the area. Refurbishment of heritage buildings will also improve energy efficiency and reduce emissions.

Additionally, transport strategy is encapsulated within this proposal, with all projects supporting the creation of a stronger, cleaner, more productive economy, connecting people and places and making journeys easier, modern and reliable – underpinned with a safe, secure and sustainable transport infrastructure with flexibility to adapt to modern technological processes including those related to electric vehicle infrastructure.

The proposal also aligns with all national COVID recovery priorities, and will lead to improved wellbeing, resilience and economic opportunity.

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

The proposal has been developed to form part of a wider programme of regeneration and investment, building upon other local initiatives which combine to form a holistic plan that will deliver significant and positive outcomes.

The Rainham and Beam Park Housing zone was awarded funding by the GLA in 2015, and has attracted a range of s.106 and CIL contributions from developers to allow for provision of new infrastructure in the area.

Extensive work with the local community, and building social infrastructure and communication has been undertaken by Havering Changing, a Creative People and Places partnership with £3m of funding across four years. Havering Changing are particularly focusing on Orchard Village, an isolated community in South Hornchurch, although the work they do has had and continues to achieve recognised impacts throughout the Borough.

Over the last five years, £5.1m of funding from the Veolia Environmental Trust has been distributed to local projects including Land of the Fanns, a £2.4m programme majority funded by the Heritage Lottery Foundation aimed at transforming local

landscapes and lives through 27 individual capacity building projects which celebrate, protect, regenerate and build knowledge of local natural surroundings.

Whilst TfL funding has now been withdrawn, £2.9m of TfL funding has already been spent to get the Beam Parkway project into a position where it is ready to be delivered, with an experienced contractor in place.

Town Centre improvements are supported by £30k of reopening high streets safely funding which has allowed for a collaborative community masterplanning process.

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)

One of the key drivers of the proposal is the improvement and implementation of local sustainable transport networks which will effectively connect all areas of Rainham and South Hornchurch, supporting the provision and use of the new Beam Park station, including development of a new bus loop and reclamation of existing underutilised carriageway for repurposing as community walkways and a new bi-directional cycle path which will link Rainham Village with Beam Park via the proposed pedestrianisation scheme (which incorporates effective diversion of local bus routes) and Creekside Bridge, leading to Beam Park which offers a green infrastructure route through to Bretons.

Extensive engagement work has been undertaken to develop understanding of local need. Coupled with traffic modelling (included as supporting information) and thorough integration of cycling guidance which has been built into all projects with the support of local and regional community cycling groups and TfL, the resulting project that form this proposal meet or exceed standards and are aimed at driving behavioural change which will have far reaching impact in relation to zero carbon and sustainable transport policy goals.

Other local complementary projects feed into the predicted success of these projects in achieving this behavioural change, for example the Land of the Fanns programme which has established local heritage walks and cycling challenges which make the most of the natural landscape. The Ingrebourne Hill Cycling Centre which is managed by the Forestry Commission, and the National Trust at Rainham Hall are also keen to engage with local people.

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 scale and significance of local problems and issues is set out in sections 2a, 4.2a and 4.3a above, and referred to throughout all responses in this document.

The following documents have been included with this proposal as supporting information:

Levelling up data report

Levelling Up Fund bid Equalities and Health Impact Assessment

Beam Parkway traffic modelling reports

Havering MIND report

Consultation evidence from the Community Hubs team

Consultation evidence from Rainham Leisure Centre and Bretons

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)

Data collection and analysis to inform the projects which form this proposal has been an ongoing process over seven years, with continual review and update at each project milestone and throughout the governance process. Data from a number of sources – council and community led, and local, regional, national and international – has been drawn together and built upon using agile project methodology and PRINCE2 principles. Each of the contractors procured has added their own knowledge, skills and best practice to enhance and refine community and Council aspirations using a range of models and data sources which are set out in the Cabinet Reports and masterplan documents for each project.

The [Havering Data Intelligence Hub](#) provides local data gathered from the Office of National Statistics and other various sources, and is updated in line with data releases. The aim to provide a shared evidence base that improves decision-making, support partnership working and better prepare us for the future. The platform has been produced to co-ordinate and promote robust, relevant and quality information about the local area, which is available for the benefit of the

Council, its partners and the public in understanding key information about the borough, underpinning the way these projects have been shaped and grown.

Consultations are conducted through the Council's corporate consultation platform, where any public consultations are quality assured to ensure that they remain unbiased and are in line with best practice.

In addition to the internally generated data, the Council collates data from other sources, including the Department of Work and Pension, Public Health England, London Councils, Beauhurst and other external organisations. These datasets are utilised to provide a better understanding of population, education, environment, health and transport. Where possible, the data is entered onto our Data Warehouse, a large collection of data regarding individuals and properties, where we are able to develop greater insight through a more holistic view.

Finally, Havering Council has proactively taken part in regional collaborative groups such as Local London and Future of London, which promote and share best practice examples which relate to current and future governmental priorities.

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

Havering and its local economy is constantly changing, and therefore it is important to understand how the considered interventions can withstand or adapt to changing internal and external factors. Rainham has been chosen for intervention to its strategic significance, recognised in the London Plan as a key location in the London Riverside Opportunity Area, and due to the higher levels of deprivation, inequality of access, lack of sustainable infrastructure and long term chronic health conditions experienced by a significant proportion of residents. Therefore it is important to understand our changing population and how our town centres can reflect and ensure a diverse and sought after range of uses. This can only be achieved from evidence-based decision making through; and through establishing a baseline, monitoring progress, and measuring impact and outcomes as the environment continues to change.

The data and evidence chosen helps to understand the socioeconomic status of the area and of the borough. By understanding aspects such as age, education, income and occupation of individuals, we are able to understand how individuals and households will spend on retail, entertainment and leisure in each town centre. By understanding the health of our population, we can create infrastructure or repurpose unused spaces to not only prevent urban degeneration but also supports public health. A concept even more important as we deal with the impact and legacy of the pandemic. By understanding usage and types of business in our town centres, we can encourage further investment or support a local economy that offers a cultural and service mix whilst maintaining their relevance as remote working and online shopping becomes increasingly predominant.

The data and evidence provided has been chosen for us to understand how we can influence the areas and the borough, and to ensure that the interventions are appropriate. They have been selected to ensure that they are consistent and can be continuously collated and updated; provide correlative or benchmarking information; readily accessible; and are relevant so that we can ensure confidence in our decisions and we can be more effective in delivering our interventions.

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)

Havering's Inclusive Economic Growth Strategy explains the current economic situation of the Borough and the Rainham and South Hornchurch area, and read in conjunction with the Community Cohesion Strategy, Social Value Strategy and Local Plan as discussed above, demonstrates how the proposed will address existing or anticipated future problems.

This is further explained in the theory of change, and equalities analysis.

COVID recovery priorities and emerging research into the future of Town Centres and High Streets has also informed the proposal, leading to the creation of Borough wide COVID recovery strategy which identifies the following key challenges:

- Increasing social deprivation
- Reduced community cohesion
- Increasing health inequality
- Negative impact on children
- Economic decline
- Future public health crisis
- Insufficient investment in place
- Rising expectations of a green agenda
- Sustainability of local public services

The strategy response states that existing and anticipated future problems in Rainham and South Hornchurch should be addressed through:

- Increased apprenticeships and delivery or employability programmes, maximising the impact of social value through procurement of large works and services contracts
- Creation of a strategic needs assessment to identify likely causes of increases in homelessness, allowing for development of solutions aimed at mitigating and preventing this (data fed into project proposals)
- Improving connectivity and digital inclusion, via physical infrastructure and resident access to training and tools
- Participation in the High Streets Recovery Programme, working with Havering Changing and Community Hubs to support projects that tie in with this
- Regular and comprehensive consultation and engagement with residents
- READI review completed
- Implementation of Sport and Physical Activity strategy utilising COVID-safe venues and clubs

- Support for residents to access local services, including wellbeing and health
- Development and delivery of a clear communications plan to support granular engagement activity
- Regular monitoring of joint venture viability
- Zero Carbon roadmap for council assets developed to accelerate 2050 Zero Carbon progress
- Haverin to act as an exemplar and take a facilitator role in promoting green solutions and an effective technological supply chain (linked with digital projects currently being delivered in Rainham and South Hornchurch, sustainable development and regeneration)

A new Havering Public Services Board has been established to oversee joint challenges, and ensure that predicted impacts are realised.

The Recovery Bronze Group has put together this demonstration of challenges and solutions, drawing upon evidence, experience, skills and data from departments across the Council, and the contract teams that they work with. The Group will continue to monitor progress and review and update the strategy, utilising Verto.

The Wates Social Value Plan and most recent report is included as supporting information to demonstrate the quantifiable impact of specific developer programmes in the area.

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)

The Inclusive Growth Strategy, Community Cohesion Strategy, Social Value Strategy, Local Plan and other relevant strategy and policy discussed above were put together using a standard approach to assessing the additional impact of interventions, utilising the Social Value Portal to report on maximising additionality, measuring the baseline position and consideration of leakage, displacement, substitution and economic multiplier effects.

Use of this model has been supported by extensive research into best practice, production of an Equalities and Health Impact Assessment for relevant project workstreams, and thorough analysis of a range of data relevant to local and borough wide area.

A seven year period of continuous engagement, review, re-design and update using a wide range of methods underpins the proposal, and all project teams are knowledgeable and invested in providing high quality assets which provide maximum benefit for local people. For example, the Beam Parkway project has progressed through TfL's Major Schemes gateways, with modelling, assumptions and impacts thoroughly assessed at each, including a design review and value engineering process.

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 for each bid are contained within the documents provided as supporting evidence for each proposal:
Beam Parkway prepared by Jacksons / Steer
Bretons prepared by Fulkers and Purcell UK
Rainham Leisure Centre prepared by WCP Associates (with future financial risks to be borne by SLM, as part of their contract with Havering)
Rainham pedestrianisation, Creekside Bridge and parkland prepared by Steer

The s.106 model for the Rainham and Beam Park Housing Zone allows for overprovision of contributions, which can be used to mitigate cost risks and uncertainty and provide a self-sustaining model for local improvements and interventions.

In respect of Beam Parkway, this borough-led scheme has been developed collaboratively since 2015, and construction is currently programmed to begin in the latter part of 2020/21. Part of the expected construction activity in 2020/21 is planned to be covered by funding that has already been secured from the GLA. However, based on the current status of the scheme, there is the potential for delivery to be accelerated should additional funding of £7.5m become available for the 2020/21 financial year, which will add value and decrease costs overall.

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)

Beam Parkway reports include modelling for improved air quality, journey times, carbon emissions, and SUDS interventions, undertaken as technical studies and compliant with TfL standards and requirements as part of the Major Schemes programme.

Housing Zone development include contracts for delivery of social value, co-ordinated to provide a range of jobs, apprenticeships, training, and local community and economic support opportunities and funding, quantified through the Social Value Portal. Social value contracts for future procurement exercises (in

relation to Rainham Leisure Centre and Bretons) will be required to develop social value initiatives which complement and enhance existing schemes, and tie in with opportunities provided by local projects.

Land value uplift was calculated as part of the Housing Infrastructure Fund bid which was submitted in 2019.

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)

Value for money has been assessed throughout all projects via design review, value engineering, and a tendering process created to achieve maximum local benefit, in conjunction with wide ranging and impactful co-ordinated social value programmes.

The Cabinet Reports and Masterplans for each project element set out the process that has been undertaken to ensure value for money. This is supplemented by TfL's Major Schemes requirements, which require regular value engineering exercises to ensure maximum value and additionality is achieved.

A value appraisal is contained within Bretons and Rainham Leisure Centre Cabinet Reports.

Additionally, procurement of these and existing development and services contracts has provided opportunity to develop a social value programme which multiplies the positive effects of regeneration and provides significant benefits for local people. The Wates Social Value programme, which links to a joint venture development along the A1306, is included as supporting information.

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)

Non-monetised impacts have been assessed through establishment of the baseline, utilising social prescribing metrics, best practice information, and TfL

approved modelling systems for air quality and traffic calculations. Stakeholder feedback has also been taken into account.

Predicted impacts include:

- Aesthetic improvements
- Behavioural change in local community – impacts on other areas
- Future prosperity – desirability and reputation
- Improved opportunities for local people
- Enhanced promotion and understanding of Havering’s history and local green infrastructure and amenities
- Improved wellbeing, and physical and mental health outcomes
- Improved social cohesion
- Improved air quality
- Behavioural change linked to climate change and zero carbon
- Increased social responsibility – lower levels of crime, asb and demand on council services
- Improved desirability of new homes

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)

See comprehensive risk assessments and risk registers.

Other funding becomes unavailable
Feasibility of pedestrianisation
Political change
COVID

Mitigated by extensive community and stakeholder consultation and carefully considered projects which provide added value and boost each other, but which can also be delivered in isolation and built upon as funding allows.

Integration with community led projects, statistically more likely to be sustainable as the community is already engaged and active.

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

PART 6 DELIVERABILITY

6.1 Financial

See technical note Table 1 for further guidance.

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

The financial ask of the LUF is £20m. This will enable currently at-risk projects to be delivered successfully, beginning in 2021 and allowing for significant reduction in local deprivation – with addition of enhanced value in respect of current regeneration and development projects, and other infrastructure and community projects. This will benefit local residents both existing and incoming to the Rainham and Beam Park and Barking and Dagenham Housing Zones.

s.106 contributions from developer agreements along the A1306 Housing Zone. £1.25m for Beam Parkway and £.7m of funding for the Creekside Bridge (linking pedestrianisation of Rainham Village with Beam Parkway) has been secured.

Repurposing Council owned land for development of the Rainham Leisure Centre offsets a cost of £2.5m equivalent to purchase of an alternative site along the A1306.

Council Capital – £4.75m secured for Rainham Leisure Centre, however if this bid is successful this funding can be repurposed to deliver the Bretons Masterplan phase 1 in entirety, and support the development of physical Community Hubs in Rainham and South Hornchurch

GLA Housing Zones funding - £4.510m for Beam Parkway

TfL funding to December 2021 - £2.9m for Beam Parkway (originally £7.849 total)

MHCLG Welcome Back Fund – £30,000 for town centre masterplanning

SLM contributions – Borough Wide contract with SLM.

Complementary Projects:

LOTF - £1.35m HLF matched up to £2.5m

Veolia - £5.1m of funding distributed to local community and landscape projects,

Havering Changing £3m Creative People and Places

Good Growth Fund London Innovation Gateway £1.63m demonstrator project for 3d virtualisation technology

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.

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

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)

All required funding bar that requested from Levelling Up Fund has been secured.

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)

Beam Parkway – funding was originally secured from TfL to deliver the scheme in it's entirety alongside GLA funding, however due to the impact of COVID TfL funding has now been withdrawn. Whilst limited funding may be available up until December 2021, the contract with Jackson contains a break clause which will come into effect if funding is not available and secured prior to the delivery phase of the works commencing, resulting in a costly and time consuming retendering process and extensive programme delays which will have a significant negative impact on the success and potential of the Housing Zone and benefits for the local community overall.

Bretons – the aim of accessing levelling up funding is to catalyse the delivery programme for Bretons, which has been developed to take place throughout four phases. A comprehensive funding analysis undertaken as part of the masterplanning process (included as supporting evidence) identifies potential funders for future phases. A successful phase one maximises the potential of leveraging additional funding which can be used in conjunction with Council capital and CIL to ensure that delivery of all phases can be completed within the projected timescales, providing benefit to local people and enhancing the viability and availability of new housing development in the area which will offer new homes and opportunities for a currently deprived community.

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

Margins and contingencies are included in the masterplan/delivery plan and cabinet reports for each project. Contingencies have been calculated with reference to project risks and overall funding implications.

The Rainham pedestrianisation and works to parkland estimated by Steer, cost estimates at highest level (£280 per sqm) and 10% contingency, based on an extension of Beam Parkway/Creekside Bridge works and allowing for stakeholder engagement and community led re-imagination of Rainham Village.

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 comprehensive risk assessment/risk register has been produced for each element of the three proposed projects, which fully details all project risks and mitigations.

The main financial risks and mitigations identified through these documents are as follows:

Availability of funding – loss of TfL funding has had significant detrimental impact. Mitigated through submission of this funding bid.

Lack of co-ordination and partnership between developers and individual project leads which form part of the wider Rainham and South Hornchurch regeneration context. Mitigated through development of robust reporting, governance and monitoring processes, and the establishment of a partnership steering group, built on the foundations of regular and effective stakeholder engagement.

Impact of COVID – returning restrictions or increase in ill health locally. Mitigated by flexibly designed programmes, phased to allow for social distancing and covid-secure working practices. Regular monitoring and safe contractor scheme with rapid testing in place.

Political change – potential loss of Council match funding/land provision due to altered priorities of incoming political leadership (local elections due in May 2022). Mitigated by regular, effective stakeholder engagement including feedback and representation from all local politicians.

In all possible cases, risks have been passed to third parties, eg: SLM for cultural/community aspects.

The Beam Parkway contract is already in place, with risk mitigation forming part of the contract with Jackson

Projects form part of the Infrastructure Delivery Plan, Local Plan and London Plan

s.106's already in place and many developments already underway, with contributions due to be released.

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)

The Council's [procurement contract procedure rules](#) set out the commercial structure, risk allocation and procurement strategy, which meets all current legal requirements.

Utilising this procedure, an OJEU compliant, two stage restricted tender process was agreed and undertaken for Beam Parkway in 2019 following a [Cabinet Report](#) which considered all potential options. A contractor is in place and ready to commence delivery of the project immediately, although this contract is now at risk due to loss of project funding. A costly and time consuming re-tendering process will be required if funding is not secured, resulting in additional project costs and programme delays which will negatively impact on wider initiatives and projects that form part of the Housing Zone area. It is proposed to vary this contract utilising s.72 of the regulations, allowing for coherent extension of the Beam Parkway scheme with the current design and delivery team (Steer and Jacksons) to include the Creekside Bridge and pedestrianisation of Rainham town centre, and associated landscape enhancements. This will offer the opportunity for effective and time-efficient delivery of the two interlinked projects, undertaken by an invested and skilled delivery team with a thorough understanding of the local area and a good relationship with relevant stakeholders, minimising and mitigating project risks.

The Council's leisure services are provided by Sports and Leisure Management Limited (SLM). The contract, which commenced on 1 October 2016 and expires on 30 September 2036 includes the option of delivery of a new leisure centre in the south of the borough by SLM with an accompanying variation to the contract to incorporate delivery and an increased service fee – it is intended to make use of this provision to deliver the Rainham Leisure Centre. A tender will be developed in conjunction with SLM, in line with the Council procurement contract procedure rules.

The Cabinet Report for Bretons sets out the proposed procurement process, and other options considered, proposing an OJEU compliant tender allowing for development of all components of the overall Bretons masterplan to RIBA stage 4. This process allows for early contractor engagement and consistency throughout delivery, with the appointed contractor being placed on retainer for later stages subject to establishing funding security. This should result in improved pricing reliability, reduced risk to construction and variations, integration of lessons learnt from each stage to continually refine delivery, enhanced design delivery and project management, improved communication and co-ordination and development of a skilled professional project team, and ultimately provision of maximum value for money and benefit for local people, organisations, businesses and stakeholders.

Allowance for provision of excellent complementary social value activities and opportunities throughout the procurement process for all projects - building on existing Housing Zone social value programmes currently underway with Wates, Clarion Futures and [JV Partner for Rainham] - will allow linkage with local smaller social value providers, social enterprises, community groups and organisations and supply chain initiatives, enhancing community benefit overall, building capacity, local skills and resilience and mitigating risks across all areas of the proposal.

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

<ul style="list-style-type: none"> 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. 	
<p>6.3a Please summarise the delivery plan, with reference to the above (Limit 500 words)</p>	
<p>Individual delivery plans have been produced for each project element - Beam Parkway, Bretons, Rainham Leisure Centre, the Creekside Bridge and pedestrianisation and landscaping works for Rainham Village, and are included as supporting information.</p> <p>Integration of Rainham Town Centre infrastructure works (including delivery of the Creekside Bridge, pedestrianisation, re-siting of play equipment and landscaping works) with Beam Parkway will allow for concurrent development alongside the Beam Parkway programme.</p> <p>All projects will begin on site in the 2021/22 financial year.</p>	
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
<p>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):</p> <ul style="list-style-type: none"> the barriers and level of risk to the delivery of your bid appropriate and effective arrangements for managing and mitigating these risk a clear understanding on roles / responsibilities for risk 	
<p>Individual risk assessments are available for each project element.</p> <p>Overarching risks common to all projects:</p> <ul style="list-style-type: none"> Funding availability Stakeholders concerned about impacts on operation of existing travel network (both with existing traffic and with future traffic associated with regeneration). Governance and board approval for ongoing project elements Lack of coordination of movement and access across the Housing Zone area 	

- Lack of coordination of public realm and landscape across the Housing Zone area
- Change in plans or delays in development of Housing Zone
- Stakeholders / public objections to the scheme including political support – ongoing programme of stakeholder engagement since 2014
- Cost overruns – all projects have been developed over a number of years, with planning and modelling consistently refined, reviewed and challenged, backed up with relevant modelling and technical reports to ensure costs are as accurate as possible
- Ground conditions – mitigated by delivery of a large number of technical reports which give added certainty to perceived potential issues
- Construction inflation – contracts already in place or addressed through tendering process to ensure risk is not borne by the Council wherever possible
- Political changes at GLA / Havering result in change of priorities – priorities driven by local stakeholders as part of comprehensive engagement process over a number of years, including all political parties
- Lack of agreement during detailed design development (for example finishes, design content etc.) – regular working groups and partnership board meetings, underpinned by project reporting and governance structure to ensure regular informed feedback is incorporated into design and sign offs
- Underground services – analysed through vigorous technical studies appropriate to each project

Risk management is carried out using PRINCE2 and AGILE working processes. Governance requires regular reporting and review, through appropriate programme and project management software
 Contracts state requirements for monitoring and reporting
 Regular design review and stakeholder engagement is undertaken to assess, refine and enhance work

6.3f Has a risk register been appended to your bid?	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No

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

Havering Council has delivered a vast number of large scale infrastructure schemes aimed at improving accessibility, opportunity, and wellbeing for local residents, organisations, businesses and visitors.

The [Sapphire Ice & Leisure](#) (2018) and [Hornchurch Sports Centre](#) (2021) developments demonstrate the recent successful delivery of leisure centre projects within the Borough, in conjunction with SLM. Complementary infrastructure works to Western Road in Romford were designed and undertaken by the Council and delivered by our term contractor Marlborough.

The Crossrail Complementary Measures programme for [Romford](#), [Gidea Park](#) and [Harold Wood](#) stations was successfully completed in 2021, providing a range of interventions including resurfacing, effective signage, redesign of access points for inclusive travel, ongoing sustainable transport analysis and review (incorporating redesign of bus stops, crossings, taxi ranks and minicab services, walking and cycling connections, parking provision and drop off and pick up points) and creation of new community plazas which allow for social distancing, improved air quality, drainage and aesthetics, and business opportunities. The programme was designed by Jacobs and delivered by Marlborough, and offered the opportunity for review and lessons learnt in respect of programme delays, political change, and funding provision/constraints which have been positively reflected in the design of the projects in this proposal.

Hornchurch Town Centre improvements offer insight into the Council's most recent and effective civic centre regeneration scheme. Led by the Council's regeneration team, the reconfigured landscape offers improve pedestrian and cycling routes, provision of seating and urban green space, and enhanced accessibility and opportunity for all.

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

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

The plan for monitoring and evaluation is set out in individual contracts and project masterplans, however, an overview of the process is set out below:

- Establish baselines
- Review of current data and gap analysis of future required data

- Integration with regional data systems
- Ongoing regular monitoring and review
- Execview project management and reporting
- Contract requirements for each project element carried out as stated
- Governance – overall cabinet decisions and the political sign off process requires regular review, monitoring and evaluation in compliance with published policy and regulations
- Delegated authority for project milestones sought through executive decisions as required
- Project specific theme board, task and steering groups continued to deliver projects
- Standard agenda inclusion for projects at Infrastructure Steering Group for Officers (ISGO), Air Quality Action Panel, Regeneration Board, Local Area Partnerships, Community Forum and Social Value Steering Group
- Input from other complementary projects collated and reviewed regularly

Resourcing will be delivered through existing project teams, which include contractor representatives, regeneration (development, infrastructure and inclusive growth), transformation, planning and infrastructure, the customer, communications & culture team and an identified lead councillor.

PART 7 DECLARATIONS

7.1 Senior Responsible Owner Declaration

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

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

Name:

Neil Stubbings

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:

Jane West

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	
Beam Parkway	
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 Beam Parkway project will transform 2km of carriageway into a residential boulevard, providing a green infrastructure link with bi-directional cycleway connecting Rainham Village with Beam Park and Bretons.	
A3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
The A1306 New Road runs between Dovers Corner in Rainham, and the Barking and Dagenham border with Havering.	
A4. OS Grid Reference	TQ 51151 82727
A5. Postcode	RM13 8RS
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)	n/a
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 checked="" type="checkbox"/> Transport investment <input type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment
A9. Value of capital grant being requested for this project (£):	£8m

A10. Value of match funding and sources (£):	£7.41m – GLA and TfL
A11. Value for Money	
<p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment (Limit 250 word</p>	
<p>Please see theory of change above.</p> <p>Negative/perceived negative: Temporary disruption to local residents Removal of informal and unmonitored parking provision along A1306 Positive: Improved air quality through traffic evaporation and new landscaping and planting, including a significant number of new trees which will absorb CO2 Improved health and wellbeing outcomes for local people Enhanced access to sustainable, active travel routes Improved connectivity in and around Rainham and South Hornchurch Improved drainage (SUDS provided through use of swales, also designed to reflect the heritage of the area as marshland) Access to jobs and training opportunity through social value programme linked to delivery contract Dedicated and experienced contractor team providing works to Rainham Village via Creekside Bridge, reducing programme and tendering costs and delays and benefitting from local knowledge Improved viability and land value uplift for developments along A1306 Increased access to local amenity space and linked green and blue infrastructure</p>	
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.	
<p>Benefits and costs and value for money assessments have been undertaken throughout the development of the project, which commenced in 2015. The project has followed TfL's major schemes gateway process, including design review and value engineering.</p>	
A13. Where available, please provide the BCR for this project	n/a
A14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.	Yes – see relevant section above
A15. Deliverability	

<p>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>The project has reached delivery stage, with all technical studies, planning requirements, TfL, GLA and Havering sign off achieved and a contractor procured through an OJEU compliant two-stage restricted tender process ready to begin work on site.</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 includes 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 be part of the overall bid?</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>A19. Please provide evidence</p>	<p>Beam Parkway has been developed as a standalone project with strong strategic links to other projects and initiatives in the area.</p>
<p>A20. 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>A21. Please provide evidence</p>	<p>Project now has technical design approval and all permissions in place to proceed to delivery, with a contractor procured and ready to begin on site.</p>
<p>Statutory Powers and Consents</p>	
<p>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.</p>	<p>Please see project delivery plan and risk register supplied as supporting information</p>

A23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	n/a
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Annex B - Project Two description and funding profile (only required for package bid)

Project 2	
B1. Project Name	Bretons
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)	
The regeneration of Bretons serves to protect and promote local heritage assets and natural green spaces in Council ownership with a comprehensively designed Masterplan put together through a process of stakeholder engagement and cost and delivery analysis, identifying elements which will link to wider regeneration of the area and provided cultural, amenity and social space for informal and curated activities for existing residents living in deprivation, and incoming residents to the Rainham and Beam Park Housing Zone. Bretons also provides a location for local creative and cultural workspace, linking with the job brokerage program which will improve economic outcomes.	
B3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
Bretons Outdoor Recreation Centre is a large, 172 acre, mainly open recreation ground within South Hornchurch, supporting a variety of cultural activities. In total 5 large houses have been built on the present plot since 1160. These historic assets are currently in disrepair and are at risk. The majority of the land has been used for a wide range of recreational activities since 2001, including an Equestrian Centre, dog training, model flying, angling, football and archery. Whilst Bretons is well linked to some local areas, the connection via sustainable transport with Rainham and South Hornchurch communities is presently poor.	
B4. OS Grid Reference	TQ 51695 84860
B5. Postcode	RM13 7LP
B6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	n/a
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>B8. Project theme Please select the project theme</p>	<p><input type="checkbox"/> Transport investment <input 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>£6.5m</p>
<p>B10. Value of match funding and sources (£):</p>	<p>Total project cost across all four phases is £xm. This will be achieved through a range of Council Capital and CIL, and other identified funding schemes as set out in the Bretons Masterplan document.</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>Please see theory of change and equalities sections above.</p>	
<p>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.</p> <p>Benefits and costs and value for money assessments have been undertaken throughout the development of the project. The masterplan details full project costs and impacts, also discussed in the Cabinet Report which is included as supporting information.</p>	
<p>B13. Where available, please provide the BCR for this project</p>	
<p>B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	<p>Yes. See the Cabinet Report and Bretons Masterplan.</p>
<p>B15. Deliverability Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p>Please see the Bretons Cabinet Report and Masterplan documents.</p>	

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	
The first phase of works is at contractor procurement and delivery stage, with all relevant political sign offs in place, and work on the ground can begin in 2021-22 subject to securing funding.	
B17. Does this project includes plans for some LUF expenditure in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B19. Please provide evidence	Bretons has been developed to link with and complement other strategic infrastructure projects which form part of the package, however delivered in isolation it would still provide value and community benefit.
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	Delivery programme set out in Cabinet Report and Bretons Masterplan
Statutory Powers and Consents	
B22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	As set out in Cabinet Report and Bretons Masterplan
B23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

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

Project 3	
C1. Project Name	Reimagining Rainham
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)	
Linking a pedestrianised Rainham Town Centre to the Beam Parkway via Creekside Bridge will allow for development of a consistent and coherent green infrastructure route, also providing sustainable travel options for a new Leisure Centre which will offer opportunity for local residents to improve health and wellbeing outcomes.	
C3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
Rainham Recreation Ground, situated next to Viking Way in Rainham Town Centre, Rainham Village, and the Dovers Corner (Creekside Bridge linking to Persimmon development site).	
C4. OS Grid Reference	TQ 52308 82260
C5. Postcode	RM13 9AA
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)	n/a
C7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	
C8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input checked="" type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment
C9. Value of capital grant being requested for this project (£):	£6m
C10. Value of match funding and sources (£):	£0.7m developer contribution
C11. Value for Money	

This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment

Please see theory of change above

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.

Costs and benefits are continued from the Beam Parkway project, and include extension of the existing contract to provide a coherent and holistic scheme. The Creekside Bridge has been developed in tandem with Beam Parkway, and the Rainham Leisure Centre has been developed and assessed as a standalone project, with extensive design and modelling and stakeholder engagement informing the costs and value. See Cabinet Report and cost plans for further information.

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

C14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.

As stated in relevant section above.

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.

All land is in Council ownership bar a small parcel which would need to be oversailed by the Creekside Bridge – currently in Crown ownership. The legal process to acquire this permission is already underway.

C16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22

As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22

C17. Does this project includes plans for some LUF expenditure in 2021-22?

Yes

	<input type="checkbox"/> No
C18. 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
C19. Please provide evidence	The project has been developed as a holistic reimagining of the area which will have strategic benefit for wider regeneration, however it will still provide benefit, particularly in terms of COVID recovery, in it's own right.
C20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
C21. Please provide evidence	The project is now at procurement, design and delivery stage and a project masterplan has already been developed.
Statutory Powers and Consents	
C22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	See Cabinet Report
C23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	Closure of Highway Oversailing Crown land – Creekside Bridge Both estimated within six months

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	Whilst Jon Cruddas is unable to formally endorse this bid, he has given us a letter of recommendation supporting the proposal.
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
Part 4.3 The Case for Investment		
For Transport Bids: Have you provided an Option Assessment Report (OAR)	n/a	Transport assessments from Steer
Part 6.1 Financial		
Have you appended copies of confirmed match funding?		
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land. Have you appended a letter to support this case?	n/a	All land proposed for redevelopment is Council owned
Part 6.3 Management		
Has a delivery plan been appended to your bid?	Y	Individual for each project element
Has a letter relating to land acquisition been appended?	n/a	All land proposed for redevelopment is Council owned
Have you attached a copy of your Risk Register?	Y	Individual for each project element
Annex A-C - Project description Summary (only required for package bid)		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	Y	

Annex E Checklist for Northern Ireland Bidding Entities

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