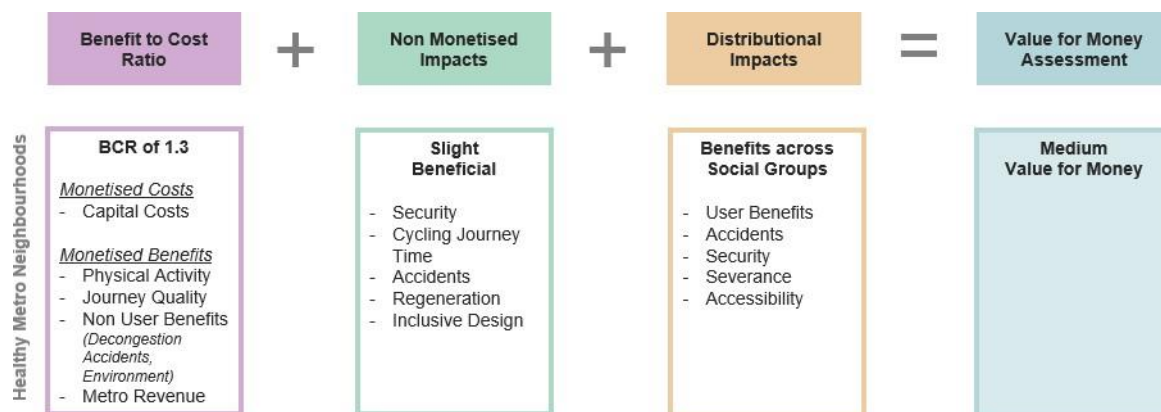


3.8 Value for Money Statement

Figure 3.1 summarises the VfM assessment of the Healthy Metro Neighbourhoods. This highlights the scheme is expected to be of Medium VfM, with this mainly comprising the improvements in journey quality / ambience as well as the physical activity benefits associated with modal shift to cycling and walking. The scheme is not expected to have disbenefits, with the exception of any temporary adverse impacts during construction.

Figure 3.1: Healthy Metro Neighbourhoods VfM Assessment



The core BCR for the Healthy Metro Neighbourhoods scheme is 1.3. While this captures the key benefits for physical activity, journey quality, non user benefits and Metro revenue, there are additional benefits for which it was not possible or proportionate to monetise the benefits for. With consideration of these, it is felt the scheme is of Medium VfM.

The strategic motivations for the scheme further strengthen the VfM. The promotion of sustainable and active travel was evident in the policy and strategy review presented in the Strategic Case and the components within the Healthy Metro Neighbourhoods scheme seek to increase the quantity and quality of the active travel network in South Tyneside.

In addition to supporting active travel uptake, the scheme also seeks to improve connectivity to Metro and the benefits this brings for both passengers (access to work, education and leisure opportunities) and the operator (ticket revenue). Anecdotal feedback shared by South Tyneside Council about the anti-social behaviour, outside Chichester Metro station in particular, has also been considered during the scheme design with the public realm and lighting seeking to improve lighting, security and the overall perception of the station entrance. While there is likely to be very small increase in Metro patronage because of the scheme, it does highlight how the scheme is expected to support the wider sustainable transport offer in South Tyneside.

Investment in the cycling and walking network has benefits for all social groups and, therefore, the scheme is not anticipated to have adverse distributional impacts. Furthermore, improving walking and cycling connectivity can support greater access to opportunities, particularly with the onward connectivity via Metro.

The economic appraisal has limitations; most notably the limited cycling and walking count data available to inform the existing / without scheme demand. This has placed a reliance on Census 2011 journey to work data, which itself is ten years old and does not reflect leisure journeys. However, it is anticipated that population growth is likely to have further increased demand and, therefore, this could further improve the results. The appraisal has sought to be conservative to mitigate the potential for over-stating benefits; for example, there has been no uplift of cycling and walking commute demand to reflect all journey purposes, no uplift for cycling and walking journeys made on Sundays, and no changes in Metro ticket prices over time.