

Levelling Up Fund Application Form

This form is for bidding entities, applying for funding from the Levelling Up Fund (LUF) across the UK. Prior to completing the application form, applicants should read the [LUF Technical Note](#).

The Levelling Up Fund Prospectus is available [here](#).

The level of detail you provide in the Application Form should be in proportion to the amount of funding that you are requesting. For example, bids for more than £10m should provide considerably more information than bids for less than £10m.

Specifically, for larger transport projects requesting between £20m and £50m, bidding entities may submit the Application Form or if available an Outline Business Case (OBC) or Full Business Case (FBC). Further detail on requirements for larger transport projects is provided in the [Technical Note](#).

One application form should be completed per bid.

Applicant & Bid Information

Local authority name / Applicant name(s)*: [City of Lincoln](#)

**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: [Jo Walker, Assistant Director – Growth & Development](#)

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

Contact telephone number: [07730585159](#) **Email address:**
Jo.Walker@Lincoln.gov.uk

Postal address: [City Hall, Beaumont Fee, Lincoln, LN1 1DD](#)

Nominated Local Authority Single Point of Contact: [Jo Walker](#)

Senior Responsible Officer contact details: [Kate Ellis, Major Developments Director, Kate.Ellis@Lincoln.gov.uk](#)

Chief Finance Officer contact details: [Jaclyn Gibson, Jaclyn.Gibson@Lincoln.gov.uk](#)

Country:

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

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

[WSP UK Ltd](#)

For bids from **Northern Ireland applicants** please confirm type of organisation

- | | |
|---|---|
| <input type="checkbox"/> Northern Ireland Executive | <input type="checkbox"/> Third Sector |
| <input type="checkbox"/> Public Sector Body | <input type="checkbox"/> Private Sector |
| <input type="checkbox"/> District Council | Other (please state) |

PART 1 GATEWAY CRITERIA

Failure to meet the criteria below will result in an application not being taken forward in this funding round

1a Gateway Criteria for **all bids**

Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22

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

Yes

No

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

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

Yes

No

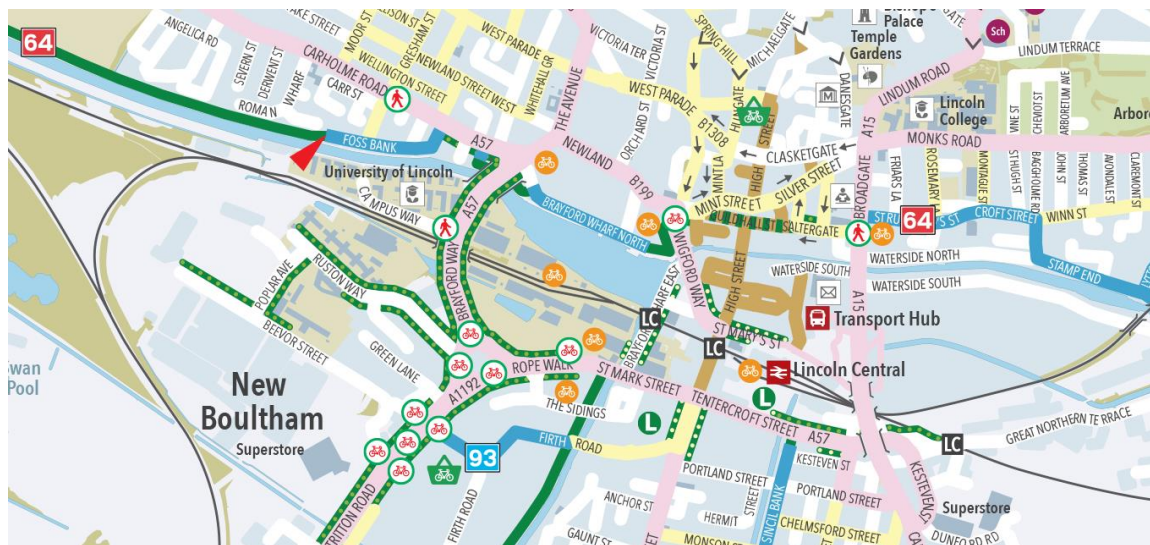
(ii) **Northern Ireland bids only** Please provide evidence of the delivery team having experience of delivering two capital projects of similar size and scale in the last five years. (Limit 250 words)

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)

In supporting the ongoing development of the wider Lincoln Transport Hub and improved multi model transport options, the proposals are enabling wider multi user access to employment, housing, leisure and culture both locally within the City/Greater Lincoln Area and regionally/nationally through maximising the benefits of improved train services from Lincoln to Nottingham and London.

The railway line and Wigford Way dual carriage-way currently present a barrier to pedestrian and cycle movement through the City and effectively sever the City Centre from its adjacent neighbourhoods (including some of our most deprived communities, with significant health and income inequalities) and Lincoln University campus. Further, the design of the existing public footbridge over the railway lines, the station building and Wigford Way create accessibility challenges for vulnerable users and persons of reduced mobility (PRMs). The City Centre route map shows clearly how the railway and roads create a barrier to safe movements for vulnerable user groups including walkers/cyclists.



In developing the schemes to address this issue, the Council and delivery partners have been cognisant of their obligations and initial Disability Impact Assessments and Diversity Impact Assessments have been undertaken. Informing the technical design solutions, the assessments have identified particular issues with the lack of step-free access for the public footbridge and station facilities, the limited width of the bridge and the barriers to crossing Wigford Way as a result of the road width and the railings along the central reservation.

The proposals will address all these issues, namely:

- Replacement of the footbridges over the railway lines, providing step-free access for the public right of way and wide enough to allow two wheelchairs and push-chairs to pass.
- Redevelopment of Lincoln Railway Station, to provide accessible retail/commercial facilities on the ground floor, relocate British Transport Police (BTP) to an accessible ground floor unit and create self-contained first floor accommodation with accessible lifts installed for the use of railway staff.
- Wigford Way interventions, to remove the barriers on the central reservation, the creation of shared surfaces and crossing points, cycle-lane provision and enhanced footway provision for Non-Motorised Users (NMUs). This is particularly significant in view of the growth in student numbers and the expanding offer at the University of Lincoln.

These assessments will be reviewed throughout key stages of the development of the proposals to ensure a fully inclusive design, which seeks to address barriers to movement, promote sustainable forms of travel, health benefits and access to services all of which will in turn support the opportunities presented by this package of interventions to improve social mobility in our City.

The package of interventions represents an opportunity to transform access and movement within the City Centre, with a focus on sustainable forms of travel to better connect our neighbourhoods and key assets, promoting opportunity and inclusive growth. Providing safe, accessible and attractive streets and spaces is a key component of our City Centre Masterplan, Investment Plan and Transport Strategy to ensure a walkable and thriving urban centre, in alignment with the Levelling Up Fund Prospectus.

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.lincoln.gov.uk

PART 3 BID SUMMARY

3a Please specify the type of bid you are submitting

Single Bid (one project)

Package Bid (up to 3 multiple complimentary projects)

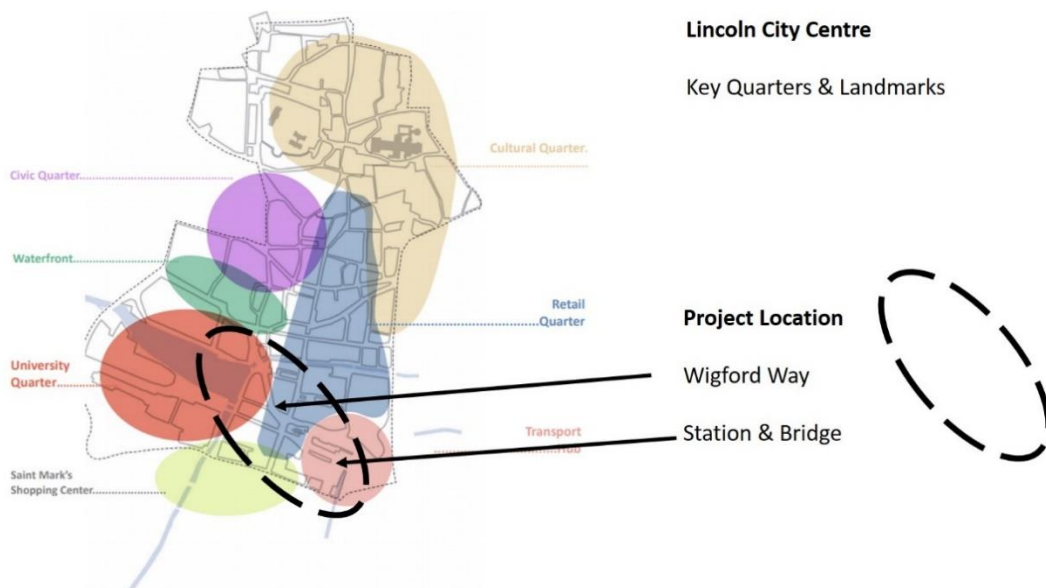
3b Please provide an overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component elements are aligned with each other and represent a coherent set of interventions (Limit 500 words).

Our package bid is for three complementary projects which will promote active and sustainable modes, enhancing accessibility to economic, social and cultural opportunities in Lincoln for the local communities and visitors.

The package will address the severance created by the railway lines and local highway network, enhance the quality of the urban environment and improve the station facilities, as well as support the wider city centre regeneration opportunities.

The three projects are:

- Replacement of the footbridges over the railway lines
- Redevelopment of Lincoln Railway Station
- Wigford Way public realm improvements



The proposals for the railway bridge, station and Wigford Way reflect and reinforce the works that have recently been undertaken to the Cornhill and Transport Hub,

enhancing the quality of the experience and the connections between key landmarks within the City.

Footbridge replacement

A new footbridge at electrification point is proposed to span the railway line from Tentercroft Street to St Mary’s Street. It will provide a public right of way over the railway lines and access between the platforms for Lincoln station users. The new bridge will replace the existing station footbridge serving the island platform and the public footbridge to the east of the station (neither are at electrification height).

The bridge will provide direct access from Park Ward – one of the most deprived neighbourhoods in Lincoln, (nationally in the top 5% for overall deprivation, top 5% for living environment and top 10% for income and employment deprivation) - to the City Centre.

Redevelopment of Lincoln Railway Station

This proposal will provide new and enhanced customer facilities by relocating the existing staff facilities to the first floor. The space made available on the ground floor will enable enhanced customer waiting and retail facilities to be provided. It will also allow BTP to relocate from the first floor to an accessible ground floor unit. Restoration of heritage features will be undertaken as part of the brief.

The improved Station offer will support in maximising economic opportunities from the increased Lincoln to London direct train service and connections within the East Midlands. All will complement the neighbouring regeneration projects being developed through the Town Deal (Tentercroft St, Sincil Bank, Barbican).

Wigford Way

Wigford Way, which provides the western access to the station, will be re-designed and reprioritised to strengthen the City’s walking and cycling network and improve the quality of the environment and linkages between High Street/St Mary’s Street/Lincoln Transport Hub and the Lincoln University Campus/Brayford Pool leisure/cultural area.

The improvements will capitalise on the reduction in traffic in the city centre following the 2020 opening of the Lincoln Eastern Bypass and completion of the East West Link in 2016.

The carriageway will be upgraded to deliver segregated cycle ways in both directions and traffic calming measures to reduce vehicle speeds, including a shared surface at the junction of Wigford Way and High Street. Additionally, the barriers on the central reservation will be removed to enable widening to provide multiple crossing points for Non-Motorised Users (NMUs).

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	
	Transport	70%

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

There is stakeholder support for the projects included in this bid as described in section 4.2a below.

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)

The interventions proposed are the next stage in the ongoing delivery of the City Centre Masterplan which was developed with partners through 'an Enquiry by Design' process supported by the Princes Trust. The Masterplan ([Linking Lincoln - Lincoln City Centre Masterplan by City of Lincoln Council - Issuu](#)) provides the comprehensive Strategic framework for the ongoing development of the City and is supported by Lincolnshire County Council, University of Lincoln, Historic England as well as other local landowners and businesses.

A comprehensive 'Place Check' review was undertaken with the Park Ward community in 2016 with the emerging strategy ([sincil-bank-place-shaping-strategy \(lincoln.gov.uk\)](#)) identifying need and support for a new bridge over the railway.

The development of the Lincoln Transport Strategy (2020-2036) [lincoln-transport-strategy \(lincolnshire.gov.uk\)](#) included a comprehensive engagement process. Members of the public, along with local and national organisations, were invited to comment on transport and accessibility in Lincoln at workshops, drop in events and by completing a questionnaire. The findings from this informed the identification of key issues and challenges and shaped the interventions developed to address them and achieve the objectives and priorities for the strategy, including the Lincoln walking & cycling network, which the new footbridge and redesign of Wigford Way will contribute to.

In addition to the extensive engagement for the overarching Transport Strategy, scheme specific engagement has been conducted for the **replacement of the footbridge**. This has involved East Midlands Railways (EMR) working collaboratively with Network Rail, City of Lincoln Council and Lincolnshire County Council as land owners and owners/maintainers of the existing pedestrian right of way access to the north of the station and Lincolnshire Co-operative as a further stakeholder in respect of the land at Tentercroft Street and at the Cornhill Quarter.

EMR has also actively reached out to local businesses and completed initial analysis of the benefits to customers who use the railway. Support has been levied by partners in and around the city with letters of support attached from delivery partners. These include evidence of support for the project from the City of Lincoln Council and North Notts and Lincs CRP CIC, as the community rail partnership for Lincoln. Support for the scheme has also been provided by Railfuture and Travel Watch East Midlands.

Similarly, for the **redevelopment of Lincoln Railway Station**, EMR has undertaken analysis with staff which shows that there is an urgent requirement for extra staff facilities to accommodate the additional employees needed to facilitate the delivery of increased train services from May 2022.

The development of the proposals for **Wigford Way** has been tested with local stakeholders and the local community as part of the Transport Strategy engagement process and the development of the City Council's public realm strategy. Most recently, the proposals have received support under the Town Deal programme which included two web-based surveys in March and August 2020. The results of this consultation highlighted investment in sustainable transport and improved connectivity as the number one priority for investment in the City.

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)

We are not aware of any opposition to the package of proposals and indeed there is strong support for investment in the sustainable transport and regeneration proposals put forward under this bid, as outlined in section 4.2a.

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)

Lincoln is a historic cathedral city and the largest urban centre in Greater Lincolnshire. It serves a travel to work catchment of more than 350,000 people and accounts for 12% of total GVA within Greater Lincolnshire, generating £5.7bn, with GVA per head of population - 90% of the UK average.

As identified in the Lincoln Investment Plan (October 2020)¹, the benefits of investment to date have not reached all communities and low skills, wages, health inequalities and deprivation exist:

- Lincoln ranks 68 / 317 local authorities in the English Indices of Multiple Deprivation (IMD), putting it in the 25% most deprived local authorities. Lincoln has four Lower Super Output Areas (LSOAs) that fall within the 5% most deprived nationally.
- Lincoln ranks 43 / 317 local authorities for health deprivation and disability, which puts it in the 15% most deprived nationally.
- In May 2020, 8,044 out of approximately 40,000 households in Lincoln were on Universal Credit.
- Only 24% of Lincoln's population are qualified to level 4 (degree level) compared with 39% of residents aged 16+ nationally. Lincoln ranks 57 / 317 areas for its education, skills and training on the IMD.
- The gross weekly wage of those who work in Lincoln is £559 - almost £150 lower than the national average. While wages across Great Britain have increased by 17% between 2010 and 2019, they have grown by no more than 5% in Lincoln.

Local challenges and barriers to growth include:

- Severance due to the railway lines and road network priorities
- Lack of continuity in facilities for pedestrians and cyclists
- Lack of connectivity between key development sites
- Non-inclusive design of older transport infrastructure
- Poor state of repair of footbridges over the railway lines
- Perceptions of insecurity for pedestrians
- Air quality issues in parts of the city centre
- Poor 'first impression' of Lincoln

The issues are evident at the railway footbridge. The bridge has significantly deteriorated and is coming to the end of its asset life, in contrast with the recent high-quality developments in the station vicinity. The bridge causes a barrier to accessibility and connectivity due to the absence of step-free access, being too narrow to allow two-way use for users with a wheelchair/ push-chair and not providing weather protection nor a sense of security to users. The existing station footbridge is similarly narrow and in poor condition.

¹ <https://www.lincoln.gov.uk/downloads/file/1020/lincoln-investment-plan-2020>



At the station itself, the current facilities are poorly utilised and do not provide future flexibility to continue to accommodate growth in passenger numbers, nor provide step-free access to BTP.

The delivery of the East West Link in 2016 has significantly reduced traffic levels along the duelled Wigford Way. A key challenge is to redesign this route to reverse pedestrian severance, re-establish historic connections between the High street and the Brayford Pool and release land for new development to support city centre vibrancy.

The route map ([Access Lincoln Cycle Network City Centre Map 2018.pdf](#) ([visitlincoln.com](#))) shows how the area around the Transport Hub is particularly constrained but could be resolved by the proposed bridge and Wigford Way works.

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

The proposed investment is for publicly owned infrastructure and for the benefit of public goods, which will generate positive externalities for society. The schemes will not be revenue raising (with the exception of a potential small revenue uplift for the station facility improvements, which will return to central government through the franchise / contracting arrangements).

In the absence of a positive financial case for the project, the private sector will not fund the proposals. And given the scale of the funding requirement for the project, it is unaffordable for the local authority to fund.

Other funding sources have been investigated for components of the project, however to date these have not provided the right avenues to fund this project. The Lincoln Town Deal includes a substantial heritage-led investment programme, combined with brownfield regeneration and digital schemes; the town fund award is insufficient to support the cost

of investment in our transport network and local funding is not currently available due to the value of recent investment in the highways network (e.g. Eastern Bypass).

LUF therefore provides a critical opportunity to invest in our sustainable transport network and to deliver transformational change by improving connectivity between our key assets and attractions, enhancing visitor access and experience and promoting new investment opportunities. It builds on the foundations of the City Centre Masterplan and is entirely complementary but additional to our Town Deal Programme.

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

The package of proposals (as described in 3b) will address the barriers (as identified in 4.3a) by introducing a new, attractive and fit for purpose footbridge at the station for use by both rail passengers and others to access the island platform and to provide connectivity between the north and south sides of the railway lines. Complementing this will be enhanced station facilities and urban realm in the vicinity, which will reduce the dominance of motor vehicles and create a more pleasant environment for pedestrians and cyclists.

Together, the proposals will support higher levels of sustainable travel due to the convenience of more direct routeings and a more attractive experience. This will benefit the local economy through encouraging greater numbers of commuters and visitors, increase the viability of connected development sites, decarbonise the local transport network and improve local air quality and health.

Count data² from 2018 shows 1,290 weekday users (over 12 hours) and 1,429 weekend users (over 12 hours) of the public footbridge, with 2,970 and 2,362 respectively for the station footbridge. No cyclists are recorded as using either bridge. The introduction of a new footbridge will provide a significantly more attractive and direct route for those crossing the railway lines. For example, from Tentercroft Street, south of the station to platform 4 currently takes around 5 minutes.

With future access directly to platform 4 from the south the walk time will reduce to under one and a half minutes. Likewise, from the Transport Hub it is estimated that there will be an average walking time saving of around 40 seconds to platform 4. Additionally, non-station users will benefit when crossing the railway lines to and from central Lincoln by the more direct route provided by the new footbridge. The provision of lifts, and wider walkway, will also significantly benefit those requiring step-free access.

With the development of the Tentercroft Street site and the regeneration of the Sincil Bank area, it is anticipated that movement across the railway lines will significantly grow. The Tentercroft Street development proposes new workspace and city living, providing a sustainable setting in the city centre, close to the railway station and transport hub.

Proposed New Footbridge over Railway

² WSP (February 2019) Lincoln Transport Hub Monitoring & Evaluation Plan: Survey Data Comparison Report



Proposed Tentercroft Development (view north towards railway/Cathedral)



Aligned with the benefits of addressing severance and the current poor pedestrian experience, the proposals for Wigford Way will address the barrier effect, both physical and perceived, of the dual carriageway severing the High Street, and reallocate road space to wider pavements, enabling improved urban realm to be established. The works will consolidate the benefits from the surrounding recent improvements in place on St Mary's Street, at Cornhill Exchange and the Transport Hub, as well as the proposals for the redevelopment of the station.

Together, the attraction of Lincoln city centre will increase as a place to live, work and visit, in turn boosting the local economy, promoting sustainable and active modes and increasing the potential for local development sites.

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

Yes

Refer to Appendix 3-4

No

4.3e Please explain how you will deliver the outputs and confirm how results are likely to flow from the interventions. This should be demonstrated through a well-evidenced *Theory of Change*. Further guidance on producing a Theory of Change can be found within [HM Treasury's Magenta Book](#) (page 24, section 2.2.1) and [MHCLG's appraisal guidance](#). (Limit 500 words)

Context / Issues

- Severance due to the railway lines
- Severance arising from the historic road network priorities
- Lack of continuity in facilities for pedestrians and cyclists
- Lack of connectivity to and between key development sites
- Non-inclusive design of some of the older transport infrastructure
- Poor state of repair of footbridges over the railway lines
- Perceptions of insecurity for pedestrians
- Air quality issues in parts of the city centre
- Poor 'first impression' of Lincoln

Inputs

Investment in:

- Improved accessibility
- Improved connectivity
- Enhanced travel experience
- Higher quality urban realm



Outputs

- New footbridge
- Enhanced retail offer
- Relocated BTP
- Improved public realm
- New pedestrian crossings
- Enhanced surfacing



Outcomes

- Improved access and connectivity (shorter journey times)
- Improved townscape and public realm
- Greater sense of personal security
- Improved local air quality/lower carbon emissions
- Increased rates of walking and cycling
- Improved community health and well being
- Reduces constraints to future development, upgrades environment to drive values



Impacts

- Supports delivery of Lincoln Transport Strategy
- Supports delivery of the City Masterplan
- Encourages sustainable city centre living and working
- Supports clean and inclusive growth of the local economy

The proposed projects will encourage greater use of sustainable and active modes due to the improved connectivity, accessibility and overall user experience of the replacement footbridge, redevelopment of the station building and redesign of Wigford Way. These outcomes will support the decarbonisation of the local transport network, increase vibrancy in the city centre, widen the effective catchment of the city centre for employees and visitors to the benefit of businesses and provide a more attractive environment for those arriving at the railway station, Transport hub or from the Sincil Bank area south of the railway lines.

Through these outcomes the realisation of the ambitions of the local and national policies and strategies will be supported, including the cycling and walking elements of the Lincoln Transport Strategy and the development proposals for Tentercroft Street and Sincil Bank, consistent with the City Masterplan. Together, this provides for inclusive growth and levelling up.

4.4 Alignment with the local and national context

See technical note Table 1 for further guidance.

4.4a Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, local economic strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up. (Limit 500 words)

The proposals for the bid are embedded in local strategies, reflecting the recognition of the issues that need to be addressed and the stakeholder support to do so.

Lincoln Investment Plan 2020

The Investment Plan identifies the key transport challenges as: the need to reprioritise key city centre routes in favour of pedestrian movements to enhance connectivity between the city centre, historic core, Transport Hub and University, and in doing so improve air quality, the need to enhance the environment and open spaces in key areas of the City to improve quality of life, drive values, unlock sites and enable development. The delivery of the proposals will address these issues through improving connectivity and accessibility, increasing the attractiveness of development sites and enhancing the urban realm. Opportunities for pedestrian, cycle and environmental improvements for Wigford Way are specifically cited.

Lincolnshire Local Industrial Strategy (LIS) 2020 & Greater Lincolnshire Strategic Economic Plan (SEP) 2016

The aims of the LIS and SEP are to support all parts of the economy across the National Industrial Strategy's five foundations of productivity. The delivery of this bid's proposals - enabling efficient movement, improved connectivity and improved accessibility - will support these ambitions for growth, including for the visitor economy. Opportunities to link infrastructure investment with carbon reduction targets support wider LIS objectives.

The Greater Lincolnshire Plan for Economic Growth 2021

Takes forward and updates the LIS and SEP in the context of the covid pandemic and with a particular focus on net zero and inclusive growth principles – at the core of this bid.

Central Lincolnshire Local Plan 2016

The Local Plan was developed to ensure a prosperous, stronger and sustainable Central Lincolnshire. The delivery of this bid's proposals is a shared objective of the Local Plan sustainability and transport policy. Improving connectivity within and to the city centre, prioritising sustainable travel and relieving network congestion aligns with Local Plan requirement for infrastructure capacity to meet housing and employment growth.

Lincoln City Centre Masterplan Revised 2013

The benefits of this bid's proposals as part of Sustainable Transport measures within the city centre is a clear objective of the City Centre Masterplan and runs through many of the proposed intervention sites. There are clear opportunities for intervention that align with the Town Deal and LUF Transport aims, particularly the need to improve walking and cycling links and address severance issues.

Lincoln Transport Strategy 2020-2036

The Transport Strategy and Town Deal Transport aims are strongly mutually aligned and support modal shift objectives. Opportunity to deliver through LUF the priority interventions identified in the Transport Strategy. The **emerging Lincolnshire Transport Plan 5** builds on this foundation, with a focus on place, decarbonisation, increasing rail patronage, walking and cycling.

Lincoln Public Realm Strategy 2017

Sets out a strategy to improve access and design to achieve a walkable City and enhance key connections. The principles and concepts presented here have been implemented successfully via the Transport Hub Phase 1 and show clearly our vision for Phase 2 and Wigford Way (see Appendices).

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 proposals for the bid strongly align with the Government's policy objectives, notably in relation to supporting levelling up, delivering Net Zero carbon emissions and benefiting local air quality to achieve inclusive sustainable growth.

UK Climate Change and Net Zero Commitments 2021

The UK government has brought into law a commitment to cut emissions by 78% by 2035 compared to 1990 levels. This will bring the UK more than three-quarters of the way to net zero by 2050, which has also been brought into law. The proposals to support increased levels of walking and cycling in Lincoln city centre and improve the experience of rail travel will support this.

National Infrastructure Strategy 2020

The LUF proposals align with the Strategy's aims for levelling up, providing sustainable, low or zero carbon alternatives in accessing opportunities, and boosting growth by improving capacity and resilience in the transport system by increasing connectivity and accessibility in Lincoln city centre for employees, residents and visitors.

Gear Change 2020

This policy highlights the need to tackle the key barriers, including perceptions and real issues of safety, by providing infrastructure that gives people the confidence to cycle as a natural mode of choice. The replacement of the current public footbridge with step-free access will address the barrier created by the railway lines, and anti-social behaviour on the bridge, encouraging greater cycling levels. The redesign of Wigford Way will provide improved connectivity for cyclists and pedestrians.

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

The public realm and sustainable transport interventions for Wigford Way and the replacement of the footbridges over the railway lines will support the wider strategies and investments detailed in the City Centre Masterplan, Lincoln Transport Strategy and Lincoln Investment Plan. In particular these interventions will improve connectivity and accessibility between priority regeneration sites being pursued through the Town deal – Tentercroft Street, Sincil Bank and the Cornhill/Barbican. Proposals will also align with the Heritage Action Zone programme, which will support the restoration of historic buildings in the vicinity of the High Street and St Mary's Street. Improving east-west connectivity to better link the City Centre with the University Campus will also support investment being undertaken in University facilities and the wider Lincoln Science & Innovation Park.

In addition the proposals will add value to previous DfT funded projects in this area; LN6 and Access Lincoln, which included cycle route improvements, mapping and Lincoln Hirebike Scheme

The redevelopment of the station building itself will complement funding investment from the Rail Heritage trust which will focus on the restoration of the building fabric and any internal historical features. Network Rail is also seeking to invest funding in the refurbishment of the station platforms including installing improved safety measures through tactile paving. Further, without additional traincrew provision – proposed as part of the reconfiguration of the station building - EMR will be unable to fulfil an increase in railway services for future growth and those recently acquired for running services along the Cleethorpes – Barton route.

4.4d Please explain how the bid aligns to and supports the Government's expectation that all local road projects will deliver or improve cycling and walking infrastructure and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the Government's cycling design guidance which sets out the standards required. (Limit 250 words)

The bid supports and aligns with the Government's expectation for improving walking and cycling infrastructure through the proposals for the new footbridge and through the creation of extended footways, crossing points and shared surface provision and the addition of segregated cycleways along the Wigford Way route.

The cycle/walking routemap illustrates how the railway and major roads create a barrier to safe movements for vulnerable user groups such as walkers and cyclists. The area around the Transport Hub and Lincoln Central Station, within the blue oval on the plan is directly impacted by this issue, which could be resolved by the proposed bridge and works at Wigford Way, improving access for all throughout this area.



The vision and principles for Wigford Way are illustrated below, from the Lincoln Public Realm Strategy - [public-realm-strategy \(lincoln.gov.uk\)](https://www.lincoln.gov.uk/public-realm-strategy).

These principles are carried through to the Lincoln Transport Strategy and the options analysis that has been carried out for this route.

WIGFORD WAY



KEY VISION ELEMENTS



ASPIRATION

Creating a new green street for the city that connects the **Brayford** Pool with High Street and the Transport Hub.

DESIGN OPPORTUNITIES

1. Reduce the carriageway width to a minimum **two-way** traffic street and introduce a series of crossing areas to create better pedestrian access across **Wigford Way**. Consider street tree planting to change the character and create a boulevard stretching through the city **gates**.
2. Create a shared surface street and improve visual and physical links along **Brayford Street**.
3. Create a new active frontage to the street with entrances addressing **Wigford Way**.
4. Improve the junction with **Brayford Wharf East** and mark the crossing point of the river by allowing viewing points and a better pedestrian space.
5. Create a better arrival space
6. Improve the pedestrian experience through the Glory Hole by widening the pathways and activating the building frontages
7. Create a new green space at St Benedict's Square linking **Wigford Way** to High Street

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 data available to demonstrate the scale and significance of the local problems and issues, (see Q4.3) is based upon the *Lincoln Transport Hub Monitoring & Evaluation Plan: Survey Data Comparison Report*³, produced in February-19 to meet DfT requirements in respect of the Lincoln Transport Hub. As part of the survey programme 11 pedestrian and cycle counts were undertaken. Data from three of these has been used for the analysis of the value for money of the proposed schemes as follows.

No pedestrian count was undertaken for Wigford Way, so the closest location, St Mary's Street by the junction with High Street has been used. This count also provided cyclist numbers, as did Junction Turning Counts at the north end of Wigford Way, junction of A57 Newland, Wigford Way and Beaumont Fee.

Lincoln Railway Station Footbridge

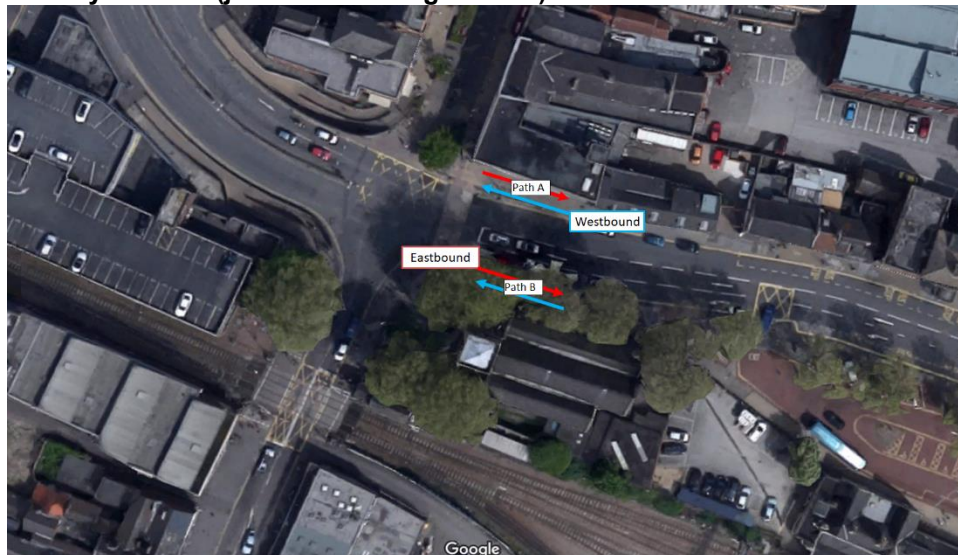


Public Footbridge over Railway

³ WSP (February 2019) Lincoln Transport Hub Monitoring & Evaluation Plan: Survey Data Comparison Report



St Mary's Street (junction with High Street)



The pedestrian and cycle counts were undertaken for 12 hours on a weekday and weekend day. The junction turning count was undertaken for the morning and evening peak hours (8am-9am and 5-6pm).

The count data represents pre-COVID levels of activity. This is viewed as appropriate given the current releasing of COVID-related restrictions and the anticipated bounceback to pre-COVID levels.

Evidence of impact on walk times from the current extended routeing via the public footbridge to and from the station and for north-south trips is based on the measurement of indicative comparable journey distances and an assumption of a walking speed of 4.8 km/h.

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

The pedestrian and cycle counts were undertaken in line with industry standards and provide data disaggregated by 15 minute period for the 12 hour duration by direction and by pedestrian or cyclist. Similarly, the junction turning counts were undertaken in line with industry standards and provide disaggregation by vehicle type including pedal cycle and direction of travel. See also 5.1a above.

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

The appropriateness of the data for the area of influence is evident from the sites of the pedestrian and cycle counts, i.e. the two footbridges and two sites at either end of Wigford Way.

The evidence for the need for intervention is based on the physical condition of the footbridges, station building and barriers created by the design of Wigford Way, the location of this infrastructure in relation to the railway lines and High Street and stakeholder feedback.

This evidence has been analysed and embedded in local strategy and policy, leading to the vision, principles, concepts and options analysis detailed in Q.4.4 and further set out in the appendices to this bid.

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)

An appropriate and proportionate approach to the economic analysis has been undertaken reflecting the nature of the issues and barriers identified and the benefits anticipated to be delivered through addressing them. Conventional approaches in line with DfT guidance have been applied.

The proposals are anticipated to deliver a range of economic benefits. These have been estimated for:

- walk time savings arising from the introduction of the replacement footbridge
- pedestrian and cyclist experience impacts from the introduction of the replacement footbridge and redesign of Wigford Way
- highway decongestion, marginal external costs and health due to induced demand resulting from the improved pedestrian and cycling facilities
- revenue impact from the redevelopment of the station building

- local economic impacts from the creation of employment from the redevelopment of the station building

The walk time savings have been estimated based on static pedestrian modelling considering changes in journey distances and associated journey times for a selection of plausible routes between the north and the south of the railway lines. The benefits to pedestrians and cyclists from addressing the current poor environment experienced by them has been quantified using DfT's Active Mode Appraisal Tool (AMAT) tool. This also estimates the highway decongestion, marginal external costs and health benefits.

East Midlands Railways has provided the estimated rental revenue resulting from the creation of the new retail units in the station and advised on the number of anticipated jobs that will be created as a result of the new retail units.

From a place-making and wider sustainable economic growth perspective, the works which are proposed will clearly address the issues of physical severance which exist between some of our most deprived communities (e.g. Sincil Bank) and the areas of highest productivity and opportunity within our City (e.g. City Centre, University & Innovation Park).

Furthermore, investment in the station will address the constraints highlighted in the emerging Lincolnshire Rail Infrastructure Study (15 June 21), which highlights the need for interventions at Lincoln Station to increase capacity and to accommodate through freight.

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)

As described above in the preceding Part 5 responses, a conventional approach in line with DfT guidance and consistent with scheme appraisals which have received funding from DfT and LEPs has been undertaken.

The data, given the location of the counts and being from 2018 pre-COVID, is viewed as the most appropriate data available. Given the location of the count sites for cyclists for Wigford Way, at each end of it, an average has been used to represent the estimated level of beneficiaries.

For the beneficiaries of the replacement footbridge and the reduction in journey time, no origin-destination information is available. Therefore, all users have been assumed to receive a small benefit, which is recognised as likely to be an overestimate. To offset this, no demand growth has been applied for general growth or the anticipated uplift that will result from the significant development and regeneration activities for Tentercroft Street and Sincil Bank.

A high level estimate of the journey experience benefits has been made using AMAT. In the absence of the tool specifically addressing the issues and challenges associated with the current footbridges and Wigford Way, illustrative levels of benefits have been derived by using changes to the available choices for

infrastructure to represent the effect, e.g. from wider lanes to on-street cycle lanes to represent an improved cycle experience through the moderation of general traffic.

An assumption of 10% induced pedestrian and cycle demand as a result of the proposed improvement in cycling and walking facilities has been made. This is consistent with values identified through a literature review, including DfT's published information.

The data provided by EMR is considered robust as it is based on their current market awareness of rental levels across their estate.

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)

Cost estimates have been produced for each of the projects reflecting their level of design certainty. For the purposes of the economic appraisal inflation and risk/contingency has been removed, and in line with DfT guidance, optimism bias has been applied (at 40% reflecting the conventional nature of the proposed works). The market price uplift has been applied, along with rebasing and discounting the costs to 2010 prices and values.

The estimated Present Value of the capital costs is £17.6m PV.

Table C Funding Profile and Table D Costing estimates provide the spend profile and breakdown of costs, which informed the production of the economic costs for the economic appraisal.

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)

The proposals are anticipated to deliver a range of economic benefits. These have been estimated for:

- walk time savings arising from the introduction of the replacement footbridge

- pedestrian and cyclist experience impacts from the introduction of the replacement footbridge and redesign of Wigford Way
- highway decongestion, marginal external costs (MECs) and health due to induced demand resulting from the improved pedestrian and cycling facilities
- revenue impact from the redevelopment of the station building
- local economic impacts from the creation of employment from the redevelopment of the station building

All benefits have been produced for a 30 year appraisal period and consistent with TAG as Present Values in 2010 prices and values, including the market price adjustment. An opening year of 2025 has been assumed.

The walk time savings have been valued based upon an illustrative average walk distance saving of around 100m based on a range of origins and destinations north and south of the railway lines and Platform 4 at the station. This distance has been converted into time and monetised based on TAG databook values. Value of time growth and discounting has been applied for the 30 year appraisal period.

AMATs were used for the footbridge replacement and Wigford Way proposals to value the economic benefits of the improved experience for pedestrians and cyclists and the secondary benefits resulting from mode shift, i.e. highway decongestion, MECs, and health benefits. The default assumptions in the tool were used and the tool provides outputs in 2010 PV values, market prices.

The retail rental revenue (£40k p.a. as advised by EMR) was uplifted by the market price adjustment, profiled for the appraisal period assuming no real increase in value, and discounted.

For the estimate of local economic impacts, a GVA value for retail in Lincoln (£38,222, 2018) was applied to the assumed 3 additional jobs created by the new retail units for the redeveloped station building. The duration of the job was assumed to be ten years and no real increase in GVA was assumed.

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)

The economic appraisal of the proposed package of projects demonstrates poor Value for Money, with a benefit:cost ratio below 0.5:1. The Present Value of Costs (PVC) for the proposals as assessed at this stage is greater than the estimated Present Value of Benefits (PVB), as set out below.

	<i>£m PV, 2010</i>
PV Benefits	5.6
PV Costs	17.6
Net Present Value	-12.0
Benefit:Cost Ratio	0.3:1

The benefits derive from the more direct and accessible routes across the railway lines and to and from Platform 4 at the station provided by the replacement footbridge. This delivers approaching £1m PV of benefits. The improved quality of the infrastructure and hence the experience generates around £50k PV of benefits.

The largest driver of benefits is the reduction in the risk of premature deaths and absenteeism as a result of the enhanced walking and cycling infrastructure inducing increased levels of walking and cycling and therefore improved fitness and reduced health risks. This is valued at over £3.5m PV.

Associated with more people choosing to walk and cycle for short distance trips rather than use their car is the benefit of decongestion and for the local environment, e.g. local air quality and noise, as well as greenhouse gas emissions. This is valued at around £100k PV.

Lastly, the redevelopment of the station building will create new retail units and associated employment. Based on local GVA values for retail employment, this contributes around £650k of benefits.

While there is some uncertainty around the estimation of benefits it is considered that sensitivity scenarios, e.g. reducing the level of optimism bias on costs, assuming increased levels of employment generation, and/or higher levels of beneficiaries of the proposals, is not anticipated to change the Value for Money category at this stage.

There are considerable non-monetised benefits which will be realised as a result of the proposals from a place-making and sustainable growth perspective, outlined below and further in the AST. Further detailed consideration of these benefits will be carried out during the development of the schemes.

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

The bid is anticipated to provide significant non-monetised benefits, which are noted in the AST following high-level consideration:

- Greater sense of personal security and deterrence of crime/anti-social behaviour, including that which causes delays to the railways, due to the relocation of the BTP facilities to the ground floor of the station building.

- Avoidance of the cost of providing alternative accommodation for increased train crew numbers required for the operation of the timetable service improvements. Additionally, a potential site for the alternative accommodation would conflict with the Cornhill exchange project as the building has been identified for future redevelopment.
- Enhanced gateway experience for those arriving in Lincoln encouraging increased tourism, resulting in increased spend/investment in the local economy due to the package of measures.
- Enhanced sense of place and attraction for students to study in Lincoln and remain there after graduation, increasing economic activity, upskilling the local population and encouraging further inward investment due to the package of measures.
- Potential land value uplift for the proposed development schemes south of the railway lines and in the city centre as a result of the higher quality environment and greater attraction to the market, including on the demand side as Lincoln attracts more people looking for sustainable high-quality city centre living with good national links as provided by the station.

Additionally, at this stage the increased rail revenue resulting from induced demand from the shorter access time to the station via the footbridge has not been monetised.

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)

Demand uncertainty exists around the level of rail users post-COVID and hence the number of beneficiaries from the replacement footbridge and potentially the market appetite for the retail units resulting from the station redevelopment. There is also uncertainty over the level of non-station demand using the footbridge, including that related to the bounceback in bus usage post-COVID and timescales for the regeneration of the Tentercroft Street area and Sincil Bank. This could be either a downside or an upside.

The extent of induced demand for walking and cycling, which drives the health benefits is also uncertain, though the assumption used is plausible based on other schemes. The trip patterns made compared to the assumptions used will also impact the level of the time saving from the replacement footbridge.

The costs are based on emerging designs for the projects and subject to further development work which introduces uncertainty, noting that 40% optimism bias has been applied. Increasing the uplift to 44% (the full Stage 1 allowance) does not impact the overall Value for Money. Uncertainty also exists over the likely level of real growth in inflation.

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)

A total of £2.34m funding has been identified to support the proposals in this bid as follows:

- £340,000 – Town Deal Programme for Lincoln. This funding has been included in our 2-month submission to government and is ring-fenced in support of the Wigford Way proposal.
- £500,000 – Network Rail to support the package of proposals to improve the Railway Station. This is indicative and subject to DFT/ORR final determination funding award.
- £1,350,000 – East Midlands Railway. This funding is indicative and subject to future industry changes.
- £150,000 – Heritage Rail Trust. This funding is indicative, subject to wider funding package, to support the package of proposals to improve the station building.

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.

See appended Excel spreadsheet

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,

- Yes
 No

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

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)

Town Funds are secured, subject to full business case. This process is underway and it is anticipated that approval of funds will take place by October 2021.

Funding from Network Rail, East Midlands Railway and the Heritage Rail Trust is identified, subject to future industry changes and to Levelling Up Funding and approvals.

Letters of support are included with this bid.

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)

The bridge proposals were previously endorsed under the Transport Hub Phase 1, with consent now in place, however due to funding limitations and timescales, it was not possible to take the scheme forward at that time. Planning consent was however, secured for the bridge to enable it to be progressed as a subsequent phase, recognising its value to the overall connectivity and accessibility of the transport interchange.

LEP funding has subsequently been considered, with a pipeline bid submitted via the most recent call. Presently however, the LEP does not have any funding available, pending future government announcements.

Private funding has been explored however as a public asset, there is no direct financial return and therefore a contribution is not feasible at this time.

Town Funding has been considered however budget constraints have limited the extent to which these schemes can be progressed. These proposals would have consumed the entire Town Deal budget, which was considered disproportionate given the breadth of the programme and the significance of the heritage led component.

Additional funding from the Highways Authority and other sources has also been explored but the recent investment in Lincoln's highway network (Eastern Bypass) has limited the resource available to invest in the City at this time. However, the importance of investing in sustainable transport infrastructure is clearly identified within the Transport Strategy, which additionally recognise Lincoln's potential for sustainable growth to serve the wider region with its major HE & R&D assets, compact nature and land for growth.

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

A breakdown of the capital cost estimates is provided in Table D Costing estimates. This identifies the risk allowances, contingencies and overheads and profit assumed for each of the projects. These have been identified based upon the different natures of the work required for each of the projects and reflect the stage of design development and associated costing.

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)

The main financial risks relate to the uncertainties linked to design specification, bills of quantities, unit costs and cost inflation to the date of expenditure.

To seek to mitigate these, cost inflation has been factored into the calculations to account for the proposed delivery timeframe, with contingency to allow for the detailed design process to achieve cost-certainty.

In managing the finances for this programme of work, the City Council will work with delivery partners to develop the schemes to the point of achieving greater cost-certainty. As accountable body for the programme, the Council will then enter into grant funding agreements with each delivery partner with provisions for managing scheme costs and any cost over-runs.

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)

City of Lincoln Council will act as the accountable body for this package of projects, working in partnership with the key delivery organisations, Lincolnshire County Council (in respect of Wigford Way) and East Midlands Railway and Network Rail (in respect of the Station proposals). It is proposed that the Council will enter into back-to-back Grant Funding Agreements with the respective delivery partners for each of the identified schemes. The Council will then oversee and monitor the delivery of the schemes to meet the requirement of the LUF programme.

The Grant Fund Agreement will set out appropriate provisions to mitigate risks to the Council as accountable body and to government in the delivery of these schemes.

Procurement will be carried out in accordance with Public Contract Regulations through the use of compliant frameworks. The identified delivery partners are all experienced in the delivery of highway and infrastructure schemes and in meeting the PCR requirements. These requirements will also be set out within the terms of the proposed Grant Funding Agreement.

6.3 Management

See technical note Section 4 and Table 1 for further guidance

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

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

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

City of Lincoln Council will act as accountable body for the LUF funds. The proposals for the station and bridge will be delivered by East Midlands Trains, working with Network Rail and the proposals for Wigford Way will be delivered by Lincolnshire County Council, the Highways Authority for the area. City of Lincoln will contract with project delivery partners by way of a Grant Fund Agreement which will set out the key responsibilities of the parties and arrangements in respect of financial draw-down, monitoring and evaluation. In this way, the partners with the relevant remit, skills and experience will be responsible for technical delivery whilst the City Council will act in a supporting and enabling role to deliver key components of the City Masterplan. A summary of the timeline for each scheme is provided below.

Milestone	Station & Bridge	Wigford Way
Community & stakeholder engagement	Jul-Dec 21	Jul-Dec 21

Detailed design commenced	Oct - 22	Sept - 21
Detailed design completed	Aug- 22	Mar - 22
Planning application submitted	Mar – 22*	N/A
Network Rail Engineering Approvals	Jun - 22	N/A
Planning permission secured	Jun - 22	N/A
Full Business Case	Mar - 22	May 2022
Funding Agreement Completed	May - 22	Jul - 22
Procurement process issued	May - 22	Oct-Dec 2022
Procurement contracts awarded	Aug - 22	Mar 23
Start of construction/scheme	Sept - 22	Mar - 23
Completion of construction/scheme	Jul – 23 (station) Mar – 24 (bridge)	Dec - 23

*Station works under permitted development (listed building consent required for relevant works. Bridge has existing consent but may require further consent dependent on final design solution.

For each scheme, the lead partner will procure and appoint its professional team and contractors to progress to detailed design and enter into contracts for a start on site in 2022/23. Subject to funding, contracting and draw-down arrangements, some early delivery may be possible during 2021/22. This could include for example, signal changes for Wigford Way ahead of the main works to the highway and early works in respect of the station proposals.

Stakeholders have previously been involved in the development of proposals in respect of the Station/Bridge as part of the previous work to deliver the transport hub. As a result of this work, planning consent is in place for the proposed bridge and the technical principles agreed with Network Rail and other key stakeholders. The proposals will now be subject to review and full detailed design for construction (which may require the need for a new consent, built into the timeframe above).

6.3b Has a delivery plan been appended to your bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.3e Risk Management: Places are asked to set out a detailed risk assessment which sets out (word limit 500 words not including the risk register): <ul style="list-style-type: none"> • the barriers and level of risk to the delivery of your bid • appropriate and effective arrangements for managing and mitigating these risk • a clear understanding on roles / responsibilities for risk 	

City of Lincoln Council will assume overall accountability for this package of projects and for the monitoring and evaluation of the schemes.

Project partners, East Midlands Trains (working with Network Rail) and Lincolnshire County Council will then be contracted to deliver the identified schemes by way of a Grant Funding Agreement. Responsibility for the delivery of the schemes will therefore sit with these third party organisations, with a clear remit to deliver the identified scope of works in each case.

Key risks associated with the overall package of measures are summarised below. In respect of each project, high-level risks have also been identified. Each scheme will be subject to a full risk, dependencies and constraints review, in order to develop a costed risk-register in each case. This process will also seek to identify opportunities to optimise design and reduce cost or leverage additional investment.

Key Risks – Project Package

Risk	Owner	Probability	Impact	Mitigation
Strategic – Stakeholder Support	CoL	L	H	Proposal 'tested' and supported at a strategic level via Transport Strategy/Masterplan/Public Realm Strategy/Town Investment Plan/planning consent. Support from delivery partners demonstrated. Maintaining and gaining support will be crucial to the success of the scheme, particularly the support at a local political level and those of key interest groups - Ongoing engagement proposed as part of detailed design phase at project/programme level.
Financial – Funding	CoL	H	H	Package reliant on LUF to support the overall proposal, in addition to local contributions. Strong strategic case and support from delivery partners demonstrated. Collaborative approach to detailed design phase to optimise design proposals and minimise funding requirement/explore opportunities to leverage additional investment proposed to enhance VfM.
Financial - costs	CoL/ Partners	M	H	Detailed design process to reduce and close off risks as part of next stage/prior to award; options for phasing; works subject to full tender to comply with PCR to ensure value; risk of cost increase

				transferred to delivery partner via conditions of grant fund agreement.
Economic - VfM	CoL/ Partners	M	H	Options to refine design proposals/VE to be explored to seek to improve VfM as part of detailed design, in conjunction with options for wider investment.
Delivery – consents	CoL/ Partners	L	H	Proposed works to Wigford Way contained within the extent of the public highway and within the remit of the Highway Authority. Proposed works to the bridge station, subject to existing consent. If new consent required (as a result of detailed design), much of preliminary work undertaken and principle of proposal is supported by LPA and by Network Rail.
Delivery – Management	Partners	L	H	Partners will lead on delivery of respective project to ensure remit/jurisdiction for delivery with required skills and experience. Risk transferred via grant fund agreement.
Delivery – Programme	CoL/ Partners	M	H	Requirement to complete by March 2024, within governance arrangements. Funds being sought via Town Deal and DfT to support detailed design process whilst LUF assessment process is underway to expedite delivery process and ensure that works can complete within required timeline.

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

Yes

No

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

The City Council has successfully delivered a number of large-scale projects and programmes, securing investment in its own property and intellectual assets to support the City's sustainable growth agenda.

Of particular relevance to this proposal, the Council has successfully delivered a £30m Transport Hub – recognised as a best practice example within the LUF prospectus. Through the development of a new bus station and multi-storey car-park, this development unlocked private sector investment in over 76,000 sq ft commercial floorspace to create a new leisure and retail destination, attracting new operators to the City Centre. Over 400 new jobs have been created as a result of this collective investment and further phases of development are planned. This builds on previous investment in cultural assets and workspace provision.

To facilitate major growth, the is also undertaking the direct delivery of a multi-million pound housing investment programme which includes affordable homes and extra-care (the Council holds Homes England Investment Partner status) as well as leading on the development and delivery of a major new urban extension - Western Growth Corridor – which will deliver 3,200 homes and 20ha of commercial land.

Most recently, the City Council’s capacity to deliver has been demonstrated during the Covid-19 crisis, which has required a rapid and effective emergency response. Alongside this work, the Council has led the work to produce an Investment Plan, unlocking £19m of Town Funding to support the recovery, diversification and sustainable growth of the City, working with partners on the Town Deal Board.

6.3h Assurance: We will require Chief Financial Officer confirmation that adequate assurance systems are in place.

For larger transport projects (between £20m - £50m) please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews. (Limit 250 words)

Not applicable

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 proposed approach for the Monitoring & Evaluation of the proposed package of projects is proportionate and informed by the M&E Plan followed for the Lincoln Transport Hub, which was produced to meet DfT’s requirements and the GLLEP Monitoring and Evaluation Framework endorsed by government in March 2015. The Monitoring and Evaluation Plan describes how actual scheme delivery, including wider scheme impacts, construction and budget management, is to be evaluated. It will culminate with a brief Post-Implementation Review approximately one year after scheme opening. A follow-up review will be undertaken approximately five years after scheme opening. The Monitoring and Evaluation Plan is currently owned by the Senior Responsible Owner (SRO), although ownership will be reviewed and delegated as necessary.

Post-implementation Review

This will be in two parts: **Scheme Implementation** and **Wider Impacts**.

Scheme Implementation

The first part of the Post-Implementation Review will focus on scheme delivery, covering the following aspects:

- **Construction** – including the efficiency and cost of the infrastructure contractors procurement exercise, and the extent to which the construction programme was delivered within the estimated timescales and budget; and
- **Project Management** – including the cost of project management resources, as well as the extent to which overall scheme timescales were adhered to.

This review will be completed approximately one year following the opening of the final component of the proposed package. A key output of the review will be a log of the lessons learnt, which will assist in the planning and delivery of future schemes so best practice can be taken forward. To ensure that an accurate and informative Post-Implementation Review can be undertaken, the SRO will maintain detailed records in relation to procurement processes, the scheme budget and expenditure and project management meetings.

Wider Impacts

The second part of the Post-Implementation Review will focus on the wider set of impacts as a result of the scheme:

- **Scheme benefits** – a summary of the formal benefits review, one year and five years post scheme completion; and
- **Unexpected (dis)benefits** – identifying any additional impacts that were not planned for as part of the projects.

Evaluation Milestones and Outputs

It is proposed the evaluation process consists of three key phases:

- Phase 1: Pre-Construction Baseline;
- Phase 2: One Year After Implementation; and
- Phase 3: Five Year After Implementation.

Data will be collected for baseline conditions during 2021/22 following confirmation of funding from DfT, prior to construction works commencing. This will ensure that the data is not compromised by the construction period. Before and after scheme monitoring will be undertaken to evaluate the projects' effectiveness against the objectives for the Levelling Up Fund and local policies.

This evaluation will be framed by the Theory of Change framework, as illustrated in 4.3e, which identifies the inputs, outputs, outcomes and impacts (see Table F Bid Monitoring and Eval) and addresses the standard monitoring measures such as:

- Scheme build;

- Delivered scheme;
- Costs;
- Scheme Objectives;
- Travel demand;
- Travel times;
- Impacts on the economy; and
- Local air quality.

The GLEP Monitoring Framework has similar measures to be included in the scheme evaluation process. Of relevance are:

- Funding breakdown and other 'in-kind' resources provided;
- The number of FTE jobs created;
- The amount of commercial floorspace created;
- Total length of new cycleways;
- The number of businesses supported and/or created;
- Accident rates;
- Modal share;
- Pedestrian counts;
- Public transport passenger numbers; and
- Noise and air quality levels.

Monitoring of construction

Monitoring of the construction process during implementation will also be undertaken to ensure compliance with any planning conditions and any mitigation measures required.

Ownership and Governance

The overall Monitoring and Evaluation Plan is initially owned by the Senior Responsible Owner (SRO), with responsibility for overseeing the monitoring and particular tasks will be delegated as necessary. The owners for each monitoring aspect will be defined following funding approval.

The Project Manager will be responsible for delivery of the monitoring and evaluation reports.

PART 7 DECLARATIONS

7.1 Senior Responsible Owner Declaration

As Senior Responsible Owner for **Lincoln Sustainable Transport & City Centre Connectivity** bid I hereby submit this request for approval to UKG on behalf of **City of Lincoln Council** and confirm that I have the necessary authority to do so.

I confirm that **City of Lincoln Council** 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: Kate Ellis

Signed:



7.2 Chief Finance Officer Declaration

As Chief Finance Officer for **City of Lincoln Council** I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that **City of Lincoln Council**.

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the 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: Jaclyn Gibson

Signed:



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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	Footbridge
<p>A2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)</p> <p>Project will deliver a fully accessible bridge across the railway line to improve connectivity between a key development site (Tentercroft Street), existing residential areas to the south (including the Sincil Bank regeneration area) and the City Centre. It will also provide direct access to the station platforms from the north and south to improve journey times and enhance passenger and pedestrian access/experience. This is the final intervention proposed as part of the Lincoln Transport Hub, which has led to major investment in the Cornhill area of the City Centre. This next phase will optimise development opportunities south of the station.</p>	
<p>A3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)</p> <p>The bridge will span the railway line at the station and transport hub within the City Centre and be at electrification height. The bridge will provide greatly improved access between the City Centre and land/areas to the south of the railway line, acting as a catalyst to future investment opportunities. It will also provide access onto the station platforms to provide direct access to rail services.</p>	
A4. OS Grid Reference	SK976708 497613 , 370874
A5. Postcode	LN5 7EW
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)	
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 <p>Appendix 1 provides an overview of location in relation to the key City Centre 'quarters' and landmarks</p> <p>Appendix 2 provides a high res City Centre masterplan and the location of key Town Deal projects to</p>

	highlight the linkages between our LUF proposals and wider interventions										
A8. Project theme Please select the project theme	<input checked="" type="checkbox"/> Transport investment <input checked="" type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment										
A9. Value of capital grant being requested for this project (£):	£13.42m										
A10. Value of match funding and sources (£):	£0										
<p>A11. Value for Money</p> <p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment (Limit 250 word</p> <p>The economic appraisal of the project demonstrates poor Value for Money, with a benefit:cost ratio below 0.5:1. The Present Value of Costs (PVC) for the proposals as assessed at this stage is greater than the estimated Present Value of Benefits (PVB), as set out below.</p> <table border="1"> <thead> <tr> <th></th> <th><i>£m PV, 2010</i></th> </tr> </thead> <tbody> <tr> <td>PV Benefits</td> <td>3.0</td> </tr> <tr> <td>PV Costs</td> <td>11.7</td> </tr> <tr> <td>Net Present Value</td> <td>-8.7</td> </tr> <tr> <td>Benefit:Cost Ratio</td> <td>0.3:1</td> </tr> </tbody> </table> <p>The benefits derive from the more direct and accessible routes across the railway lines and to and from Platform 4 at the station provided by the replacement footbridge. This delivers approaching £1m PV of benefits.</p> <p>The largest driver of benefits is the reduction in the risk of premature deaths and absenteeism as a result of the replacement footbridge inducing increased levels of walking and cycling and therefore improved fitness and reduced health risks. This is valued at over £1.8m PV.</p> <p>Associated with more people choosing to walk and cycle for short distance trips rather than use their car is the benefit of decongestion and for the local environment, e.g. local air quality and noise, as well as greenhouse gas emissions. This is valued at around £40k PV.</p>			<i>£m PV, 2010</i>	PV Benefits	3.0	PV Costs	11.7	Net Present Value	-8.7	Benefit:Cost Ratio	0.3:1
	<i>£m PV, 2010</i>										
PV Benefits	3.0										
PV Costs	11.7										
Net Present Value	-8.7										
Benefit:Cost Ratio	0.3:1										

The proposals will also deliver wider impacts, as described in the AST, in relation to improving townscape and encouraging local economic activity and investment from an improved gateway experience.

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.

See A13

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

0.3:1

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

The project is anticipated to provide significant non-monetised benefits, which are noted in the AST following high-level consideration. These relate to:

- Enhanced gateway experience for those arriving in Lincoln encouraging increased tourism, to the castle, cathedral and city centre resulting in increased spend and investment in the local economy due to the package of measures.
- Potential land value uplift for the proposed development schemes south of the railway lines and in the city centre as a result of the higher quality environment and greater attraction to the market, including on the demand side as Lincoln attracts more people looking for sustainable high-quality city centre living with good national links as provided by the station.

Additionally, at this stage the increased rail revenue resulting from induced demand from the shorter access time to the station via the footbridge has not been monetised.

A15. Deliverability

Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

<p>This project has been the subject of previous detailed discussion and agreement between project partners, City of Lincoln Council and East Midlands Railway and Network Rail as well as landowners, however the scheme did not proceed to implementation as part of the original transport hub brief due to time and budgetary constraints. As a result of this work, the principles have been agreed but the scheme will be subject to a detailed design process and Network Rail approvals.</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>This project is the subject of an existing planning consent (obtained as part of the original transport hub proposal on 21st March 2016). The proposal could be implemented as a separate scheme but a package of linked measures are proposed to maximise value for the City.</p>
<p>A20. Can you demonstrate ability to deliver on the ground in 2021-22.</p>	<p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>
<p>A21. Please provide evidence</p>	<p>N/A</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>Planning consent obtained (and implemented in respect of transport hub phase 1) on 21st March 2016 – reference 2016/0222/F</p>

A23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	Detailed design to enable Network Rail approvals is required – estimated timescale for this is June 2022.
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Annex B - Project Two description and funding profile (only required for package bid)

Project 2	
B1. Project Name	Wigford Way
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)	
Wigford Way is a key connecting route between the transport hub/station and the City Centre as well as the Brayford and University Campus to the west. At present it is a vehicle dominated route but the reduction in traffic within the City Centre now provides an opportunity to redesign and reprioritise the route in favour of pedestrians/cyclists to better connect the City and provide a sustainable transport connection to/from the station. In combination with the station/bridge improvements, the project will support the delivery of Lincoln's Transport Strategy which focusses on sustainable transport interventions as a means of enhancing connectivity.	
B3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
Wigford Way is a key connecting route between the transport hub/station and the City Centre as well as the Brayford and University Campus to the west. Wigford Way is a central route through the City, connecting with the High Street, St Mary's Street and the station/transport hub. It is currently vehicle dominated and presents a barrier to movement for pedestrians/cyclists but a reconfigured route would enhance connectivity through the centre of the City.	
B4. OS Grid Reference	SK974709 497460 , 370989
B5. Postcode	LN5 7AL
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)											
<p>B7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.</p> <p>Appendix 1 provides an overview of location in relation to the key City Centre ‘quarters’ and landmarks</p> <p>Appendix 2 provides a high res City Centre masterplan and the location of key Town Deal projects to highlight the linkages between our LUF proposals and wider interventions</p> <p>Appendix 3 provides the strategy, vision and concept plans for the proposed interventions for Wigford Way and options considered</p>											
<p>B8. Project theme Please select the project theme</p>	<input checked="" type="checkbox"/> Transport investment <input checked="" type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment										
B9. Value of capital grant being requested for this project (£):	£4.96m										
B10. Value of match funding and sources (£):	£0.34m Towns Fund										
<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>The economic appraisal of the project demonstrates poor Value for Money, with a benefit:cost ratio of 0.5:1. The Present Value of Costs (PVC) for the proposals as assessed at this stage is greater than the estimated Present Value of Benefits (PVB), as set out below.</p> <table border="1"> <thead> <tr> <th></th> <th><i>£m PV, 2010</i></th> </tr> </thead> <tbody> <tr> <td>PV Benefits</td> <td>2.0</td> </tr> <tr> <td>PV Costs</td> <td>3.7</td> </tr> <tr> <td>Net Present Value</td> <td>-1.7</td> </tr> <tr> <td>Benefit:Cost Ratio</td> <td>0.5:1</td> </tr> </tbody> </table>			<i>£m PV, 2010</i>	PV Benefits	2.0	PV Costs	3.7	Net Present Value	-1.7	Benefit:Cost Ratio	0.5:1
	<i>£m PV, 2010</i>										
PV Benefits	2.0										
PV Costs	3.7										
Net Present Value	-1.7										
Benefit:Cost Ratio	0.5:1										

The largest driver of benefits is the reduction in the risk of premature deaths and absenteeism as a result of the enhanced walking and cycling environment inducing increased levels of walking and cycling and therefore improved fitness and reduced health risks. This is valued at over £1.9m PV. The improved quality of the public realm and hence the experience generates around £40k PV of benefits.

Associated with more people choosing to walk and cycle for short distance trips rather than use their car is the benefit of decongestion and for the local environment, e.g. local air quality and noise, as well as greenhouse gas emissions. This is valued at around £60k PV.

The proposals will also deliver wider impacts, as described in the AST, in relation to improving townscape and encouraging local economic activity and investment from an improved gateway experience.

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.

See B13

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

0.5:1

B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.

The bid is anticipated to provide significant non-monetised benefits, which are noted in the AST following high-level consideration. These relate to:

- Enhanced gateway experience for those arriving in Lincoln encouraging increased tourism, to the castle, cathedral and city centre resulting in increased spend and investment in the local economy due to the package of measures.
- Enhanced sense of place and attraction for students to study in Lincoln and remain there after graduation, increasing economic activity, upskilling the local population and encouraging further inward investment due to the package of measures.
- Potential land value uplift for the proposed development schemes in the city centre as a result of the higher quality environment and greater attraction to the

	market, including on the demand side as Lincoln attracts more people looking for sustainable high-quality city centre living with good national links as provided by the station.
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.	
Lincolnshire County Council will lead the delivery of this scheme as the Highways Authority for the area and works will be limited to the public highway.	
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	
Investment in detailed design can commence in 2021/22 to achieve a shovel ready scheme in 2022/23.	
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	This project could be delivered as a standalone scheme but is integrated with the wider package as the direct connecting route to the station and transport hub.
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	It is possible that early works to deliver signal changes could be delivered in the current year, subject to LUF funding announcements and draw-down.
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.	N/A
B23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	N/A

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

Project 3	
C1. Project Name	Station Improvements
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)	
This proposal links directly with the footbridge proposal to enhance access and facilities at the railway station. The scheme will deliver improved passenger facilities, including waiting and retail facilities as well as expanding capacity for rail workers to enable an uplift in staff required to deliver further and more frequent services.	
C3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
The works will take place at the railway station within the City Centre, adjacent to the Transport Hub.	
C4. OS Grid Reference	SK976708 497613 , 370874
C5. Postcode	LN5 7EW
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)	
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. Appendix 1 provides an overview of location in relation to the key City Centre ‘quarters’ and landmarks Appendix 2 provides a high res City Centre masterplan and the location of key Town Deal projects to highlight the linkages between our LUF proposals and wider interventions	
C8. Project theme Please select the project theme	<input checked="" 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 (£):	£1.62m										
C10. Value of match funding and sources (£):	Indicative, subject to industry changes and approvals. £0.5m Network Rail £1.35m East Midlands Railway £0.15m Rail Heritage										
C11. Value for Money											
<p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment</p>											
<p>The economic appraisal of the project demonstrates poor Value for Money, with a benefit:cost ratio below 0.5:1. The Present Value of Costs (PVC) for the proposals as assessed at this stage is greater than the estimated Present Value of Benefits (PVB), as set out below.</p>											
<table border="1"> <thead> <tr> <th></th> <th><i>£m PV, 2010</i></th> </tr> </thead> <tbody> <tr> <td>PV Benefits</td> <td>0.7</td> </tr> <tr> <td>PV Costs</td> <td>2.3</td> </tr> <tr> <td>Net Present Value</td> <td>-1.6</td> </tr> <tr> <td>Benefit:Cost Ratio</td> <td>0.3:1</td> </tr> </tbody> </table>			<i>£m PV, 2010</i>	PV Benefits	0.7	PV Costs	2.3	Net Present Value	-1.6	Benefit:Cost Ratio	0.3:1
	<i>£m PV, 2010</i>										
PV Benefits	0.7										
PV Costs	2.3										
Net Present Value	-1.6										
Benefit:Cost Ratio	0.3:1										
<p>The redevelopment of the station building will create new retail units and associated employment. Based on local GVA values for retail employment, this contributes around £650k of benefits. The rental revenue estimate (which offsets the PVC) is £400k.</p>											
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.											
See C13											
C13. Where available, please provide the BCR for this project	0.3:1										

<p>C14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	<p>The bid is anticipated to provide significant non-monetised benefits, which are noted in the AST following high-level consideration. These relate to:</p> <ul style="list-style-type: none"> - A greater sense of personal security and deterrence of crime and anti-social behaviour, including that which causes cost and delays to the railways, due to the relocation of the BTP facilities to the ground floor of the station building. - The avoidance of the cost of providing alternative accommodation for increased train crew numbers required for the operation of the timetable service improvements. Additionally, a potential site for the alternative accommodation would conflict with the Cornhill exchange project as the building has been identified for future redevelopment. - Enhanced gateway experience for those arriving in Lincoln encouraging increased tourism, to the castle, cathedral and city centre resulting in increased spend and investment in the local economy due to the package of measures.
<p>C15. Deliverability Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p>See C22 and C23.</p>	
<p>C16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</p> <p>As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22</p>	
<p>C17. Does this project includes plans for some LUF expenditure in 2021-22?</p>	<p><input checked="" type="checkbox"/> Yes</p>

	<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	
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	It is possible that early works to deliver the station improvements could be delivered, subject to LUF announcements and timescales for draw down and wider industry changes
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.	Works to the station will be under permitted development but requirement for Listed Building Consent for relevant works to the station building.
C23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	Works to the station will be carried out under permitted development rights although LBC will be required for relevant works to the listed station building. This is factored into the programme – March 2022.

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?	N	No formal endorsement
Part 4.2 Stakeholder Engagement and Support		
Where the bidding local authority does not have responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?	Y	See attached zip file
Part 4.3 The Case for Investment		
For Transport Bids: Have you provided an Option Assessment Report (OAR)	Y	Supporting Information, Appendix 3-4
Part 6.1 Financial		
Have you appended copies of confirmed match funding?	Y	See attached zip file
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	N/A
Part 6.3 Management		
Has a delivery plan been appended to your bid?	Y	Supporting Information, Appendix 5
Has a letter relating to land acquisition been appended?	N	N/A
Have you attached a copy of your Risk Register?	Y	Supporting Information, Appendix 5
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	Supporting Information, Appendix 1-2

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.		