

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)*: Lincolnshire County Council

**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:

Sam Edwards – Head of Highways Infrastructure, Lincolnshire County Council

Contact telephone number: 01522 554825 **Email address:**
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Postal address:

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Nominated Local Authority Single Point of Contact:

Justin Brown

Senior Responsible Officer contact details:

Justin Brown - Assistant Director for Growth, Lincolnshire County Council,
justin.brown@lincolnshire.co.uk

Chief Finance Officer contact details: Michelle Grady

Country: England

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

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

Northern Ireland Executive

Third Sector

Public Sector Body

Private Sector

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

<p>1a Gateway Criteria for all bids</p> <p>Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22</p> <p><i>Please ensure that you evidenced this in the financial case / profile.</i></p>	<p>Yes ✓</p> <p>No</p>
<p>1b Gateway Criteria for private and third sector organisations in Northern Ireland bids only</p> <p>(i) Please confirm that you have attached last two years of audited accounts.</p>	<p>N/A</p>
<p>(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)</p>	
<p>N/A</p>	

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)

Lincolnshire County Council (LCC) has clear policies on Equality and Diversity which have influenced the development of the project and will be applied throughout its delivery. All staff are trained in Equality and Diversity and is an important element of all procurement. Being inclusive is the fair and just way to operate, and is vital to sustain a viable economy, environment and society. By providing good access to transport and related services, we help to build a stronger, fairer economy, providing access to work, education, health and leisure.

Our Levelling Up fund bid involves a significant investment in our network. We will deliver the scheme on time and focussed on the outcomes described below and do this in a way that is inclusive for those who travel on our highway and live near our assets.

Commensurate with the ambitions of the Levelling Up Agenda, Lincolnshire's bid is focussed on increasing opportunity for social mobility, through better jobs and better access to those jobs.

This submission focusses on enabling more and better jobs to be created within the Agri-food sector in an economic geography surrounding the A16 corridor – this area is located within the Priority 1 (P1) area of Boston and the Priority 2 (P2) area of South Holland and is at the heart of the UK Food Valley.

The statistics for the area are striking, particularly in terms of social mobility and health and for this reason our submission focusses on growing employment and increasing activity through active travel. A fifth of the population of the A16 corridor live in areas which are classed as being in the top 30% most deprived areas in England.

The Social Mobility Index for Boston: number 147 in the index out of the 324 LAs: however, Boston performs better and worse in different categories. E.g. in the Early Years 13th, but as we pass through the categories, School (82nd), Youth (283rd) and finally Adulthood (314th) indicating a lack of social mobility.

South Holland ranks at number 61 out of 324 LAs, but as with Boston, the shift across time is striking: Early Years category, ranks number 1 in the country, School (231st) Youth (106th) and into Adulthood (194th).

The area has high levels of low educational attainment, with Boston (20%) and South Holland (23%) being at NVQ level 1 or below. Wage levels in the area are also low with a weekly average wage of £130 less than national average. Unemployment in the A16 corridor has increased by 127% since March, a higher rate of increase than locally (85%) and nationally (114%).

Importantly, the enhancements to the A16 corridor will improve connectivity and accessibility to jobs, opportunities and key services. Enabling people to be more active is an essential part of this bid. Boston has some of the worst obesity and activity levels nationally. Capital investment within this bid is to be complimented by an Active Lives project within CRF as well as travel planning and behaviour change work which will be progressed through the Capability Fund and S106.

Fingertips Data Relating to Activity and Obesity			
Indicator	Period	Boston	South Holland
Percentage of adults cycling for travel at least three days per week	2018/19	6.8	1.5
Percentage of adults walking for travel at least three days per week	2018/19	14.4	10.3
Percentage of physically active adults	2018/19	59.3	60.7
Percentage of physically inactive adults	2018/19	26.9	27.4
Percentage of adults (18+) classified as overweight or obese	2018/19	70.8	67.4
Compared with England	Better 95%	Similar	Worse 95%

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.lincolnshire.gov.uk

3a Please specify the type of bid you are submitting	Single Bid – A16 Corridor Improvements
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).	
<p>This bid comprises improvements to the transport network that will support increased growth in the food sector leading to more and better paid jobs, with sustainable access for people living in and around the P1 area of Boston and the P2 area of South Holland.</p> <p>Good quality, well paid jobs are vital in our quest to ‘Level Up’ and create better outcomes for our communities. There are a range of challenges faced by people in SE Lincolnshire, particularly those along the A16 corridor (see Section 2b) and it is an area where some have felt left behind in terms of national investment and focus.</p> <p>However, many local people are finding good quality employment in the Agri-Food sector. A sector that is rapidly transforming through automation and technology, responding to the net zero challenge and growing to create new roles at all levels. Ongoing growth is vital.</p> <p>We have developed a long-term strategy to address the A16’s connectivity and access challenges which constrain the full potential of the food sector. This submission will supercharge its delivery.</p> <p><u>The importance of Agri-Food</u></p> <p>Agri-food is a priority sector in Lincolnshire producing and processing over 12% of the UK’s food supply and employing six times the national average in SE Lincolnshire. Food businesses, working with the LEP, are implementing a strategy to grow and adapt the sector to a range of challenges - low carbon food chains; digitalisation and productivity growth. The University of Lincoln is also delivering major automation, digitalisation, and productivity programmes to help businesses adapt alongside the National Centre for Food Manufacture (located in Holbeach)</p> <p>Lincolnshire is an international leader in this space and the new jobs being created are more technical providing excellent career paths for local people.</p> <div style="border: 2px solid red; border-radius: 15px; padding: 10px; margin: 10px 0;"> <p>Increasingly driven by low carbon food chains, connectivity, access to markets and skills underpin this sector. It requires efficient and reliable transport networks to provide the consistent journey times that are so vital for <i>Just-In-Time</i> delivery. Improving journey reliability and modal shift will not only reduce carbon but also improve productivity, strengthening SE Lincolnshire’s position as a world leader.</p> </div> <p><u>The A16 Corridor</u></p> <p>The A16 corridor is a key arterial route that serves South Holland, Boston (see Figure 1) and the Port of Boston. It is an essential distribution route for the agricultural, food and logistics sectors, carries significant commuter flows and is of strategic importance to the wider region. It provides access to the</p>	

UK road network; to central Boston and Spalding and to nationally important international gateways including the Humber Ports.

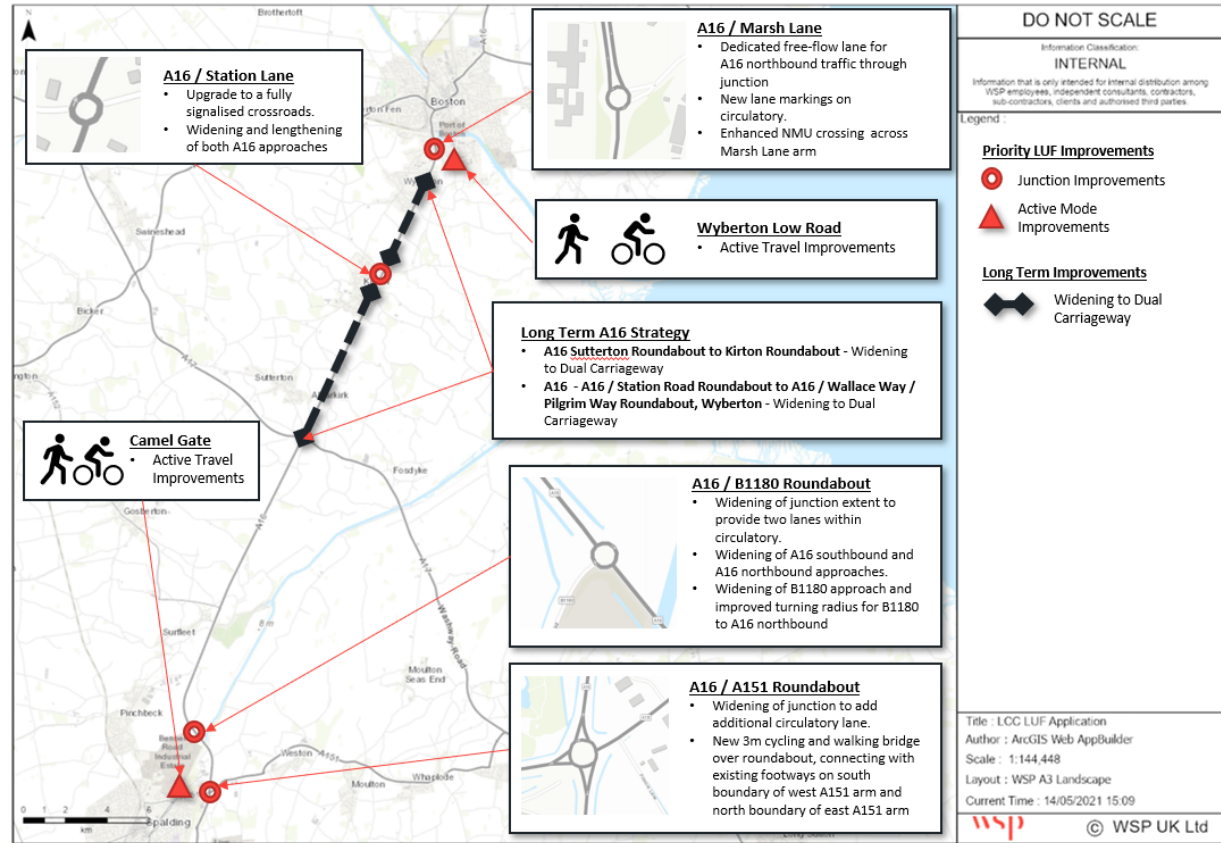
Nationally, HGVs account for 5% of all road traffic and on the A16 north of Spalding it's 14% with the DfT's 2019 Annual Average daily flow manual count recording 2,892 HGVs on this stretch of the corridor.

However, it has limited capacity and forms a single carriageway along much of its length with several significant pinch points. It has longstanding operational problems which affect both local and strategic movements, impacts on access to services and employment opportunities (particularly via sustainable modes) and the movement of goods connected to the agri-food sector. The proposed improvements are highlighted in Figure 2 and will be supported by revenue activity (travel planning and behaviour change) via Community Renewal Fund, S106 and the Capability Fund.

Figure 1 - A16 Corridor



Figure 2 - A16 Improvements



3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case: £19,558,800

3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	%
	Cultural	%
	Transport	100%

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
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Letters of support have been appended to the bid from:

- Rt.Hon. Matt Warman MP, Boston and Skegness Constituency

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)

Strategic Partners

Stakeholder engagement and a consensus building approach have been vital drivers for this submission. LCC hosted two meetings with MPs, Leaders, Chief Executives and the LEP, to drive the initial thinking around LUF and UKCRF bids and then to examine and agree to support the final proposals. Significant engagement with key stakeholders has been important throughout this short bidding window and is reflected in the letters of support.

Business

LCC has strong relationships with businesses including through Team Lincolnshire - a public private partnership that champions the local economy. Road infrastructure is a key issue and recently raised by Sir John Hayes at a Team Lincolnshire event. Senior politicians and managers actively drive and participate in a variety of partnerships: from the Forum for Agriculture and Horticulture, the LEP Food Board and the South Lincolnshire Fresh Produce Network. We work very closely with the Greater Lincolnshire LEP who are also very proactive in this space – including running 'roundtable' events to improve engagement and drive intelligence. Again, at a recent event hosted by Matt Warman MP connectivity and movement were identified as big challenges.

Policy and Strategy Development with a focus on listening to the public

LCC's emerging Local Transport Plan (LTP) is different in tone and content to previous documents. Growth and decarbonisation are central drivers. For the first time we have included a freight strategy and zoned in on priority sectors including agri-food. To achieve this, we have spoken to a wide range of stakeholders, from logistics companies to food businesses. Cycling, walking and public transport work within the LTP has also been developed through partnerships including a new countywide active travel group who discussed the LUF bid and a greater use of social media to gain views on schemes.

Indeed, LCC and its partners have a strong track history of engagement on connectivity issues locally:

- **Boston Transport Strategy (2016 – 2036) & Spalding Transport Strategy (2014 – 2036):** Extensive engagement was completed in support of both strategies helping to identify the challenges, opportunities and solutions. Stakeholders included public transport providers, walking and cycling groups, Port of Boston, disability groups and Chamber of Commerce. The process

<p>identified that congestion on the A16 remained a primary issue that was affecting regeneration and growth;</p> <ul style="list-style-type: none"> • Local Cycling & Walking Investment Plan (LCWIPs): A range of engagement activities were completed for the Boston and Spalding LCWIPs through 2020 and 2021. Stakeholder workshops identified the main challenges, opportunities and priorities including in relation to the A16; • Boston Town Deal (2021): This includes a commitment to develop a Centre for Food and Fresh Produce Logistics between the industry, Boston College and National Centre for Food Manufacturing in the A16 Corridor. The Town Deal, which consulted with hundreds of local residents and businesses also commits to developing Boston Port as a specialist food port in the A16 Corridor to facilitate international agri-food trade; and • SE Lincolnshire Response to Midlands Connect Call for Evidence (March 2021): The process focussed on engaging with industry including the UK Fresh Produce Network to identify the transport priorities for the food chain in the Boston Port group and developing plans for agri-food sector growth. 	
<p>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)</p>	
<p>There are no elements of the proposals which are judged to be controversial or have a significant negative impact on key stakeholders, local communities or businesses. The key issues affecting the area of interest are well understood by stakeholders and the need for intervention established across a range of local and regional strategies.</p>	
<p>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?</p>	<p>N/A</p>
<p>For Northern Ireland transport bids, have you appended a letter of support from the relevant district council</p>	<p>N/A</p>
<p>4.3 The Case for Investment See technical note Table 1 for further guidance.</p>	
<p>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)</p>	
<p><u>Retention and future growth of agri-food jobs</u></p> <p>The agri-food sector is vital to the UK and Lincolnshire economy and critically it is a supplier of high-quality jobs in the A16 corridor. The scale of current activity and future opportunities are significant, and it is vital that we keep the sector anchored in and around the A16 corridor by reducing barriers and increasing connectivity to markets and for staff.</p> <p>Greater Lincolnshire has one of Europe’s largest agri-food manufacturing, research, storage, and distribution cluster. It has over 75,000 direct employees and 2019 GVA of £4.5billion and the A16 is at the heart of this activity.</p> <p>From 2010-’18 the local agri-food sector employment grew by +14% compared to +9% nationally, and from 2010-’17 GVA/capita rose by +64%, over double the national rate, helping close the gap with national figures. The area has seen major investments by Plant and Bean, Gousto, Greencore, Worldwide Fruit, Karsten UK, Morrisons food processing, Princes and many others.</p> <p>SE Lincolnshire has a good supply of employment land to allow for further growth but as the local plan states: <i>‘the primary challenges in bringing these sites forward are around the provision of utilities supply and enabling infrastructure such as roads’.</i></p>	

Addressing barriers to growth

This bid is designed to address the current challenges that put local employment at risk and constrain further investment. Clear strategies are in place to address the issues connected to finance, market access and skills through UKCRF, ESFA and Local Area Energy Frameworks. This bid is therefore focussed on transport – both moving product and providing sustainable access for staff.

The A16 is a vital part of the network but limited capacity and pinch points including at key junctions along the corridor impact journey times, increase congestion and emissions and affect access to important food chain employment zones. This has disproportionate impacts on the agri-food industry as predictability of journey times is imperative with late loads often being rejected. Delays also have a significant impact on the sector's productivity and carbon emissions.

We have listened to communities, stakeholders and business

Improving the A16's operation will benefit all road users including international freight movements. It will enhance productivity by reducing costs, strengthening Lincolnshire's position as a globally leading agri-food location.

The walking and cycling improvements will provide local access to jobs and services. We want to see more people accessing more jobs by foot, bike and bus. Complimentary revenue activity will maximise the return on capital investment by changing people's behaviour more often. Therefore, we will also focus revenue activity from travel planning to support behaviour change around our active travel improvements.

We know from local and national evidence that people want to walk and cycle more. This bid will enable people to make different choices, to get out of cars, improve air quality, and improve health and wellbeing.

The investment will increase sustainable access to a growing number of jobs, improve goods transportation, travel times and increase productivity supporting the sustained economic growth of a priority sector and the UK Food Valley.

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

Lincolnshire's growth aspirations focus on the LEP's priority sectors and an ambition to deliver the UK Food Valley as a top 10 global food cluster.

Sustainable economic growth is driven through competitive advantage, but future growth also relies on improved connectivity to UK markets. The Government recognises a priority need to invest in regions that suffer from these structural inequalities and its lack of investment in strategic links to, from and within one of the largest Counties has made the A16 corridor in need of significant investment. Problems now prevent growth and need to be addressed in order to allow the future investment ambitions to be realised.

Some 30% of national food transport travels through South Lincolnshire, with reliable transport networks critical to the industry's future and as supply chains reconfigure following Covid-19, Brexit and as net zero becomes a requirement.

Unemployment is 6.4% of the population and since March 2020 the area has seen a 127% increase in job applicants - over 2,000 people. The food industry provides 42% of jobs in South Holland and 30% in Boston, against 4% nationally, demonstrating its local importance in addressing the economic shock of Covid-19.

To deliver a low carbon future, the food chain also requires the Port of Boston to provide strategic international connectivity at the heart of the UK Food Valley and it will depend on efficient A16

connectivity to the national road network.

Investment will improve reliability, decrease logistics costs as a proportion of total costs and allow growth.

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 A16 corridor is an essential distribution route for agricultural, food and logistics services. It is of strategic importance to the wider region providing onward access to nationally important international gateways of the Humber Ports including Grimsby, Immingham and Hull.

The corridor forms part of the wider aspirations for growth of the UK Food Valley and is an important part of a number of other schemes and investments. These include (see Figure 3) residential and housing developments in Boston and Spalding and the South Lincolnshire Food Enterprise Zone. The A16 has limited capacity, consists of a single carriageway route and a number of constrained junctions which affects its operation and contributes to significant levels of congestion. This impacts local and strategic movements, access to services and employment opportunities and acts as a constraint to further investment in the region's key sectors.

A range of longer-term interventions and immediate priorities have been identified and developed for the route. In the longer term there is a clear need and aspiration to expand the route to a dual carriageway standard. This will provide the necessary infrastructure to support the long-term Food-Valley strategy and adapt the sector to a range of challenges including low carbon food chains; automation, digitalisation and productivity growth.

There are also a range of priorities which are critical to addressing several immediate challenges: a clear need to improve the operation of the route through developing a series of junctions along the A16 and improving walking and cycling access to the key employment sites. The immediate priorities form the basis of this bid and are as follows:

- **A16 / Marsh Lane Junction:** Construction of a dedicated free-flow lane for A16 northbound traffic and enhanced non-motorised user crossing across Marsh Lane arm;
- **A16 / Station Road Junction:** Enhancement to a fully signalised crossroads and widening and lengthening of both the A16 approaches to provide dedicated lanes for accessing both A151 arms;
- **A16 / B1180 Junction:** Widening of the junction extent to provide two lanes within circulatory and A16 southbound and northbound approaches as well as providing two-lane exits on both A16 arms;
- **A16 / A151 Junction:** Widening of junction to add additional circulatory lane and provision of a new 3m cycling and walking bridge to improve access to central Spalding;
- **Wyberton Low Road Active Mode Improvements – Boston:** Provision of cycle tracks on London Road, upgraded signalised crossing over the A16, 20mph speed limit with traffic calming measures along Wyberton Low Road and a shared use footpath. The scheme will address the conflict between cycle users and Heavy Goods Vehicles (HGVs) on Marsh Lane through Riverside Industrial Estate; and
- **A151 Camel Gate Junction Active Mode Improvements – Spalding:** Provision of a two-way segregated cycle track on the east side of Camel Gate, signalised crossing, widening of the existing shared use path on Holbeach Road and to improve connections to the Springfield Outlet area are reduce reliance on private car journeys.

The proposals are shown in Appendix A and will have several benefits:

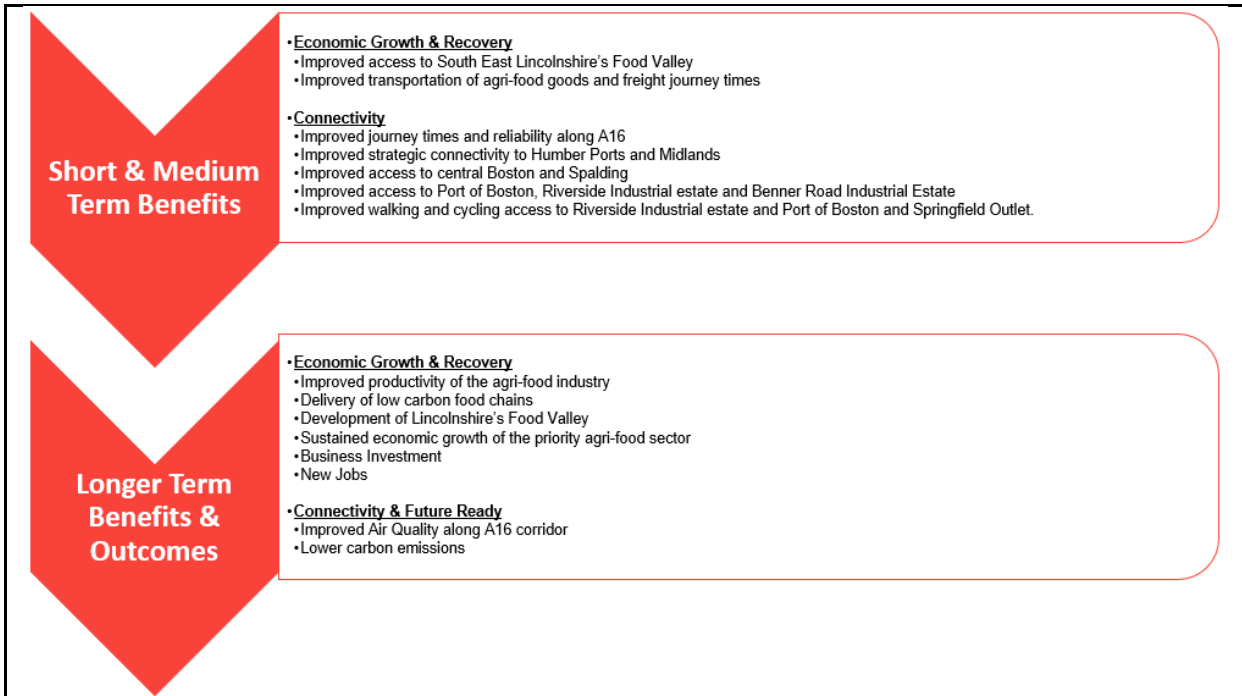
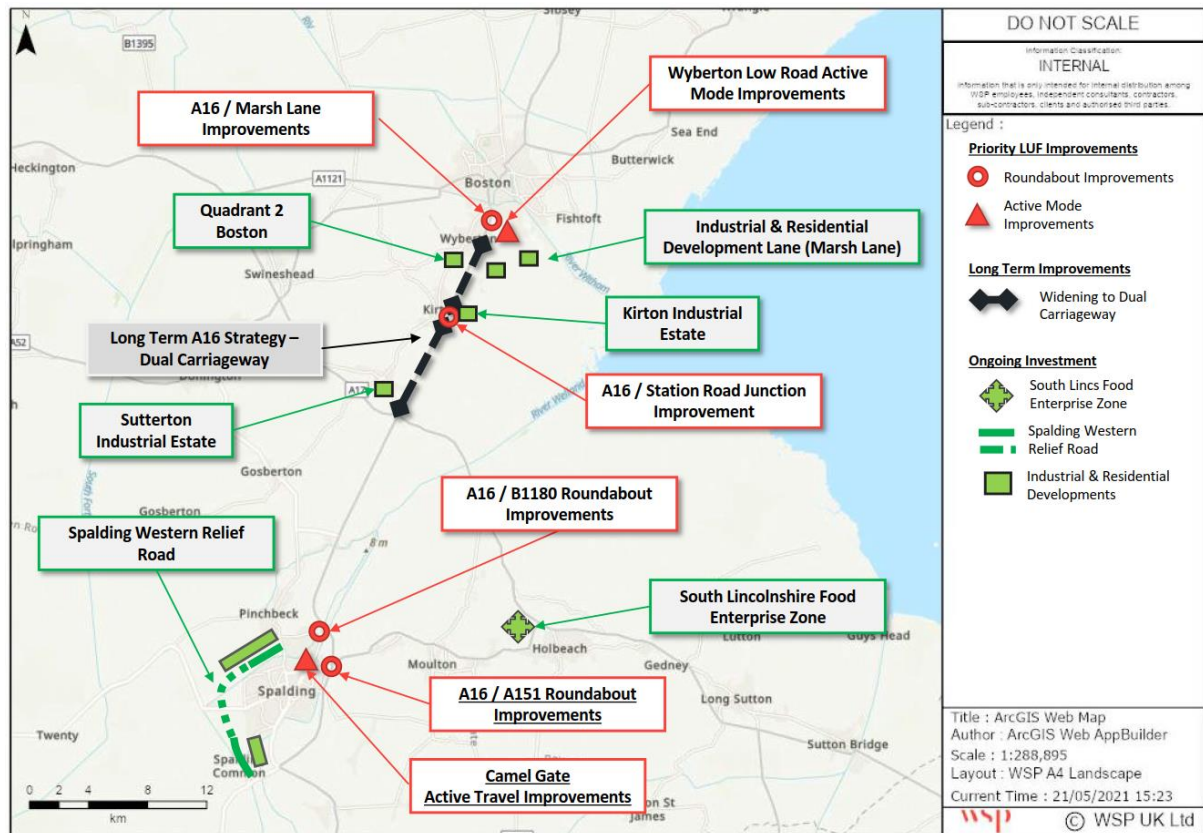


Figure 3 – South East Lincolnshire & A16 Corridor



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

Yes - The OAR has been appended to this document. See Appendix B.

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)

The logic map is provided in Appendix C and demonstrates the clear logical steps and linkages between the context, interventions and outcomes. It is based on an established theory of change which is set out below.

Context

The food manufacturing sector in SE Lincolnshire is huge, and most importantly its trajectory over the next decade will drive up productivity locally – and with a national impact. The sector isn't just located in one district, and there is a great deal of product, supply chain and employee movement within and across Lincolnshire. As the local transport authority, we're interested in product coming into and out of the county, including international trade, but we're also interested in the journeys that will have a positive impact on the sector. The three big priorities over the next decade will be:

- low carbon food chains;
- automation, digitalisation and productivity growth; and
- and diet/health.

We see transport primarily in the context of low carbon food chains: reduced food miles being critical to this, whether it's through changing European freight routes (Humber ports and East Midlands Airport because of its Freeport status) or through more local opportunities like the Port of Boston. Transport improvements are also of course important to productivity growth and competitiveness.

Inputs

The high cost of road infrastructure means that central government investment is required to support the delivery of the A16's improvements. The Levelling Up Fund is one tool and will provide the finance for relatively modest and quick to deliver schemes. We will use it to deliver the priority improvements on the A16 that fit the following criteria:

- Able to deliver on time and budget;
- Meets a local strategic need; and
- Will have a measurable impact on 'left behind communities.'

In addition to funding, the scheme will also require resources from LCC and external specialist / suppliers and ongoing support from key stakeholders including business groups, local government partners and the public.

Outputs & Outcomes

The scheme will directly address the immediate challenges and help achieve a number of clear objectives which meet the needs of the food sector:

- Reducing the unpredictability of food freight journey times;
- Improving food freight access to national and international markets;
- Improving commuter journeys (both car and walking/cycling) to jobs in food businesses which in turn supports the sector's move to low carbon; and
- Making tactical investments that will make major transport investments more likely to be deliverable.

The programme of improvements is being driven by the work that has been done to review the Lincolnshire Route Action Plan. The Levelling Up bid includes the priority elements which can be delivered in the next 3-4 years. The improvements will have clear benefits and have a significant

impact on the local economy and connectivity resulting in:

- Improved access to SE Lincolnshire's Food Valley, improved freight journey times and reliability along A16;
- Improved productivity for the food sector, leading to growth in our most important food clusters and companies; and
- Reduced carbon impact of journeys, improving quality of life for residents and enabling the food sector to deliver the carbon reduction targets set by the marketplace.

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)

Greater Lincolnshire's ambitions are set out in several key documents including the **Greater Lincolnshire Economic Plan for Growth (GLEPG) 2021** and the emerging **Local Transport Plan 5 (LTPV)**. They show that the delivery of new and improved infrastructure to support Lincolnshire's key sectors is vital to its future. They also identify that better local and strategic connectivity is a central theme which will help provide inclusive access and reduce carbon emissions. The bid's alignment with the key strategies is strong and is highlighted below:

- **GLEPG 2021:** It sees agri-food as a 'driver for revival' with an ambition to deliver sustainable, healthy food from land and sea by championing supply chain efficiency and the delivery of a Net Zero food chain. This will reinforce Lincolnshire's position as the UK Food Valley and internationally competitive food cluster and contribute to reducing the UK's reliance on food imports. Its priorities for the sector include working with businesses to campaign for improvements in infrastructure on strategic routes including the A16, A1 and ports and other key infrastructure that supports Lincolnshire's logistics clusters;
- **Greater Lincolnshire SEP:** The SEP identifies that improving connectivity and transport is vital to achieving its growth objectives:
 - To drive the growth of the area's defining and strongest sectors (including agri-food);
 - To grow specific opportunities identified as future defining features of the area (including ports and logistics); and
 - To promote Lincolnshire as a place for sustainable growth through improved transport infrastructure and enhanced connectivity with national and international markets.
- **Boston Town Investment Plan:** It aims to:
 - Develop the Port of Boston as a specialist food port;
 - Build its skills base – diversifying the capability of the workforce to be more agile in the face of challenges arising from the Covid-19;
 - Create a sustainable connected community through additional cycle ways and improved public transport links; and
 - Develop an entrepreneurial community which nurtures existing opportunities around agri-food automation, logistics and engineering.
- **Boston & Spalding Transport Strategies:** They aim to address a several issues including:
 - Supporting sustainable development and attracting investment;
 - Providing an inclusive transport network; and
 - Reducing carbon emissions.

They acknowledge the importance of supporting the agri-food industry and identifies the A16 / A151 and A16 / B1180 roundabouts as requiring investment;

- **LCC Green Masterplan:** The plan sets out the county's environmental targets. It highlights the transportation sector as a key emitter and sets out steps to decarbonise the network. It identifies that reducing congestion and encouraging a mode shift to active travel forms a key part of the plan;
- **LTPV:** LCC's LTPV focusses on climate change, growth and supporting priority sectors. This includes agri-food and specifically the Food Valley. It is expected to be approved in late 2021 and will commit to improving local connectivity both virtual and physical, supporting infrastructure that unlocks sustainable development and to be Net Zero by 2050; and
- **Joint Health and Wellbeing Strategy (LCC, 2018):** The objectives include:
 - Better integration of physical activity into strategic planning;
 - Improved local insight analysis; and
 - Support of workforce wellbeing through physical activity.

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 National Infrastructure Strategy and Build Back Better Plan highlight the requirement for future economic growth to be accompanied with a reduction in carbon emissions. The transport network accounted for 28% of UK emissions in 2019, making improvements a key priority to meet the UK Government's environmental objectives.

LCC has adopted a Green Masterplan to accelerate carbon reduction activities. LCC is committed to making its activities carbon neutral by 2050, sooner if practicable and aspires to move from carbon planning to climate leadership on a local and regional basis.

The A16 proposals form an important component of the wider decarbonisation strategy. In the first instance it will reduce congestion. The environmental benefits of reduced congestion are particularly acute at the junctions included in the proposal due to the high proportion of currently carbon-intensive freight transport which uses the corridor. Secondly, it will help the growth of the Food Valley strategy and through improved connectivity support the development of low carbon food chains. It will also work alongside the emerging alternative fuels strategy being progressed by LCC to accelerate ULEV uptake in freight and agricultural activities.

The active travel proposals will contribute to an improved walking and cycling network helping to re-balance movement away from private vehicles for shorter journeys – a key aim of the local transport strategies. The Boston Town Investment Plan will also deliver significant environmental improvements enabled, in part, through the growth of walking and cycling options in the town and the enhancement of its railway station.

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

The A16 improvements will form a key infrastructure investment which complements the UK Food Valley Bid also submitted for CRF and supported by the LEP. The UK Food Valley Bid is focused on facilitating investment in technology, robotics and automation and supporting the transition to net zero. It also supports access to key strategic Growth Deal and Getting Building Fund investments via the LEP and local partners in and around the South Lincolnshire Food Enterprise Zone area, including:

- the Agri-food Centre of Excellence;
- the Institute of Technology led by the University of Lincoln;
- the National Centre for food Manufacturing;

- the emerging South Lincolnshire FEZ Hub building; and
- the Digital Technology, Transport and Logistics Academy at Boston.

In the north of Lincolnshire, the new Humber Freeport will be dependent on fast and efficient routes to ports and the A16 will play an important role in this regard for our logistics and agri-food sector. Strengthened connections to our Boston Port will be equally significant as international connections and imports and exports continue to grow with direct support from DIT and dedicated High Potential Opportunities (HPOs). In addition, the recent Boston Towns Fund included a Centre for Food and Fresh Logistics which is reliant on improved infrastructure and accessibility across the area.

The investment in active travel will be complemented by the Let's Move Lincolnshire, Active People and Places and Active Lincolnshire investment via S106 contributions plus the capability fund. All of which will help increase the usage of the active travel elements included within this bid.

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)

LCC will shortly adopt a cycling strategy as part of the LTP. The strategy sets out a new ambition for infrastructure standards: the first goal is to ensure all new infrastructure is developed according to national standards (for example LTN 2/08 and 1/12 and the Manual for Streets) and ensure cycling is considered in all new Highways projects. Aligned to this strategy, for SE Lincolnshire, a series of Cycling and Walking Plans have been developed. These follow the publication of the Cycling and Walking Investment Strategy (CWIS) by the Department for Transport in 2017, which led to the publication of guidance on preparing Local Cycling and Walking Infrastructure Plans (LCWIPs). CWIS states that the guidance enables local bodies to take a more strategic approach to improving conditions for cycling and walking to support increases in travel on foot or by cycling.

The A16 proposals (see Figures 4 and 5) have been developed from the LCWIP work and prioritised through a robust options assessment process. They aim to help rebalance movement to more sustainable modes for shorter journeys and improve access to key services and employment zones in Boston and Spalding reducing severance and barriers to movement.

An alternative fuels strategy will shortly bring forward innovative proposals, not just for domestic vehicle, but for commercial vehicles and importantly local buses. Combined with the bus improvement plan that will also be developed this year there will be very significant focus on local bus in the longer-term strategy for the area.

Figure 4 – A16 Boston Walking & Cycling Improvements Overview

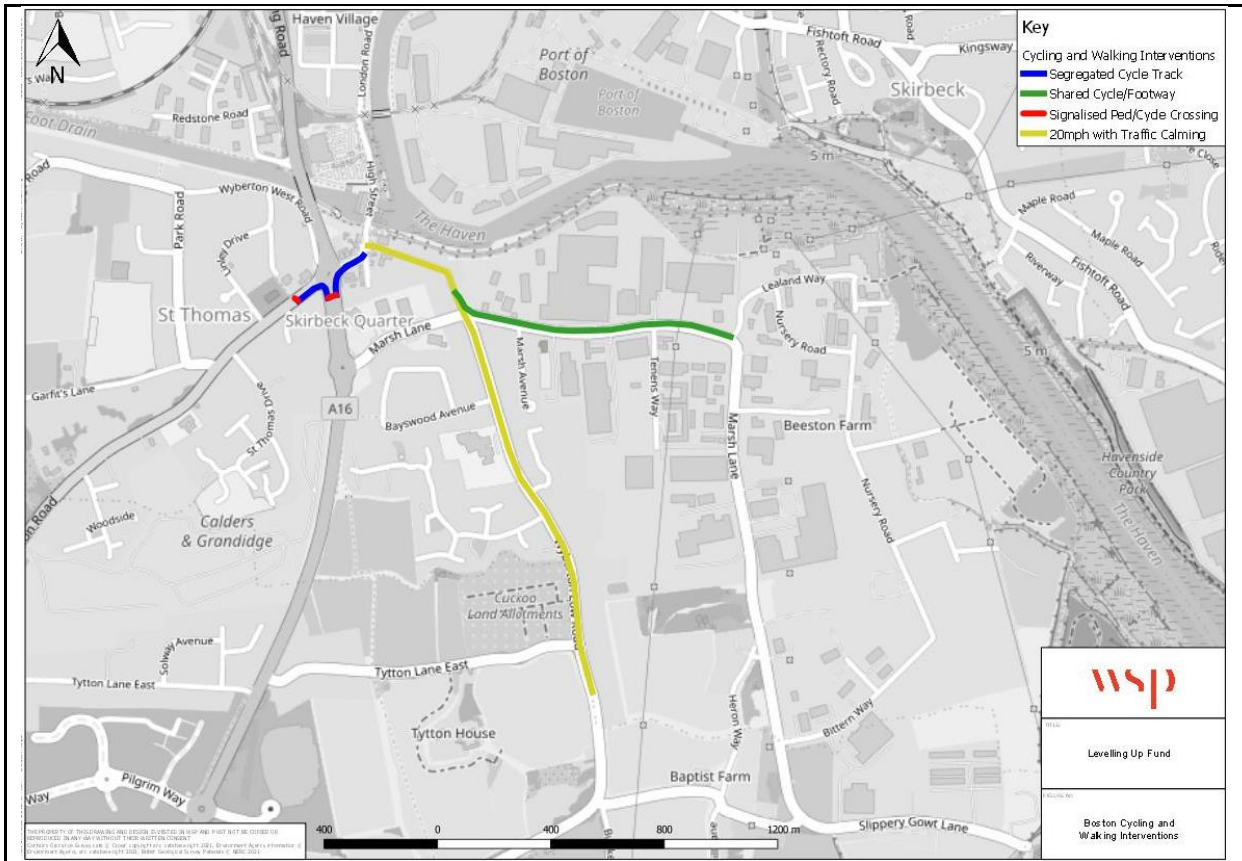
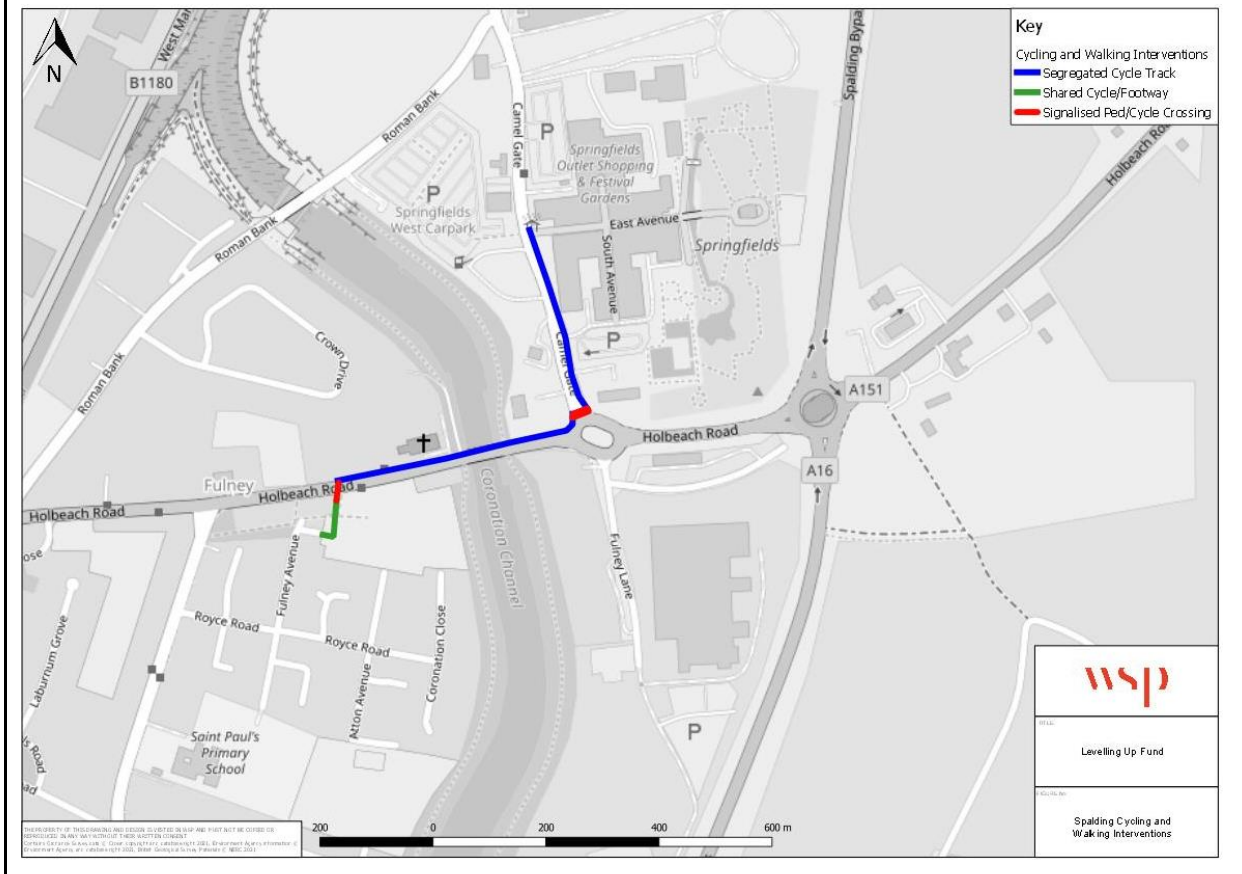


Figure 5 – Spalding Walking & Cycling Improvements Overview



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 challenges affecting the A16 have been demonstrated through a number of studies. This includes the Lincolnshire Route Re-Assessment (RAR) – 2021 which assessed the existing baseline conditions across the strategic highway corridors which included the A16 corridor. The analysis looked at a range of Key Performance Indicators including journey times, accidents, growth and active travel potential.

The assessment identified the following:

- The A16 / Marsh Lane Roundabout experiences congestion during peak periods, particularly for A16 northbound movements. Delay also occurs on Marsh Lane which is the main highway link for vehicles accessing Riverside Industrial Estate;
- The A16 / B1180 Roundabout experiences delay on both A16 arms during peak periods due to lack of capacity – this has a particular impact on HGV movements. Pinchbeck Industrial Estate will grow to 180Ha by 2036 and the junction will form part of the northern terminus of the Spalding Western Relief Road;
- The A16 / A151 Roundabout experiences delay on both A16 arms as well as A151 East arm during peak periods;
- The A16 / Station Road Roundabout experiences delay on A16 arms during peak periods. The junction is a key node along A16 corridor and for accessing Kirton. LCC has a long-standing ambition to dual the A16 in both direction and any works first requires the future proofing of the junction; and
- The active travel proposals in Boston and Spalding are situated in areas that are in the top 30% most deprived in the country. The Go Dutch scenario of the Propensity to Cycle Tool demonstrates that there is potential to increase cycling levels from around 7% mode share to 35% mode share.

The existing operational performance of the junctions is further detailed within an accompanying Modelling Technical Note (see Appendix D).

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 data used to establish baseline highway conditions within the Lincolnshire Route Appraisal Report (RAR) was obtained from a variety of sources. Journey Time information was obtained from the DfT's Traffic Master tool for all assessed locations along the A16 corridor with Spatial Planning Growth information extracted from the relevant current Local Plans for South Holland (of which Spalding is a constituent settlement) and Boston. The traffic data that has been used to inform the operational assessments of options that form part of this bid are further detailed in an accompanying Modelling Technical Note which also sets out the processes, methodologies and other assumptions that have

been applied through the option development process.

In addition, the data used to support the appraisal of the cycling and walking proposals has been taken from the DfT's Active Modes Appraisal Toolkit. The Toolkit includes congestion, Infrastructure maintenance, accidents, air quality, noise, greenhouse gasses, risk of premature death, absenteeism and journey ambience.

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

The highway proposals were developed based on findings as set out within the Lincolnshire RAR in addition to further interrogation of data sources that has occurred through development of the A16 LUF submission. Data sources used in the development included Census 2011 data, DfT Count Sites, collision data and the Boston and Spalding Strategic Traffic models. The highway proposals have also been informed by the stakeholder engagement exercise completed as part of the RAR study.

The cycling and walking proposals were developed based on the findings of the respective Boston and Spalding Cycling and Walking Infrastructure Plans. The Plans have also been informed by the stakeholder engagement exercise completed in support of the cycling and walking infrastructure plans. Data sources used in the development of the Cycling and Walking Infrastructure Plans included Census 2011 data, Indices of Multiple Deprivation, the Propensity to Cycle Tool, count sites, the Boston and Spalding traffic models and collisions.

Further detailing of the data and evidence in relation to the package is set out within an accompanying Modelling Technical Note to this report (see Appendix D).

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)

A substantive amount of traffic modelling and options assessment has been undertaken to robustly support and develop the package proposals. For each of the identified highway locations, a bespoke junction model has been developed in accordance with existing general arrangements at these locations as well as utilising appropriate data sources to model existing and future year highway conditions at these locations to test the suitability of each option in addressing identified issues and constraints. The analysis demonstrates the following:

- **A16 / Marsh Lane Junction:** The improvements are forecast to reduce delay across all arms of the junction during peak periods, most notably for vehicles travelling north along the A16 towards the junction. The assessments show that Marsh Lane will experience the largest reduction in delay during the IP and PM peak periods, of which a large proportion of vehicles are goods vehicles travelling to / from Riverside Industrial Estate to the east;
- **A16 / B1180 Junction:** The improvements are forecast to significantly reduce delay, particularly for the A16 North arm at the 2036 future year, demonstrating that the proposed improvements provides sufficient capacity to not only accommodate flows at 2036 but also beyond this point. The scheme is also forecast to improve performance of the B1180 and A16 South arms at the junction and will therefore provide benefits for all movements
- **A16 / A151 Junction:** The proposed option is forecast to significantly reduce delay on both A16 arms at the junction and significantly increase through-put for A16 through movements, significantly reducing congestion at a key highway node along the wider A16 corridor; and
- **A16 / Station Road Junction:** Full signalisation will enable flows to be controlled at the junction and ensure that there is smooth progression along the wider A16 corridor as well as safeguarding access onto both Station Road arms to provide crucial accessibility and connectivity to both parts

of Kirton.

For the Active Travel elements of the proposal, options have been developed and assessed in accordance with LTN 1/20 Cycle Infrastructure Design Guidance. The key aim of the proposals is to make cycling and walking a more attractive choice for people. In Boston, the A16 forms a key barrier to cycling and walking between Skirbeck and Wyberton and Boston town centre, as well as the Riverside Industrial Estate. In Spalding, the A151 connection with the A16 forms a key barrier to cycling and walking between Spalding and Springfields Outlet and other employment sites in this location. The proposals seek to address these issues by providing traffic calming measures, cycle tracks that are segregated from motor traffic and by providing high-quality crossings across roads currently providing a barrier to cycling and walking movements. The improved infrastructure will provide an improved journey experience for pedestrians and cyclists. It will also raise awareness of cycling and walking by providing more visible infrastructure.

Supporting evidence for the highways and Active Travel components of the package of options is set out within an accompanying Modelling Technical Note to this report.

Importantly the improvements will improve connectivity and reliability which will provide the conditions for additional investment, improved productivity the sustained economic growth of a priority sector and the UK Food Valley.

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

The appraisal has been informed by two strategic highways models and the DfTs AMAT. These are summarised below:

Boston Highway Model

The model was developed using SATURN, with a base year of 2019 and includes morning, interpeak and evening peak periods. Traffic data to inform the model build covered a wide area (see Figure 6) and comprised ATC, JTC and RSI traffic surveys undertaken in May 2019, mobile phone network data, Traffic Master journey time data and National Travel survey data.

Figure 6 – Boston Traffic Model Study Area



The base model was validated with reference to flows across defined screenlines and journey times using DfT TAG and GEH criteria, and it was demonstrated that there was good compliance, with the majority (83%) of screenlines showing less than 5% difference between observed and modelled flows

and 100% of routes meeting journey time validation criteria.

Forecast years were developed for 2026, 2036 (end of Local Plan period) and 2041 in line with TAG Unit M4 and a core scenario that included only “near certain” and “more than likely” land use and infrastructure developments, with growth constrained to TEMPro. Do-minimum models were developed based on committed infrastructure proposals and do-something models also included the Boston Western Distributor Road and associated dependent developments.

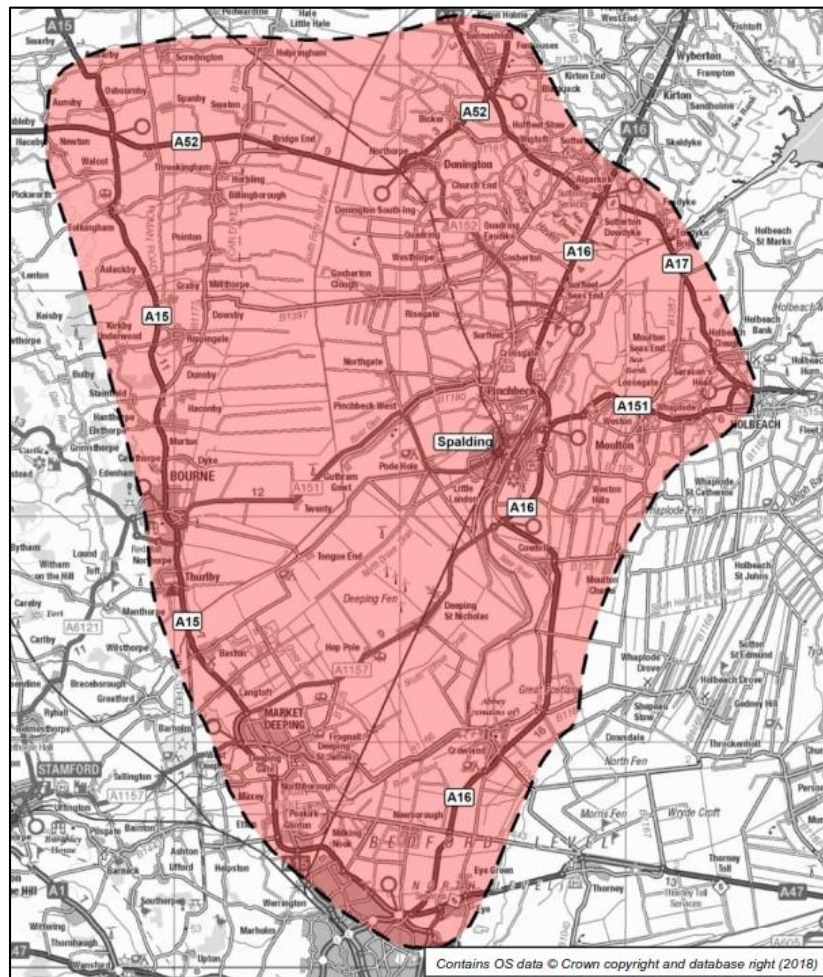
Traffic flows extracted from the do-minimum model have been used to inform the operational modelling and appraisal of the A16/Marsh Lane junction.

Spalding Highway Model

The model was developed using SATURN, with a base year of 2018 and includes morning, interpeak and evening peak periods. Traffic data to inform the model build was collected over a wide study area and comprised ATC, JTC and RSI traffic surveys (April 2018), mobile phone network data, Traffic Master journey time data and National Travel survey data.

The base model was validated with reference to flows across defined screenlines and journey times using DfT TAG and GEH criteria, and it was demonstrated that there was good compliance, with 100% of screenlines achieving a GEH value of less than 4, and at least 85% of routes meeting journey time validation criteria.

Figure 7 – Spalding Traffic Model Study Area



Forecast years were developed for 2021, 2026 and 2036 (end of Local Plan period) in line with TAG Unit M4. A core scenario was developed that included only “near certain” and “more than likely” land use and infrastructure developments, with growth constrained to TEMPro. The Do-Something scenari-

os included developments that are partially or wholly dependent on the Spalding Western Relief Road scheme. Traffic flows extracted from the do-something model have been used to inform the operational modelling and appraisal of the A16 / B1180 and A16 / A151 roundabouts.

Both models have been demonstrated to provide a very good representation of traffic demands during the base year and a reliable basis on which to prepare forecasts of future traffic growth. Further details are included in the supplementary Modelling and Appraisal Report (see Appendix D).

Active Modes Assessment Tool

AMAT has been used to quantify the benefits of the cycling and walking proposals. To inform the forecasts we have used a key research study by Transport for Quality of Life (September 2019). This provides the underlying evidence base for the Government’s Cycling and Walking Investment Strategy (CWIS) Active Travel Investment Models. The report shows increases on flagship routes by approximately 60% for cycling. Considering the scale of the LUF schemes and the existing user base lower increases have been applied – 25% increase in cycle users for Boston and 50% for Spalding.

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)

Estimation of the scheme costs is a crucial part of the appraisal process and directly determines the BCR reported in the value for money analysis. As detailed in Section 6 there are three key components to the scheme cost estimate, they are:

- Base cost estimate;
- Adjustment for inflation; and
- Adjustment for uncertainty

This is in line with the guidance in WebTAG Unit A1-2 ‘Scheme Costs’. In summary:

- The base costs are in a Q2 2021 price base and are based on the outline designs including an assessment of the forecast design and preparation and construction costs;
- Inflation has been applied to the capital costs and taken from the latest DfT TAG databook; and
- The uncertainty allowance has been derived from an assessment of the key risks and uncertainties.

The outturn capital costs are summarised below:

Table 1 – Scheme Cost Estimate

Cost Element	Total
Base cost	£18,613,000
Uncertainty Allowance	£2,300,000
Inflation	£889,000
Total Outturn Cost	£21,732,000

Optimism Bias

Optimism bias represents the demonstrated systematic tendency for appraisers to be overly optimistic about key parameters. In line with WebTAG (Unit A1.2) a **15% optimism bias** has been applied to the scheme costs for the purposes of the economic appraisal.

Present Value of Costs

For economic appraisal, present value costs have been calculated in line WebTAG Unit A1-1 'Cost Benefit Analysis.' This includes the following steps:

- **Rebasing to the DfT's base year (currently 2010):** For cost benefit analysis purposes, all values should be in real prices (including inflation) to stop the effects of inflation distorting the results. The GDP deflator has been used, as recommended by DfT, which is a much broader price index than consumer prices as it reflects the prices of all domestically produced goods and services in the economy;
- **Discounting to the DfT's base year:** Discounting is the process of adjusting monetary values to account for 'social time preference'; that is people's preference to consume goods and services now rather than in the future. Discount rates of 3.5% (0-30 years) and 3.0% (31-75 years) have been applied as appropriate; and
- **Converting to market prices:** The final stage in preparing the package cost for appraisal is to convert the cost from the 'factor cost' to the 'market price' unit of account using the indirect tax correction factor of 1.19 which reflects the average rate of indirect taxation in the economy.

PVC Estimate

The PVC estimate (in 2010 prices and values) for the package of schemes is £14,932,708.

Contributions

The total PVC estimate is £14.933m. There are no private sector costs and funding split between LUF contributions and local contributions (in 2010 prices and values) is set out below:

Table 2 – Funding Contributions (2010 Prices and Values)

Contributor	Contribution (2010 prices and values)
Central Government (LUF)	£13,439,437
Local Government	£1,493,271
Private Funding	£0
Total	£14,932,708

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 appraisal has focussed on the highway and active mode benefits and the scope and approach is summarised and explored below.

Highway User Benefits Appraisal

The economic benefits of the highway schemes have been appraised from a Journey Time perspective. The appraisal captures the projected average change in delay which is the differential between the existing operational performance and the forecasted operational performance through delivery of the proposed intervention at each location.

The economic benefits have been derived across a one-hour period for the morning, interpeak and evening peak periods at each location. These benefits take into account the projected average hourly

flow during the opening year operational assessments at 2024.

The average change in delay (in minutes) between the base and Do-Something scenarios and the average hourly flow of vehicles at the 2024 opening year assessment have been inputted into Highways England's Scheme Appraisal Report (SAR) tool to derive Present Value Benefits (PVB) associated with the package. The economic benefits have been derived through applying the following assumptions:

- Benefits are accrued across 260 days in a calendar year;
- 30-year Appraisal Period to align with the active mode appraisals and the current Local Plan horizons;
- Discounted to 2010 prices;
- Rural carriageway road types; and
- Accident savings not assessed to provide a conservative estimate of benefit

Active Mode Appraisal

The economic benefits provided by the AMAT include the following assumptions:

- Forecast users increase by 25% for the Boston cycling and walking proposal and 50% for Spalding;
- Intervention data is applicable for 253 days per year (number of working days per year);
- 30-year appraisal period;
- Cycle infrastructure journey quality improvements; and
- Discounted to 2010 prices.

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 i.e. 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)

Benefit to Cost Ratio

The monetised benefits, present value of costs and benefit cost ratio (BCR) are summarised in Table 3 below. The calculation of the present value of benefits used to derive the BCR includes the monetised benefits of transport economic efficiency and the active mode infrastructure.

As detailed in Section 5.4a the appraisal has used a standard approach to calculate the monetised benefits utilising the following tools:

- **Highways England Scheme Appraisal Report (SAR):** The average change in delay (in minutes) between the base and Do-Something scenarios and the average hourly flow of vehicles at the 2024 opening year assessment for each junction have been inputted into SAR tool to derive Present Value Benefits (PVB);
- **Active Mode Appraisal Toolkit:** The DfT's AMAT has been used to quantify the range of potential benefits of cycling and walking interventions including. This includes the health improvements from increased levels of physical activity in terms of reduced mortality risk and

lower work absenteeism, improvements to journey quality, and the Impacts associated with modal shift away from cars.

Table 3 – BCR Summary

Impact	Monetised Cost / Benefit (£000s)
Economic Efficiency: Commuting & Other	£8,624
Economic Efficiency: Business	£6,257
Active Modes Appraisal	£5,866
Present Value of Benefits	£20,747
Present Value of Costs	£14,933
Benefit Cost Ratio	1.39

Value for Money Statement

The initial BCR for the proposals based on monetised benefits of transport economic efficiency and active modes benefits is **1.39**. However, as set out in Section 5.5c there a number of limitations to the appraisal which means that this is likely to be a conservative estimate

However, as demonstrated earlier in the business case the A16 corridor forms a key strategic link in South East Lincolnshire and has a fundamental role in supporting Lincolnshire's agri-food sector. The sector in Lincolnshire is a world leader and has one of the largest concentrations of food manufacturing, research, storage, and distribution in Europe and supports over 62,000 direct employees in agriculture, food processing, the supply industry, food wholesaling and logistics, generating a GVA of over £3.5billion in 2019.

The sector is heavily dependent on efficient and reliable transport networks to distribute produce across the country. The scheme will address the immediate challenges and priorities affecting the A16 corridor including freight journey times, access to important employment zones in Boston and Spalding and the Port of Boston. The schemes are expected to have a significant impact on the local economy and connectivity and will:

- Improve access to South East Lincolnshire's Food Valley;
- Improve transportation of agri-food goods and freight journey times;
- Improve journey times and reliability along A16;
- Improve access to central Boston and Spalding;
- Improve access to Port of Boston, Riverside Industrial estate and Benner Road Industrial Estate;
- Improve walking and cycling access to Riverside Industrial estate and Port of Boston; and
- Improve strategic connectivity to Humber Ports and Midlands.

Over the longer term the transport improvements will have a key role in delivering:

- Improved productivity of the agri-food industry;
- Delivery of low carbon food chains;
- Development of Lincolnshire's Food Valley; and
- Sustained economic growth of the priority agri-food sector and delivery of jobs.

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 scheme is also expected to have a range of wider benefits. These are summarised below:

- **Wider Economic Benefits:** The scheme provides an overall improvement to the performance and reliability of the transport network which will improve the efficiency of businesses – particularly those connected to the agri-food sector and will promote sustainable economic growth in Boston, Spalding and the Food Valley. This will increase businesses' effective catchment areas which will have positive benefits for labour supply and move to more productive jobs; and
- **Social & Distributional Impacts:** The scheme is also likely to have impacts across several social indicators, these include:
 - **Journey Quality:** The scheme is likely to have a positive impact on traveller care through providing segregated walking and cycling facilities at key points and have a positive impact on travellers' views through a high-quality design language which will be in line with LTN 1/20. It will also have a positive impact on travellers' stress through reducing congestion and improving journey times; and
 - **Severance:** The improved walking and cycling infrastructure will also help to reduce local severance within Boston and Spalding through improving access over the A151 and A16. This will benefit a range of communities in and around the A16 including more vulnerable groups and those without access to private car.
- **Health & Wellbeing:** The active mode improvements will encourage the uptake of walking and cycling for local journeys. This will help rebalance movement to more sustainable modes and as demonstrated in the appraisal deliver significant health benefits.

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)

The key uncertainties, sensitivities and limitations are summarised below:

- **Uncertainties:** Traffic forecasting requires sources of uncertainty to be considered. This includes uncertainties relating to demographic changes, GDP growth and fuel price trends as well as local development and transport infrastructure changes. This has been considered, however any future changes to the key assumptions may impact the appraisal.
- **Sensitivities:** The assessment is subject to a number of sensitivities these are as follows:
 - The upcoming updates to the DfT's TAG databook and guidance are expected from July 2021 onwards and may impact on appraisal outcomes;
 - A core scenario only has been tested at this stage additional high/low growth and COVID related scenarios may change elements of the appraisal; and
 - Any significant changes to the assumed uplift in walking and cycling will impact on the AMAT appraisal. The current forecasts are considered robust and appropriate for the study area.
- **Limitations:** There are a number of limitations associated with the appraisal which mean that it is likely to represent a conservative estimate of the benefits. These include:
 - The appraisal has only taken into account the focussed junction impacts of the schemes and not considered the wider network operational benefits;
 - The highways appraisal only covers a 30-year appraisal to align with the Active Mode Assessment. A 60-year appraisal would be expected to result in an increase in benefits; and

- The appraisal does not include an assessment of accident benefits. The nature of the scheme would be expected to result in a reasonable level of accident benefits.

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.

An Appraisal Summary Table further detailing the impacts of the proposed package against Economic, Environmental and Societal objectives is attached to this report – see Appendix E.

PART 6 DELIVERABILITY

6.1 Financial

See technical note Table 1 for further guidance.

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

The scheme cost estimate is set out in Table 1. The cost estimate has been developed using an appropriate methodology taking into account the design and preparation costs, construction costs and uncertainty. The total outturn cost estimate is £21.7m.

The scheme will require £19.558m from the Levelling Up Fund with a £2.172m (10%) contribution from LCC. The Levelling Up funding will be used to support and contribute to the delivery and construction of the scheme. This includes the next phases of scheme development, including the finalisation of the detailed designs, planning application preparation and construction. LCC's identified contribution of £2.172m will be provided through the ITB allocation.

Table 4 – Scheme Cost Summary

	LUF Funding	%	Public Match Funding	%	Private Match Funding	%	Totals
Capital	£19,558,800		£2,172,200		£0	-	£21,732,000
Revenue	£0	-	£0	-	£0	-	£0
Totals	£19,558,800		£2,172,200		£0	-	£21,732,000

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.

<p>The scheme cost profile is set out in Appendix F. As shown in Section 6.3 the delivery of the scheme is split into 3 phases with the active mode elements expected to be delivered in 2022 and construction of the remaining elements to be completed by November 2024.</p>	
<p>6.1c Please confirm if the bid will be part funded through other third-party funding (public or private sector). If so, please include evidence (i.e. letters, contractual commitments) to show how any third-party contributions are being secured, the level of commitment and when they will become available. The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Where relevant, bidders should provide evidence in the form of an attached letter from an <u>independent</u> valuer to verify the true market value of the land.</p>	<p>Yes</p>
<p>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)</p>	
<p>As described in Section 6.1a the scheme is expected to be funding through contributions from the Levelling Up Fund and LCC. At this stage it is not envisaged that any further contributions will be required or need to be secured.</p>	
<p>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)</p>	
<p>LCC can confirm that there have been no other funding applications in respect of the schemes included in this bid.</p>	
<p>6.1f Please provide information on margins and contingencies that have been allowed for and the rationale behind them. (Limit 250 words)</p>	
<p>The cost estimate has been developed using an appropriate methodology taking into account the design and preparation costs, construction costs and uncertainty. In line with DfT's latest version of WebTAG Unit A1.2 the costs comprise of three key components:</p> <ul style="list-style-type: none"> ▪ Base cost estimate – the base cost is calculated in Q2 2021 prices and includes allowances for: <ul style="list-style-type: none"> – Main works contract (including preliminaries, general road works, earthworks, main carriage-way, side roads, signs etc.); – Ancillary work contracts (including provisions of maintenance compounds, lighting, landscaping,); – Work by other authorities; – On site Supervision and Testing; – Land & property costs (including land acquisition, legal fees and compensation); 	

- Design and preparation costs (including project management, consultancy fees, design, public consultation, public inquiry, surveys and costs associated with gaining statutory powers/orders).

- **Adjustment for inflation** – inflation adjustment is made to the base cost over the estimated length of the design and construction phases in order to provide a robust estimate of the expected costs. This calculated and applied with the approach in line with WebTAG Unit A1.2 and the rates are below:

Inflation Rate (GDP Deflator)	2021	2022	2023	2024
	1.9%	2.0%	2.0%	2.3%

- **Adjustment for Uncertainty** – covers all uncertainties that can be identified. The process has involved generating an uncertainty model for each element of the scheme which considers the status of the design, key challenges and unknowns. The assessment has identified an uncertainty allowance of £2.23m.

6.1g Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UKG funding partners. (you should cross refer to the Risk Register). (Limit 500 words)

A summary of the key financial risks associated with the project, as identified on the current project risk register, is provided in the table below:

Table 5 - Key Financial Risks

Description	Expected Impact	Overall Risk Ranking
Levelling Up Funding Application unsuccessful	Scheme delayed or abandoned	15
Reduction in funding available to progress the scheme	Change in scope of the scheme or delays to the design and preparation phase of the scheme	12
LCC funding for the design and preparation of the scheme is reduced or constrained	This will affect the programme and delivery by 2024.	6
Expected LCC contributions not agreed or not affordable	Increase in LCCs borrowing costs	4
Prime Contractor / sub-contractors goes into liquidation / administration	Delays to the construction phase of the scheme and increased construction costs.	4

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)

Procurement Principles & Overview

The following section provides an overview of the procurement strategy and options for the provision of professional services and construction. The process will be run in accordance with Procurement Lincolnshire Strategy which is a partnership of Lincolnshire District Councils and LCC and operates at a strategic level. The procurement phase will look to appoint suitable suppliers to support the preparation and construction of the A16 scheme. The scope is as includes:

Procurement Scope

- Provision of services to support the preliminary and detailed design process;
- Provision of services to support the successful completion of all statutory procedures including planning and land acquisition;
- Construction of the scheme; and
- Monitoring & Evaluation

Procurement Outcomes

- Achieve cost certainty, or certainty that the scheme can be delivered within the available funding constraints;
- Ensure best value is delivered and the scheme is delivered to programme;
- Ensure stakeholders' acceptance and support for the procurement strategy;
- Develop the scheme to the expected standards and quality;
- Optimise further design and preparation costs with respect to scheme design; and
- Utilise contractor experience and input to the construction programme to ensure the implementation programme is robust and achievable.

Professional Services – Design & Preparation

It is intended that the design and preparation phases will continue to be supported by the existing Highways 2020 Professional Services Contract. This will provide the support to complete the preliminary and detailed designs and supporting assessments.

The contract commenced in April 2020 and will run for a period 12 years with a single provider appointed to the professional services lot (using the New Engineering Contract NEC4). It covers the provision of a range of services including design services, topographic surveys, environmental assessments and planning. Using the existing partnership will:

- Provide LCC with the technical services required for the design and preparation phase; and
- Ensure that the existing delivery team is used to support the critical stages of the project.

Construction

LCC has also completed an initial review of the delivery options for the detailed design and construction phase. Options include Design and Build, Early Contractor Involvement (ECI) with Design and Build and a standalone build contract. The review has identified that *LCC Preliminary & Detailed Design with Contractor ECI Build* is likely to provide the most suitable approach. The ECI element will be used to inform the development of the designs and this approach is expected to have the following advantages:

- LCC would retain control of the scheme design;
- It would enable LCC to pass on all or most of the risk to the Contractor;
- It has been used to deliver other key schemes across Lincolnshire; and
- The ECI phase would help to identify and mitigate the key construction risks.

It is expected that this approach would use a phased contract, with the first phase covering the ECI and the second covering the construction. LCC has also assessed the potential procurement mechanisms, there are currently two options:

- **Restricted Procedure** - A restricted procedure using a combination of price and quality award

criteria. This will be advertised and awarded in compliance with the current Procurement Regulations; and

- **Midlands Highway Alliance MSF3** – This approach would use one of the three sub-options (mini-bid competitive tender, direct call-off, regional direct award) to appoint one of the four contractors.

LCC are working on the assumption that the restricted tender procedure will be the most likely route as the MSF3 contract expires in 2022. This will be reviewed as details are known concerning the next iteration of MSF3.

Monitoring & Evaluation (M&E)

The M&E phase will include the pre-construction baseline data collection and the post scheme evaluation exercise. It is expected that the Highways 2020 contract will be used to complete the M&E phase.

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 e.g. 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)

A robust delivery plan has been put in place for the scheme and the programme, governance and stakeholder management plan is summarised below.

Programme

The high-level programme for the scheme is provided in Appendix G and the key milestones and assumptions summarised below. The programme is a live document and will be updated as necessary throughout the project lifecycle.

Table 6 – Programme Summary

Phase	Milestone	Start Date	End Date
Business Case	MHCLG Queries	June-21	Sept-21
	Funding Award	Sept-21	Sept-21
Phase 1 – Active Mode	Feasibility Design Development	July-21	Sept-21
	Prelim Design	Sept-21	Nov-21

Improvements	Approvals & Orders Prep	Nov-21	Dec-21
	Further Detailed Design	Dec-21	Feb-21
	Procurement	Dec-21	March-22
	Construction (Phase 1) – Mobilisation	March-22	April-22
	Construction	April-22	Sept-22
	M&E – Pre-construction Assessment	Sept-21	Oct-21
	M&E – Post 1 Year Assessment	Aug-23	Oct-23
Phase 2 & Phase 3 Design Development & Approvals	Feasibility Design Development	Sept-21	Dec-21
	Prelim Design	Dec-21	Jan-22
	Planning Application Preparation	Dec-21	March-22
	Planning Application – Determination	March-22	June-22
	Statutory Orders Preparation	June-22	Feb-23
	Further Detailed Design	Nov-22	Feb-23
	Procurement	Feb-23	May 23
Phase 2 - A16 Marsh Lane Junction Improvements & A16 / A151 Junction Improvements	Construction – Mobilisation	May-23	May-23
	Construction	May-23	April-24
	M&E – Pre-construction Assessment	Jan-23	Feb-23
	M&E – Post 1 Year Assessment	Jan-25	April-25
Phase 3 – A16 / B1180 Junction Improvements & A16 / Station Road Junction Improvements	Construction	Jan-24	Nov-24
	M&E – Pre-construction Assessment	Jan-23	Feb-23
	M&E – Post 1 Year Assessment	Jan-26	March-26

Dependencies & Approvals

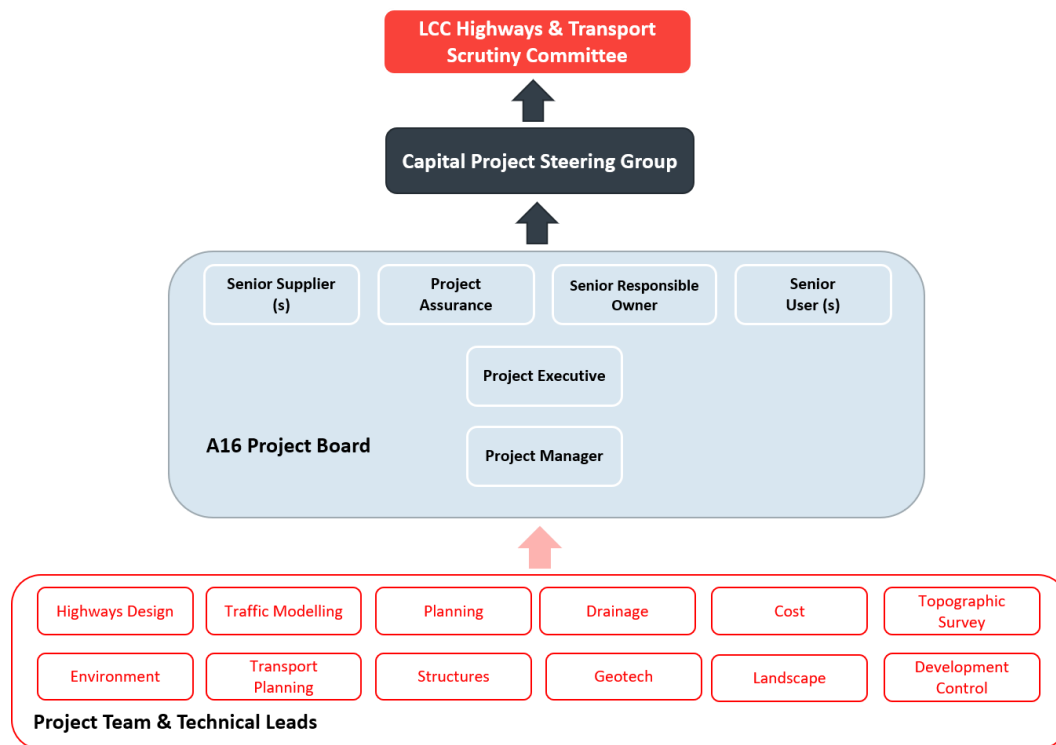
The dependencies are primarily connected to funding, statutory approvals and procedures that need to be completed and are as follows:

- **Funding:** The scheme is dependent on £19.559m from the Levelling Up fund and local contributions of £2.173m
- **Planning Approval:** It is dependent on planning approval and completion of the necessary supporting assessments;
- **Land Acquisition:** Elements of the scheme will be dependent on acquisition of any necessary land;
- **Successful approval of statutory orders:** The scheme is likely to require side roads orders, as such the scheme is dependent on these being approved; and
- **Stakeholder Support:** The scheme will be dependent on support from a range of stakeholders given the scheme's impact on the existing road network and proximity to existing properties.

Governance

To support the ongoing delivery of the scheme beyond the current stage and the benefits realisation LCC will utilise its well-developed governance structure to deliver the project. The scheme will be delivered under a structured project management methodology based on the PRINCE2 best practice, as developed and promoted by the UK Government. An overview of a proposed project governance structure is presented below (Figure 8) and is organised around three tiers comprising the Highways & Transport Scrutiny Committee, Capital Programme Steering Group and Project Board.

Figure 8 – Project Governance Framework



LCC Highways & Transport Scrutiny Committee

The Committee’s role is to review and scrutinise transport services, new transport investments and highways improvements. The committee will consider and approve reports and recommendations prepared for the project.

Capital programme steering group

The group will provide the assurance that the project remains aligned with the needs and priorities of the area. It will provide external advice, direction and challenge to the Project Board on the scope, operation and delivery of the scheme and provide advice on mitigating critical risks and issues.

Project Board & Project Roles

The board will have overall responsibility for the success of the project and represents the various interests (Business, User and Technical) at a senior management level. It has the responsibility of the overall direction, management and control of the project and provides the strategic platform for key decision making.

The expectation is that the Board will meet at regular intervals, as required for key milestone decisions, or on demand should a significant issue arise. The roles / members are identified in **Error! Reference source not found. 7.**

Table 7 – Project Board Summary

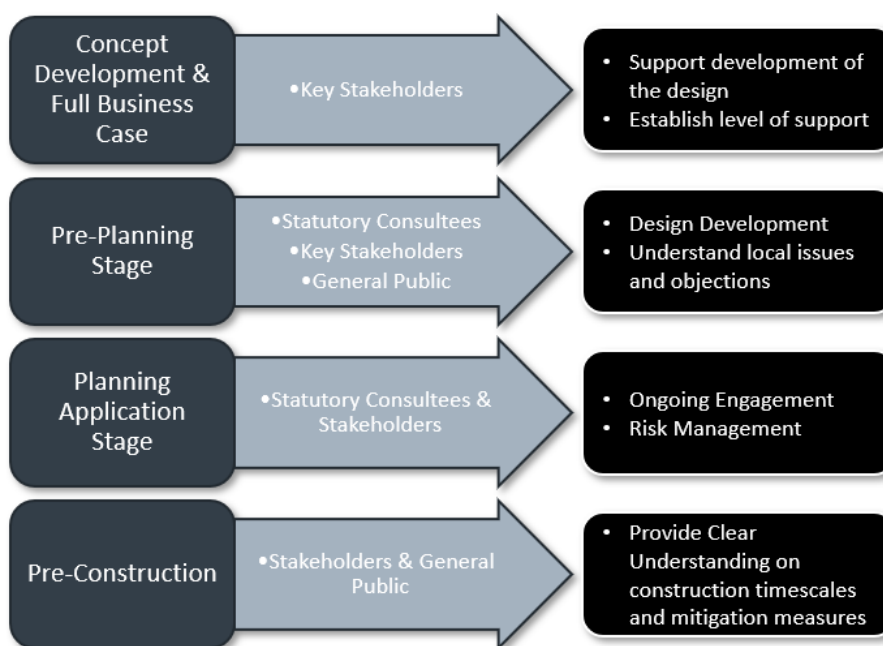
Project Board	Name
Senior Responsible Owner	The Senior Responsible Owner (SRO) will have overall responsibility for ensuring that the project meets its objectives and delivers the projected benefits. The SRO will ensure that the project maintains its business focus, that it has clear authority, and that the work, including risks, is actively managed. The nominated person should be the owner of the overall business change that is being supported by the project.

Senior User (s)	The Senior User represents the interests of all those who will use the final product of the project, those for whom the product will achieve an objective, or those who will use the product. The Senior User is accountable for ensuring that user needs are specified correctly and that the solution meets those needs within the constraints of the project
Senior Supplier (s)	The Senior Supplier (s) represents the interests of those designing, developing, facilitating, procuring, and implementing the project products. The role provides the knowledge and experience of the main discipline(s) involved in the production of the project's deliverable(s). The Senior Supplier represents the supplier interests within the project and provides supplier resources
Project Executive	The Project Executive will have responsibility for monitoring progress ensuring that the project maintains its business focus, that it has clear authority, and that the work, including risks, is actively managed. The Project Manager will report to the Project Executive.
Project Assurance	As part of the delivery of the project there will be a need for independent audit or assurance of the workpackage delivery. The Assurance Role considers the end product of each work package against the workpackage plan and product specification and confirms to Project Board that it is fit for purpose.
Project Manager	The Project Manager will have the responsibility of managing the project to ensure that it delivers the required products within the constraints agreed with the Project Board. The Project Manager will report to the Project Executive and Project Board on progress, cost, required decisions and the management and mitigation of risk.

Engagement Strategy

The scheme will have a significant impact on the network and stakeholders. As a result, engagement will form an important part of the delivery of the improvements. A robust approach will be used to manage stakeholder and public expectations and to ensure that, where appropriate, their views feed into the delivery of the scheme. The outline approach is set out below (Figure 9):

Figure 9 - Comms Strategy Process Map



6.3b Has a delivery plan been appended to your bid?

Yes – see Appendix G

6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22?	Yes
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6.3e Risk Management: Places are asked to set out a detailed risk assessment which sets out (word limit 500 words not including the risk register):

- the barriers and level of risk to the delivery of your bid
- appropriate and effective arrangements for managing and mitigating these risk
- a clear understanding on roles / responsibilities for risk

The delivery of the A16 scheme is subject to a robust risk management, assessment and identification process. This is continuous and all mitigation measures are regularly reviewed and at key stages in the life of the project (see Table 8).

Table 8 – Project Life Cycle Risk Review Stages

Project Stage	Description
1	Options Assessment Stage
2	Outline Business Case Preparation
3	Preliminary Design Development
4	Pre-Planning Stage
5	Post Planning Application
6	Statutory Orders Preparation
7	Pre-Construction
8	During Construction

A risk register has been prepared for the package and is provided in Appendix H. The register is a ‘live’ document developed by the project team. The development of the registers has considered the key risks, the potential impacts, the required mitigation and the risk owners. Risks are classified into one of the following areas:

- Engineering – including scheme design, structures and earthworks;
- Planning & Site Supervision – including legal/statutory processes, site supervision, policy changes and overall programme;
- Delivery – including Funding, Policy, Planning, Stakeholder Consultation;
- Statutory Undertakers – including unforeseen statutory services and delivery programme risks;
- Environment – including contaminated land, construction phase impact, protected species discoveries;
- Ground Conditions – including land drainage and unforeseen ground conditions; and
- Contractual/ Construction – including adverse weather, programme delays and resource issues.

The key risks are identified below:

Table 9 – Key Risk Summary

Description	Expected Impact	Overall Risk Ranking
-------------	-----------------	----------------------

Unidentified land interests / and or land cannot be secured by negotiation	Landowners not consulted risk of future objections and land cannot be acquired	16
The presence of uncharted or inaccurate siting of utilities within the vicinity of scheme	Results in increased safety risk and impact on construction cost.	16
Unforeseen archaeological finds. Trial trenching reveals requirement for detailed excavation	Delays and restrictions to site activities. Increased cost during construction	15
Scheme requires major changes / diverting of existing statutory undertakings	Resulting in a delay to completion of the scheme and additional costs.	15
Levelling Up Funding Application unsuccessful	Scheme delayed or abandoned	15
6.3f Has a risk register been appended to your bid? Yes		
6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)		
<p>LCC has extensive experience delivering key infrastructure projects. The following provides an overview of relevant schemes:</p> <p><u>Previously Delivered Schemes</u></p> <ul style="list-style-type: none"> ▪ Lincoln Eastern Bypass (LEB): The £120m LEB is a 7.5 km single carriageway and forms a key part of tackling a range of challenges including supporting Lincoln’s sustainable growth, reducing congestion in and around Lincoln, enhancing the inter-city environment and reducing carbon emissions. The scheme opened in December 2020; ▪ A46 / A15 Riseholme Roundabout Improvements: The A46/A15 Riseholme Road Roundabout is a key junction on the A46. The £4m scheme involved capacity improvements to the existing junction providing additional lanes on all four approaches of the roundabout, increasing the size of the circulatory carriageway and providing a shared north south cycleway / footway on the eastern side of the A15. <p><u>Schemes Currently being Progressed</u></p> <ul style="list-style-type: none"> ▪ Spalding Western Relief Road Section 5 - The scheme will form 7.3m-wide single carriage road built in five sections linking the A1175 and A16 to the south and east of Spalding, to the B1356 to the north. Section 5 will be the first to be built and include 1km length of carriageway and a five-arm roundabout junction on the B1356 Spalding Road; and ▪ Sutterton Roundabout - A strategic highway junction improvement which opens up business growth opportunities for the agri-food sector and its associated supply chain of businesses located in south of the Greater Lincolnshire area. This improvement of a strategic road route on the A17 will enhance the transport links for the Agri–Food sector; see a reduction in congestion; and improved access along the road network at the ‘pitch point’ of the A16 and A17. 		
6.3h Assurance: We will require Chief Financial Officer confirmation that adequate assurance systems are in place.		
For larger transport projects (between £20m - £50m) please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews. (Limit 250 words)		

The Council's published Capital Strategy provides a framework of guidance to support elected Members in their decision making and to support Officers involved in capital planning.

For this project, the following review stages have been identified:

- **Gateway 1 - Preliminary Design & Assessment:** This will follow the completion and development of the preliminary design and prior to progressing towards the planning and statutory procedures stage;
- **Gateway 2 – Procurement:** The review will be completed prior to the project going out to tender;
- **Gateway 3 – Detailed Design / Prior to Construction:** A final 'pre-construction' review will be completed as part of finalising the detailed design and prior to commencement of construction.

Importantly the gateways will involve completing an independent review of the scheme at key milestones and approval stages.

The above Gateway reviews are supported by the Council's Governance and Oversight processes which include the establishment of Project Boards to provide challenge and monitor project progress, the financial position, risks and issue. This is further strengthened by oversight from the Capital Review Group which monitors the delivery of capital projects and which feeds into the quarterly capital budget monitoring process through the Overview and Scrutiny Management Board and the Executive.

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

Monitoring and Evaluation Plan

LCC will undertake a comprehensive monitoring and evaluation exercise in relation to the project. This will assess the delivery process, the actual outcome, benefits and impacts of the scheme, with the overriding aim of providing accountability for the investment. The high-level Monitoring & Evaluation (M&E) Plan is set out below.

M&E Objectives & Research Questions

The overriding aim of the evaluation will be to provide accountability for the investment. The objectives of the evaluation will be to assess:

- How the scheme was delivered and identify key lessons learnt to inform the delivery of other major infrastructure schemes;

- Whether the scheme's key objectives have been achieved and to identify what impact the scheme has had on the A16 and access to Boston and Spalding; and
- To assess whether the scheme has had a visible impact on the delivery of the Agri-food sector and Lincolnshire's Food Valley.

The research questions are set out in the Table 10.

Table 10 – Evaluation Questions

Evaluation Category	Evaluation Objective	Research Questions
Process Evaluation	To establish how the A16 scheme was delivered and identify key lessons learnt to inform the delivery of other infrastructure schemes	<ul style="list-style-type: none"> • Has the scheme been delivered as intended? • What are the key lessons learnt from the delivery of the scheme? • How well was the programme and change managed through the scheme's development and delivery? • Did any factors external to the scheme impact on its implementation? • How were risks managed during the development and delivery of the scheme? • How do the outturn costs compare to the forecast scheme costs and what are the reasons for any significant differences?
Impact Evaluation	To assess whether the scheme's key objectives have been achieved and to identify what impact the improvements have had on the operation of the A16.	<ul style="list-style-type: none"> • What impact has the scheme had on the operation of the junctions, journey times and reliability along the A16? • What impact has the scheme had on journey times and reliability along the A16? • What impact has the scheme had on the level of strategic traffic using the A16? • What impact has the scheme had on access to Port of Boston, Riverside Industrial estate and Benner Road Industrial Estate? • What impact has the scheme had on the number of people walking and cycling on Wyberton Low Road, Marsh Lane and A151? • What impact has the scheme had on the carbon impact of journeys along the A16?
Economic Evaluation	To assess the impact on the agri-food sector.	<ul style="list-style-type: none"> • What impact has the scheme had on the development of Lincolnshire's Food Valley? • Has the scheme supported the growth and productivity of the agri-food sector in South East Lincolnshire?

Evaluation Areas

There are several aspects of the scheme that will be monitored to enable its impact to be fully evaluated. As the scheme will have an expected outturn cost of approximately £22m, it will follow the DfT's standard evaluation guidance and the following items will be monitored and evaluated.

Table 11 – Evaluation Components

Evaluation Category	Item/Measure	Data Collection Timing	Rationale
Process Evaluation	Scheme Build	During delivery	Knowledge
	Scheme Costs	During delivery/post opening	Accountability
	Delivery Process	During delivery	Process & Economic Evaluation
	Delivered Scheme	During delivery/post opening	Accountability & Process

			Evaluation
Impact Evaluation	Travel Demand	Pre or during delivery/post opening	Accountability / Knowledge
	Travel Times & Reliability	Pre or during delivery/post opening	Accountability / Knowledge
	Carbon	Pre or during delivery/post opening	Accountability / Knowledge / Impact Evaluation
	Scheme Objectives	Pre and post opening	Impact evaluation / Accountability
Economic Evaluation	Impact on the local economy and planned development	Pre or during delivery/post opening	Accountability / Knowledge / Impact / Evaluation
	Outturn appraisal assumptions	Pre or during delivery/post opening	Economic Evaluation

Monitoring & Evaluation Approach Overview

Process Evaluation: This will cover four themes that will establish whether the scheme was delivered effectively and efficiently as well as identifying the key lessons learned from the process. The key measures that will be assessed as part of the process evaluation for the scheme are as follows.

Element	Evaluation Approach
Scheme Build	<ul style="list-style-type: none"> • Programme: Actual scheme delivery process evaluated against proposed delivery programme by assessing the delivery of key programme milestones. • Stakeholder Management: Evaluation of the effectiveness of the stakeholder engagement process throughout each stage of the development of the scheme. It will identify the challenges and issues encountered during the development of the scheme. • Risk Management: Assessment of process of monitoring and evaluating risks at each key milestone. It will assess the actual process for identifying, managing, recording and reporting risks.
Scheme Cost	<ul style="list-style-type: none"> • Outturn Costs: Comparison of final outturn costs against estimated scheme costs • Risks: Comparison of risk quantification process with the actual costs of risks that were realised
Delivery Process	<ul style="list-style-type: none"> • Scheme Context: Identification and analysis of any changes to the scheme's context and justification. • Scheme Objectives: Identification and analysis of any changes to the scheme objectives. • Project Management & Governance: Identification and analysis of key differences between planned and actual project management and governance arrangements. • Scheme Inputs / Resources: Analysis of the differences between planned and actual resources.
Delivered Scheme	<ul style="list-style-type: none"> • Scheme Design: Comparison of the scheme design put forward at FBC against the actual delivered scheme, noting any design changes and rationale for these. • Quality Assessment: Assessment of the design standards used to construct and deliver the scheme. Evidence that the scheme has been delivered to the expected standards. • Requirements Assessment: Qualitative appraisal of scheme to ascertain whether it meets the needs of stakeholders and end users.

Impact Evaluation: The impact evaluation will assess whether the scheme delivered the stated objectives and intended outcomes and impacts. This will look at travel demand, travel times and reliability, travel behaviour, carbon and the scheme objectives.

Element	Evaluation Approach
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Travel Demand	<ul style="list-style-type: none"> Assessment of the contribution of the scheme to changes in travel demand within the A16 study area. Analysis of the pre and post scheme opening traffic levels and movements of vehicles, pedestrians and cyclists. The post construction data for AM and PM time periods will be compared to the baseline data and forecast traffic flow data as set out in the final business case. The data will be analysed to determine the key changes in traffic patterns. Comparison of the forecast and actual traffic growth.
Travel Times & Reliability of Travel Times	<ul style="list-style-type: none"> Calculation of average journey times along the A16 and the variance in these journey times. Analysis of pre and post construction journey time data for journey time analysis routes. Identification of the impact of the scheme on journey times for identified routes.
Carbon Impacts	<ul style="list-style-type: none"> The effect of the A16 improvements on carbon levels (scheme users) in the study area will be assessed based on demand/vehicle speed information and analysis of the difference between outturn results and scheme forecasts.
Scheme Objectives	<ul style="list-style-type: none"> Analysis as to whether A16 improvements has achieved its objectives.

Economic Evaluation: The economic evaluation will assess the impacts on delivery of local development, congestion and journey times and access to key employment areas, job creation and employment.

Element	Evaluation approach
Congestion & Journey Times	<ul style="list-style-type: none"> Comparison of the forecast congestion and journey time monetised benefits with the outturn congestion and journey time impact will be investigated. Assessment of the impact on journey times to the industrial areas and Port of Boston.
Job Creation & Employment	<p>Assessment of the impact that the A16 improvements has had on the delivery of Lincolnshire's Food Valley and growth of the agri-food sector through:</p> <ul style="list-style-type: none"> Agri-food jobs created in the key Spalding & Boston; Comparison of pre-construction and post construction for: <ul style="list-style-type: none"> employment rates deprivation indicators business surveys regarding changes in employment and growth rates within the study area

Evaluation Timescales

The monitoring evaluation programme and timescales will follow the guidance set out in the DfT's Monitoring & Evaluation Framework. It will consist of three elements:

- **Pre-Construction Baseline Data Collection:** this will involve the collecting of all of the pre-scheme data that will be used to form the baseline from which to compare the scheme post-construction;
- **Post Construction 1 Year Evaluation:** this will involve producing an initial report based on the data collected one year after the scheme has opened. This will allow the initial outcome and impact of the scheme to be assessed; and
- **Post Construction 5 Year Evaluation:** this will involve producing an initial report based on the data collected five years after the scheme has opened. This will allow the initial outcome and impact of the scheme to be assessed.

PART 7 DECLARATIONS

7.1 Senior Responsible Owner Declaration

As Senior Responsible Owner for Lincolnshire County Council's Levelling Up Fund – A16 Corridor, I hereby submit this request for approval to UKG on behalf of Lincolnshire County Council and confirm that I have the necessary authority to do so.

I confirm that Lincolnshire County 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: Justin Brown

Signed:

7.2 Chief Finance Officer Declaration

As Chief Finance Officer for Michelle Grady I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Lincolnshire County 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: Michelle Grady

Signed:

7.3 Data Protection

Please note that 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	
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)	
A3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
A4. OS Grid Reference	
A5. Postcode	
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.	Yes No
A8. Project theme Please select the project theme	Transport investment Regeneration and town centre investment Cultural investment
A9. Value of capital grant being requested for this project (£):	
A10. Value of match funding and sources (£):	
A11. Value for Money	

<p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment (Limit 250 word)</p>	
<p>A12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.</p>	
<p>A13. Where available, please provide the BCR for this project</p>	
<p>A14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	
<p>A15. Deliverability Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p>A16. 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</p>	
<p>A17. Does this project includes plans for some LUF expenditure in 2021-22?</p>	<p>Yes</p> <p>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>Yes</p> <p>No</p>

A19. Please provide evidence	
A20. Can you demonstrate ability to deliver on the ground in 2021-22.	Yes No
A21. Please provide evidence	
Statutory Powers and Consents	
A22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	
A23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

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

Project 2	
B1. Project Name	
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)	
B3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
B4. OS Grid Reference	
B5. Postcode	
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)	
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.	
B8. Project theme Please select the project theme	Transport investment Regeneration and town centre investment Cultural investment
B9. Value of capital grant being requested for this project (£):	
B10. Value of match funding and sources (£):	
B11. Value for Money	
This section should set out the full range of impacts – both beneficial and adverse	

<p>– 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>B12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.</p>	
<p>B13. Where available, please provide the BCR for this project</p>	
<p>B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	
<p>B15. Deliverability Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p>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</p>	
<p>B17. Does this project includes plans for some LUF expenditure in 2021-22?</p>	<p>Yes</p> <p>No</p>
<p>B18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?</p>	<p>Yes</p> <p>No</p>

B19. Please provide evidence	
B20. Can you demonstrate ability to deliver on the ground in 2021-22.	Yes No
B21. Please provide evidence	
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.	
B23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

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

Project 3	
C1. Project Name	
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)	
C3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
C4. OS Grid Reference	
C5. Postcode	
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.	
C8. Project theme Please select the project theme	Transport investment Regeneration and town centre investment Cultural investment
C9. Value of capital grant being requested for this project (£):	
C10. Value of match funding and sources (£):	
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>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.</p>	
<p>C13. Where available, please provide the BCR for this project</p>	
<p>C14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	
<p>C15. Deliverability Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p>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>Yes</p> <p>No</p>
<p>C18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?</p>	<p>Yes</p> <p>No</p>

C19. Please provide evidence	
C20. Can you demonstrate ability to deliver on the ground in 2021-22.	Yes No
C21. Please provide evidence	
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.	
C23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

ANNEX D - Check List Great Britain Local Authorities

Questions	Y/N	Comments
4.1a Member of Parliament support		
MPs have the option of providing formal written support for one bid which they see as a priority. Have you appended a letter from the MP to support this case?	Y	Letters Attached
Part 4.2 Stakeholder Engagement and Support		
Where the bidding local authority does not have responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?	N/A	
Part 4.3 The Case for Investment		
For Transport Bids: Have you provided an Option Assessment Report (OAR)	Y	See Appendix B
Part 6.1 Financial		
Have you appended copies of confirmed match funding?	N/A	
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land. Have you appended a letter to support this case?	N/A	
Part 6.3 Management		
Has a delivery plan been appended to your bid?	Y	See Appendix G
Has a letter relating to land acquisition been appended?	N	
Have you attached a copy of your Risk Register?	Y	See Appendix H
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	Included in LUF Proforma

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.		