

Appendix 1D

Levelling Up Feedback notes - 10.12.21

Attendance

Louise Clare - Ministry of Transport East Midlands

Pete Holmes - DLUHC

Mick Lazarus - DLUHC

Kate Ellis – City of Lincoln Council

Gill Wilson – City of Lincoln Council

General

Overall good bid with strengths in Strategic Fit and Delivery - Value for Money elements need to be strengthened.

300 bids submitted only 100 successful – therefore very competitive.

Strategic Fit

- Evidence of comprehensive stake holder engagement
- Evidence that the bid would support growth
- Strategic and statutory commitments evidenced
- Case for Investment well articulated and addresses social and economic benefits
- A clear theory of change provided
- Alignment with local and national Strategies particularly cycling and walking and net zero Policy

Next time bid could be improved by;

- Provision of a clearer more detailed endorsement from Network Rail
- Evidencing engagement has been on going and developed since last bid
- Provision if more detailed plans to evidence compliance with LTN120 design standards

Value for Money

Next time bid could be improved by;

- Improve BCR either look at lower cost options or better cost engineering. BCR needs to be 'good/medium' (above 1) to be considered sound for investment. If not achievable strong case needs to be made that only option is a low/poor BCR.
- More quantitative assessment of the do minimum option and proposed options.
- On Wigford Way inclusion of monetised air quality benefits would strengthen the case.
- Wigford Way continue to address risk, contingency and inflation within cost calculations
- Use of AMAT Active Modes Appraisal Toolkit with results in separate supporting spreadsheet would strengthen the case.

Deliverability

- Overall, well considered approach
- Cost estimates good and includes optimum bias and clearly outlined ask and status of match funding

- Management case good
- Risk Assessment good and 'honest'
- Transport Hub Delivery evidence a strength
- Well set out delivery time line
- Monitoring and Evaluation proposals good overall and key metrics align with those of LUF

Next time bid could be improved by;

- More detail on procurement and commercial options and assessment process
- More detailed management costings
- Letters of support from partners would be strengthened if included confirmation of funding commitments
- Commercial delivery elements have the most room for improvement – a clear commercial delivery plan required, a more in-depth analysis of procurement options and a clearer procurement strategy; More information around procurement team roles and the Governance arrangements of Council
- Use any new additional evidence of Project management e.g. Town Deal Programme
- Use any PIR evidence from Transport hub to support management case and identify any common personnel/Team members involved.
- Bid could be improved from identification of data sources for Monitoring and Evaluation and a clearer explanation of the monitoring budget.