

SUBJECT: WESTERN GROWTH CORRIDOR SCHEME DELIVERY

DIRECTORATE: MAJOR DEVELOPMENTS

REPORT AUTHOR: JO WALKER, ASSISTANT DIRECTOR WGC

1. Purpose of Report

- 1.1 To seek authority to proceed with the first stage of design work, in respect of the proposed bridges and road link, which will form the eastern access point into the Western Growth Corridor site from Tritton Road.
- 1.2 This work is proposed to be funded by the Levelling Up Fund Round 2 (LUF2) grant and is necessary to determine the technical and financial feasibility of the project, prior to the technical design and approval stage.
- 1.3 The decision to proceed with the technical design and ultimately, with the delivery of the project, will be subject to subsequent Executive approvals in each case.
- 1.4 This proposal follows the report to Executive of 20th February 2023, which set out the plans for the early-phase delivery of the Western Growth Corridor project.

2. Background

- 2.1 On 20th February 2023, a report entitled Western Growth Corridor Scheme Delivery was presented to Executive, setting out the proposed delivery arrangements for the Skellingthorpe Road – Southern Access works and for a first phase of housing delivery to follow.
- 2.2 The report also acknowledged the award of £20m funding under the Levelling Up Fund Round 2 (LUF2), which had been secured by the City Council in conjunction with Karl McCartney, to support the delivery of the Eastern Access, connecting the site with Tritton Road. This includes the construction of a new all vehicular/cycle/pedestrian bridge over the railway and a pedestrian/cycle bridge replacing the existing pedestrian rail crossing at Oak Farm (opposite the new LN6 development).
- 2.3 Plans to procure a specialist contractor to undertake the project on a design and build basis were set out, in order to ensure deliverability within the LUF2 programme timescales. This is summarised in the following extract:

The Council proposes to procure a lead contractor, to undertake the substantive design process to achieve all technical approvals for the bridges and access road. The proposed scope of works would also include the detailed design of the spine road to allow for delivery in the future, if additional funding can be secured. This detailed design work, would be delivered under a Pre-Construction Services Agreement (PCSA) with the purpose being to demonstrate the technical and financial feasibility of the works, to enable the Council to enter into a contract for

delivery on a design and build basis. The decision to proceed with a full contract for delivery would be subject to Executive approval at the end of the pre-construction phase. This pre-construction work is proposed to be funded via the main LUF2 grant, subject to the Memorandum of Understanding (MoU), which will set out the terms for this funding.

(Western Growth Corridor Scheme Delivery, Executive Report, 20th February 2023, Section 4.5)

3. Eastern Access – Funding & Progress

3.1 The Council confirmed its acceptance of the LUF2 funding award on 1st March 2023, via a Memorandum of Understanding (MoU) with the Department for Transport.

3.2 Officers then proceeded with a procurement exercise to secure a lead contractor for the project. This was undertaken via the Pagabo Civils Framework, and a preferred contractor, with extensive experience in delivering road, rail and bridge structures, has now been selected.

3.3 Following the selection and due diligence process, the Council now proposes to enter into a Pre-Construction Services Agreement with the preferred contractor to undertake the design of the structures and access road in stages as follows:

Stage 1 – Design Review & Value Engineering Opportunities

Stage 2 – Technical Approval – Proposed Submission

Stage 3 – Technical Approval & Final Contract for Works

3.4 The Council proposes to utilise the LUF2 grant to forward fund the design work, in line with the terms of the MoU. Approval is now sought to draw down the budget required for Stage 1, which is required in order to establish the technical and financial feasibility of the works, to enable the Council to proceed with the further design stages and ultimately, to enter into a contract for delivery on a design and build basis.

3.5 The decision to proceed with Stage 2, technical design and Stage 3, delivery will be subject to subsequent Executive approvals in each case.

4. Strategic Priorities

4.1 Let's drive economic growth

The delivery arrangements which are proposed in this report will open up the WGC development via its eastern access, creating opportunities for housing growth and contributing directly and indirectly to the economic growth of the city.

The creation of this access will then further provide the opportunity to deliver a connecting spine road (to link with the Skellingthorpe Road – Southern Access), thereby opening up the full potential of the site and resulting opportunities to support sustainable economic growth.

4.2 Let's reduce inequality

The development will bring a number of positive benefits in respect of reducing inequality and supporting inclusive growth through the provision of affordable housing, sustainable transport links and wider energy efficiency measures, employment opportunities and access to leisure and green spaces.

4.3 Let's deliver quality housing

Delivery of the Eastern Access will directly open up the land within the ownership of the City Council and forming part of the Western Growth Corridor site. This will provide the opportunity for the delivery of a range of housing across all types and tenures to serve the needs of the City. The Council will be ensuring that a high quality of development is achieved, in line with its objectives and wider vision statement to create sustainable, inclusive communities.

4.4 Let's enhance our remarkable place

The area for development has a fantastic environment and some very special attributes in terms of existing quality landscape, views of the historic area and the biodiversity of the natural environment that will be utilised to create a quality community environment. The detailed development proposals for both the infrastructure and subsequent housing development, will be required to take account of these assets and to seek to preserve key landscape features and to secure biodiversity net gain across the site.

5. **Organisational Impacts**

5.1 **Financial Impacts**

It is proposed to fund the cost of this first stage of design and wider professional fees via the LUF2 grant which has been awarded to the City of Lincoln Council for the delivery of this project, including the required design stages and supporting costs.

5.2 **Procurement**

All procurement associated with the delivery of the proposals set out in this report has and will continue to be undertaken in accordance with Public Contract Regulations 2015.

For Phase 1b, the Council has procured a lead contractor via the Pagabo Civils Framework. This framework provides a compliant and expeditious route to market and allow for early engagement with a specialist civils contractor to support feasibility and cost-planning from the beginning. The process of engagement allows for this work to be progressed under an initial pre-construction agreement, prior to a delivery agreement, and with no obligations to proceed to the delivery phase.

5.3 **Legal Implications**

The Council has and will continue to carry out all procurement related to the

delivery of the Eastern Access in accordance with the Public Contract Regulations 2015.

Legal advice will be provided to support the delivery of this project at all stages utilising a combination of internal and external, specialist support.

5.4 Equality, Diversity and Human Rights

There are no new implications arising from this report that require an Equality Impact Assessment or Action Plan at this stage.

5.5 Human Resources

A combination of internal officers and specialist external advice is either already in place or funds identified within the report to provide the required resource to deliver the implications of the report.

5.6 Land and Property

The land which has been identified for the delivery of the Eastern Access is within the control of the City of Lincoln Council, with further proposed improvements to the existing highway on Tritton Road (on land which is under the control of Lincolnshire County Council, the Highways Authority [Section 278 Works]).

6. Risk Implications

- 6.1 A risk register is in place for the delivery of Phase 1b and for the development as a whole.

Key risks and mitigations include:

- Financial – ability to deliver the project within budget:
Early contractor engagement to review design and value engineering opportunities, phased design with key hold points, external funding secured
- Programme – ability to deliver the project to programme:
Utilising compliant framework for procurement, early contractor engagement to establish feasibility and deliverability, detailed programming, contract provisions to reduce client risk
- Resource – capacity and expertise to deliver:
Experienced, specialist civils contractor to lead on design and build basis, external project manager/cost consultant to oversee, support client and provide due diligence

7. Recommendations

- 7.1 To approve the use of LUF2 funds to support the first stage of design work in respect of the proposed bridges and road link, which will form the eastern access point into the Western Growth Corridor site from Tritton Road.

7.2 To approve the proposed delivery arrangements to progress this work via the appointment of a lead contractor, procured under the Pagabo Civils Framework.

Is this a key decision? Yes

Do the exempt information categories apply? Yes

Does Rule 15 of the Scrutiny Procedure Rules (call-in and urgency) apply? No

How many appendices does the report contain? None

Lead Officer: Kate Ellis – Strategic Director of Major Development
kate.ellis@lincoln.gov.uk

List of Background Papers: Executive Report – Western Growth Corridor Scheme
Delivery Part A – 20th February 2023

(<https://democratic.lincoln.gov.uk/documents/s65181/20230220%20Executive%20Report%20Western%20Growth%20Corridor%20Scheme%20Delivery%20Part%20A%20V.1.4%20FINAL.pdf>)