

## **Investment Sub-Committee**

### **Sincil Bank Project**

#### **Update**

This update report follows on from the discussions on the Project had at the last Sub Committee meeting and subsequent papers and actions arising from the Town Board meeting on the 8 September 2023.

#### **County Council Response to information requested by Town Board**

A letter was sent to the County Council (24.8.23), from the Town Board secretariate requesting further information, clarification to some concerns raised. An update with respect to the specific information requested is reported as follows:

**Request 1:** Update on progress towards the discharge of the funding conditions to enable a Grant Funding Agreement to be issued.

**Response:** LCC have provided an update on the discharge of conditions. There are still outstanding matters to be agreed regarding detailed cost verification, identification of smart objectives for the gateways and greening elements and any accountability arrangements to be included in the Grant funding Agreement, but LCC officers are working with the Town Board secretariat to resolve these, and a Grant Funding Agreement will be issued and signed once complete.

**Request 2/3:** Evidence of £83,870.91 spend claimed to date/submission of a claim with appropriate evidence for remaining costs incurred to date.

**Response:** Evidence for all expenditure claimed to date has been received, total value £139,290.49.

**Request 4:** A full cost plan (not just the high-level summaries provided on 13 July and 18 August 2023) with quantities and itemised breakdown as per the original business case to enable Listers to undertake the normal assurance process including an assessment of the overall scheme value for money.

**Response:** More detailed costs have been included in an Assessment Report received from the County Council, as addended to this report. All costs are still pretender and subject to change following stakeholder and community engagement in November and design proposals being finalised. A transparent approach to all costs will be assured through the grant claim and payment processes.

**Request 5:** Written submission of the procurement process.

**Response:** confirmation has been received from the County Council of their preferred procurement route for the works as outlined in the appended Assessment Report. The design and preparation phases will continue to be supported by the existing Highways 2020 Professional Services Contract and for the construction phase it is proposed that the Lincolnshire County Council Highways Select List Framework be used.

**Request 6:** Written confirmation on current project status including commitment to the delivery of the project; commitment to meaningful stakeholder and community engagement on the scheme proposals before finalisation of the preferred scheme. Details and explanations for any changes to the project set-out in the originally approved business case; and an update on deliverability of the agreed outputs/outcomes.

**Response:** Confirmation of commitment to project delivery and meaningful stakeholder/community engagement was confirmed by LCC representatives at the Town Board meeting on the 8 September 2023. A revised business case and Assessment Report, as appended, has been received from the County Council.

In summary the assessment acknowledges that the new scheme differs from the original Business case in that it will not include road blockages, widened footways or speed tables and no existing parking will be removed. The number of build-outs has been reduced to two.

However, on the basis that the investments in the gateways and greening can be delivered alongside the road/cycle improvements it is not anticipated that these amendments will impact significantly on the outputs proposed for delivery through the original scheme. A Benefit Cost Ratio review is being undertaken by the County council but at this stage is not expected to fall below that previously assured through the Business case due diligence process.

### **Project Delivery Post September 2023**

Since the 8 September 2023 Town Board meeting the following arrangements have been agreed to assure delivery of positive project outcomes moving forward:

#### **Project Leads and delivery**

LCC are proposed to remain the lead project partner and the grantee responsible, through the Grant funding Agreement, for the full investment of **£2,997,952**. The design and delivery of the gateways and greening elements of the project will be subcontracted to the City of Lincoln Council. LCC will continue to be responsible for reporting progress, outputs into Town Board and Investment sub-Committee through the Town Board Programme Management Team/Executive.

LCC will lead on design and delivery of the Sincil Bank reprioritisation road scheme, working to a budget of **£2,423,986**.

CoL will lead on the design and delivery of the gateways and greening elements, working to a budget of **£573,966**. Procurement for these works will be assessed following finalised proposals and the extent of the highways work involved. CoL will build on the previous community engagement work undertaken as part of the Sincil Bank Place Check, developing proposals alongside current neighbourhood initiatives such as the UKSPF funding Community grant scheme.

## Project Governance and management

A Project Delivery group has been established chaired by LCC Assistant Director for Highways and attended by:

- LCC Project Managers from LCC Place Directorate - Senior Project Leader Highways / Project Leader Highways
- City of Lincoln Project Managers - Climate Change Manager/Neighbourhood Manager – Sincil Bank
- Town Deal Programme secretariat
- Town Board Members (Crispin Vitoria and Edward Strange)
- LCFC Representative

This group has met four times since the first meeting in October, aiming to meet on a fortnightly basis, with meetings currently diared until March 24.

## Local Partner and Community Engagement

LCC have had separate meetings with LCFC regarding the proposals drafted to date and all comments will be taken forward into final design scheme stage.

An engagement meeting with select community representatives was held on the 2 November 2023 with LCC and City Council officers and the resulting comments will inform the development of the scheme. The response was generally supportive and positive.

A larger public event is to be held on the afternoon/evening of 21 November at Sincil Bank Football club, publicised through local notices and social media. The Project Group will consider the response at its meeting on the 22 November. The outcome of this event will be reported into the December Town Board meeting.

## Programme

The programme as currently drafted aims to complete delivery by March 2025. A key milestone will be the community response from the engagement event on the 21<sup>st</sup> of November.

Programme	
Oct/Nov	<ul style="list-style-type: none"> <li>○ Wider Partner Engagement LCFC, EA</li> </ul>
2 November	<ul style="list-style-type: none"> <li>○ Residents panel/stakeholder round table discussion of initial plans</li> </ul>
21 November	<ul style="list-style-type: none"> <li>○ Formal consultation on Sincil road reprioritisation</li> <li>○ and information gathering for Gateways and Greenspace requirements.</li> </ul>
1 December	Town Board Progress report/outcome of consultation
Nov - March	<ul style="list-style-type: none"> <li>○ GFA to be signed.</li> <li>○ LCC - Formal Road Traffic Orders and committee reporting processes.</li> </ul>

	<ul style="list-style-type: none"> <li>○ CoL - Gateways and Greenspace design team appointment</li> <li>○ Further consultation on and finalisation of gateway and greenspace proposals</li> </ul>
April 29	<ul style="list-style-type: none"> <li>○ LCC Highways and Scrutiny Committee sign off</li> </ul>
Nov – May 24	<ul style="list-style-type: none"> <li>○ LCC - Road scheme Detail design finalised and tendered.</li> <li>○ CoL - Gateways and Greenspace detail design finalised and delivery plan agreed</li> <li>○ Update report to March Town Board</li> </ul>
June - July	<ul style="list-style-type: none"> <li>○ Road scheme mobilisation period</li> </ul>
July 24	<ul style="list-style-type: none"> <li>○ Road scheme start on site.</li> <li>○ Gateways and Greenways works start on site</li> </ul>
March 25	<ul style="list-style-type: none"> <li>○ All works complete</li> </ul>

### **Summary**

The County Council as lead partner have responded positively to the issues raised in the letter sent from the Town Board on the 24.8.23. Changes have been made to the governance and delivery proposals for this scheme and engagement with partners and the local community has now commenced. Key priorities for the Project Board in the next quarter 23/24 are:

- finalisation of the Grant Funding Agreement
- finalising the design for the road scheme in response to partner and community engagement
- progressing the design for the gateway and greening proposals in response to partner and community engagement.
- Working with partners to address any emerging threats to the proposed investment in respect of flood risk and access needs.

### **Recommendation**

- That further to circulation of these reports to Investment Sub Committee and short window given for comment, it is recommended that the request be extended to all Town Board members with a response requested either before or at the meeting.
- That subject to consideration of any responses received Town Board approve the approach in the reports and enable this project to proceed as outlined and
- Agree to reducing the Project risk to 'amber'.

## **Appendix A**

### **Sincil Bank Assessment Report: Submitted by Lincolnshire County Council**

#### **Revised full construction cost plan**

A more detailed revised full construction cost plan is provided as requested (end of report). This should be read in conjunction with previous high-level summaries provided on 13th July and 18th August.

#### **Procurement**

The scheme will be delivered using the Lincolnshire County Council Highways Select List Framework. This framework is used for a variety of Civil Engineering highway works across the county for works below the European Union threshold. The framework is open to a competitive tender process and currently the contractors on this framework are Breheny, Colas, Jackson, Keltbray and Winvic.

Once the detailed design drawings have been completed, NEC 4 contract documents will be prepared and the following process is followed:

- Tender invitation sent to contractors on the Highways Select List with contract documents and drawings
- Any tender queries are addressed throughout tender period (6 weeks)
- Tenders returned, assessed and validated
- Tender awarded to successful tenderer and pre-start/construction meeting held with contractor

#### **Revised scope of Work**

Following various discussions with senior managers and the Lincolnshire County Council Portfolio Holder for Highways, Transport and IT, a review of the original Sincil Bank Regeneration Scheme has been undertaken due to concerns over costs and the requirement not to remove existing parking opportunities to the community.

An explanation for the changes, update in deliverability of the agreed outputs/outcomes, commitment to meaningful stakeholder and community engagement and current status and commitment to deliver the scheme are provided below.

#### **Background**

In January 2021 an options assessment project was completed which considered and further developed the possible highway and public realm improvements. Three options

(or scenarios, as referred to in the feasibility report) were developed as part of the feasibility study. These options were broken down into 3 tiers of intervention, a basic

level of intervention with cost-saving measures, low spec features and some interventions missing; a medium level with higher spec features and a more comprehensive portfolio of improvement works, and a high-cost scenario with bespoke features and a full set of interventions.

The original Business case identified 3 potential scheme options:

### **Option 1 – Basic Level of Intervention:**

- Green corridor with one way system for traffic and segregated cycleway and planters;
- Raised buildouts across width of road including bollards, planters, benches etc;
- Basic landscaping with concrete flowerpots and green buildouts;
- Existing footways to remain as is, parking on one side of road only; and
- Staggered parking and loading bays, speed ramps at the end of calmed streets.

### **Option 2 – Intermediate Level of Intervention:**

- Gateway entry sign with 20mph sign;
- Green corridor with one way system for traffic and segregated cycleway and planters, footway along Sincil Dike widened to become segregated walkway, enhanced lighting columns;
- Raised buildouts across width of road including bollards, planters, benches etc. at a higher specification than in Scenario 1;
- Intermediate landscaping with small green buildouts and seating features;
- Existing footways to remain as is, parking on one side of road only, footway on other side widened, with addition of trees along footways; and
- Staggered parking and loading bays, speed tables at entrance/exits to streets and paved buildouts at end of calmed streets with bollards.

### **Option 3 – Advanced Level of Intervention:**

- Gateway entrance with bespoke architectural structure and name of area, differentiated pavement colour at entrance;
- Green corridor with one way system for traffic and segregated cycleway and planters, footway along
- Sincil Dike widened to become segregated walkway, footways paved with Marshalls blocks, bespoke lighting columns to give individuality, plentiful tree planting;
- Raised paved areas with benches and planting pots, Marshall's paving used for buildouts, bespoke bollards with area name;

- Advanced landscaping with small green buildouts and bespoke built benches to introduce seating areas;
- Existing footways to remain as is, parking on one side of road only, footway on other side widened, with addition of trees along the footways;
- Block paving on footways and road with no level difference, parking bays delineated with block paving in different colour to the road and the footway; and
- Bigger buildouts made with Marshall's block paving, landscaped planting areas at each end.

The assessment helped to provide a better understanding of the costs, deliverability, and risks of each of the options at that time and resulted in the following being taken forward for consideration as the preferred scheme at the outline design stage.

- Green Corridor: Provision of a new green corridor for cyclists and pedestrians along Sincil Bank between the junction with South Park Avenue and Kesteven Street. This will include a resurfaced carriageway, landscaping, and a widened pedestrian footway.
- Gateway Treatments, Landscaping & Urban Realm Improvements: New gateway treatments at the junctions between High Street / Portland Street, High Street / Scorer Street, Sincil Bank / South Park Avenue, Portland Street / Cross Street and Ripon Street / Canwick Road. The landscaping improvements will include tree planting along Sincil Bank, Portland Street and Cross Street and footway buildouts; and
- Traffic Network Improvements & 20mph Zone: The implementation of a 20mph zone within the Sincil Bank and revised one way system area from High Street in the west to Canwick Road in the east.

The proposed rescoped scheme will provide the following:

- Green Corridor: Provision of a new green corridor for cyclists and pedestrians along Sincil Bank between the junction with South Park Avenue and Kesteven Street. This will include resurfaced footways and carriageways, landscaping features, and a north bound contra-flow segregated cycleway.
- Gateway Treatments, Landscaping & Urban Realm Improvements: New gateway treatments at the junctions between High Street / Portland Street, High Street / Scorer Street, Sincil Bank / South Park Avenue, Portland Street / Cross Street and Ripon Street / Canwick Road. The landscaping improvements will include buildout areas on Scorer Street and Sincil Bank, tree planting along Sincil Bank, and urban realm improvements to the corner of Portland Street and Canwick Road
- Traffic Network Improvements: Revised one way system area from High Street in the west to Canwick Road in the east.



The new scheme will not include road blockages, widened footways or speed tables and no existing parking will be impacted. The number of build-outs has been reduced to two. There is still an intention to include cycle stands in a suitable area(s).

### **Value for money analysis**

The original Cost Benefit assessment is currently being fully reviewed and will be provided in due course. An initial assessment has been undertaken using the same criteria has approved in the assured Business Case.

Using the DfT's AMAT, the core scenario included a number of input parameters which included:

- Number of cycling trips before intervention: The Propensity to Cycle Tool (PCT) has been interrogated to provide an estimation of the current cycle trips in the area. This has been multiplied by 2 to account for return trips and by 3 to account for all journey types;
- Number of cycling trips after intervention (Uplift): As recommended by DfT guidance a 30% uplift has been used. This is based on comparative studies;
- % of average cycling trip that will use the intervention: The % distance of a typical cycle trip that will be impacted by the new intervention has been calculated as per AMAT guidance;
- Existing cycle infrastructure: In line with the guidance the 'no provision' option has been selected;
- Proposed new cycle infrastructure: In line with the scheme proposals the 'on-road non-segregated cycle lane option has been selected;
- Number of walking trips before intervention: MSOA data from DataShine has been used and assumes that 30% of all trips from the MSOA will use the scheme;
- Number of walking trips after intervention (Uplift): A 30% uplift has been used. This is based on comparative studies;
- % of average walking trip that will use the intervention: The % distance of a typical walking trip that will be impacted by the new intervention has been calculated as per AMAT guidance;



- Existing walking infrastructure: The relevant AMAT options have been selected to describe the current conditions; and
- Proposed new walking infrastructure: The relevant AMAT options have been selected to describe the proposed changes.

We do not anticipate that these outputs will be fundamentally different between the original scheme and the revised scheme. Therefore, as the overall costs for the proposed scheme are around £200,000 less than the previous scheme the Benefit Cost Ratio is not expected to fall.

### **Changes to Outcomes**

The overall Benefit Cost Ratio of the new rescoped scheme is unlikely to change but there will undoubtedly be a reduction in some of the original estimated outcomes and critical success factors.

It is still anticipated that the following original benefits and key outcomes will be achieved by the rescoped scheme:

- Improved walking and cycling access and connectivity between central Lincoln and Sincil Bank;
- Increased rates of walking and cycling between central Lincoln and Sincil Bank

The Sincil Bank area is already covered by a 20mph traffic zone and a new residents parking scheme has been implemented in the area which together with the revised one-way system will:

- Reduce vehicle flows along Sincil Bank, Portland Street and Cross Street; and
- Improve air quality/lower carbon emissions within the Sincil Bank area.

The proposed rescoped scheme still retains the gateway features but the landscaping and urban realm improvements have been reduced in scale. Therefore, improved townscape and public realm within Sincil Bank supporting the areas wider regeneration proposals and the improvements to community health and well-being are now largely concentrated along the Sincil Bank corridor.

The original scheme was intended to directly support the Lincoln Transport Strategy and the Sincil Bank Regeneration programme and help to:

- Rebalance movement towards walking and cycling;
- Enhance the health and wellbeing of communities through improved air quality increased physical activity and safety;

- Reduce carbon emissions to enable the county council to reach its zero emission target in 2050 and mitigate the impacts of climate change
- Improve access to the Lincoln City Football Club stadium by walking and cycling improving the visitor experience and benefiting the local economy

The original proposals were to make a significant difference to the Sincil Bank area and the local community helping to make the area a better place to live and providing the foundations for further investment.

The rescoped scheme does not fundamentally change these goals and expected outcomes. The newly implemented residents parking scheme, changes to the existing one-way system, improvements to the walking and cycling infrastructure along Sincil Bank and the proposed gateway features and improvements to the Portland Street/Canwick Road corner will help to achieve these same outcomes. However, the removal of the road blockages will reduce the proposed enhanced urban realm improvements and the provision of community space as identified within the original Open Plan consultation document commissioned by the community and the original Business Case.

The rescoped scheme does not inhibit these being implemented at some point in the future but they will not form part of this scheme. The rescoped scheme will still include a revised one-way system. There will be some small changes to the original proposals to account for the removal of the road blockage areas but this will not fundamentally change the overall outcome of reducing traffic and rat-running throughout the Sincil Bank area.

## **Stakeholder and Community Consultation and Engagement**

In the development of the rescoped scheme we have been mindful of the aspirations and desires expressed in the Sincil Bank, Revitalised, A place shaping framework produced by Open Plan on behalf of City of Lincoln Council and the community. Following agreement to the new rescoped scheme by the Towns Board the proposals will be shown to local stakeholders, community groups and the local community to help fine tune the final design.

Part of this consultation/engagement will include a formal stakeholder and community consultation on the Traffic Regulation Order changes and also Stakeholder and Community events (currently planned for October and November 2023) to discuss the wider scheme and shape the detailed design work. The gateway features and landscaping, seating and cycle stands, in particular, shown on the revised outline design drawings will require close scrutiny with the stakeholders and the community to understand what is required and deliverable.

## New proposed Programme

Task	Start	End	Notes:
LCC approval to continue scheme	05/06/2023	05/06/2023	Cllr Davies signs off scheme
Present revised scheme to CoLC	12/06/2023	16/06/2023	Simon Walters & Paul Carrick
Provide rescoped scheme and cost plan to Towns Deal project team	14/07/2023	14/07/2023	Gill Wilson/Michelle Smith
Town Board Investment Sub Committee	15/08/2023	15/08/2023	Scrutiny committee. Towns Board members
Present revised scheme to Towns Board	08/09/2023	08/09/2023	This is the next date available.
Grant funding agreement agreed and signed	11/09/2023	11/09/2023	
Consult stakeholders and community group on TRO changes, scheme proposals	18/09/2023	20/10/2023	Discuss proposed works with local community group and stakeholders, inc LCFC before finalising scheme.
Consult residents on TRO changes	06/11/2023	01/12/2023	4 weeks consultation. Letter with postcard with link to web site and invite to community event
Community Engagement	20/11/2023	24/11/2023	Community event (likely to be room in Lincoln City FC, display boards showing scheme)
Present Objections to committee	05/02/2024	05/02/2024	Next reasonable Planning and Regulation meeting

Scrutiny Committee/Key Decision	12/03/2024	31/03/2024	
Detailed Design	01/07/2023	22/03/2024	
Mobilation (Framework)	08/04/2024	21/06/2024	10 weeks
Monitoring & Evaluation – Preconstruction Assessment	01/04/2024	30/04/2024	
Construction	24/06/2024	15/10/2024	Estimated 20 week build, due to reduced scope of works
Monitoring & Evaluation	1 Year Post		
Opening Assessment	15/10/2024	15/10/2024	

### Current Status and Commitment to Scheme

Lincolnshire County Council are continuing with the development and delivery of a rescoped scheme to avoid any further delay to its delivery. Current works:

- Topographical survey works are about to be commissioned.
- Statutory Undertaker surveys to be commissioned following Town Board scheme approval.
- Laboratory coring to be commissioned following Town Board scheme approval to proceed.
- Structural Survey of Sincil Bank drain to be commissioned.

Lincolnshire County Council remain fully committed to the delivery of the scheme and have provided regular updates to the Lincoln Transport Delivery Board (various CoLC Town Deal officers attend) and also with officers directly connected to the Towns Deal. It is unfortunate that the scheme has had to be rescoped due to cost and parking constraints. We strongly feel that a large proportion, if not all of the measured benefits from the original Business Case, can still be fulfilled. However, it is acknowledged that without the road blockages this will reduce the proposed enhanced urban realm improvements and the provision of community space as identified within the original Open Plan consultation document.

**Sincil Bank Lincoln**  
**Construction Works Estimate including Uncertainty Costs**

31 August 2023 GA 0837

Works	unit	Price per unit	Total
<b>Sincil Bank Green Corridor Cycleway</b>			
<u>Site Clearance</u>			
Site Clearance including general site clearance	0.6ha	£5000	
o take up kerbing	60m	£60	
o take up channel	100m	£70	
o take up signs/posts	40	£75	
o take up pedestrian guardrail	40m	£85	
o take up gullies/frames	60	£70	
o take up ironwork covers	20	£40	
			£25,000
<u>Pedestrian guardrail fencing including installation</u>	40m	£750	£30,000
<u>Drainage</u>			
Drainage including drain	600m	£150	
connections	140	£250	
sewer connections	20	£325	
pedestrian gully covers and frames	60	£450	
adjust gulley level	60	£85	
extra over gulley	60	£150	
gully clean, system jet and CCTV	2	12,000	
			£196,600
<u>Earthworks</u>			
Earthworks including trial pits in carriageway	40	£700	
trial pits in footway	30	£225	
formation	6000m2	£2	
excavation	85m3	£45	
hard dig	40m3	£55	
disposal	85m3	£85	
			£60,000
<u>Surfacing</u>			
Pavements including carriageway surfacing	3000m2	£80	
reinforcement grid	3000m2	£28	
tack coat	3000m2	£2.00	
cold milling	40mm thick 3000m2	£26.00	
extra over for tar bound disposal	1000t	£47.00	
			£455,000
<u>Paving and kerbs</u>			

Kerbs, Footways and Paved Areas including build out kerbing and cycle lane kerbing	370m	£55	
concrete edging	50m	£40	
regrade existing sub-base	2500m2	£15	
cold milling in footway	2500m2	£8	
footway binder	2500m2	£18	
footway surface course	2500m2	£15	
coloured cycleway surface	350m2	£65	
tactile paving	30m2	£80	
block paving	500m2	£65	
			£220,000
<b>Total</b>			<b>£986,600</b>
<b>One Way System and Cycle Lane Road Signs and Markings</b>			
Road markings removal various sites	Item	£3790	
new road markings various sites	item	£6000	
powder coated signs and foundations	60	£200	
re-bound bollards	6	£150	
continuous white line cycle lane	260m	£3.00	
give way triangle	10	£25	
cycle symbol	30	£30	
intermittent road marking	40m	£2	
double yellow road marking	50m	x £6	
<b>Total</b>			<b>£25,000</b>
<b>Street Furniture, Landscaping and Ecology</b>			
Trees	17	£650	
ironwork and root controller box	17	£3500	
12 month maintenance	item	£9450	
			£80,000
Street Lighting adjustments/lantern replacement	25	£400	£10,000
Seating/benches	item	£40,000	£40,000
Cycle stands	10	1000	
cast iron tree protection bollards	31	£450	
bespoke entrance bollards	8	£1055	
collection	2	£55	
foundations	item	£15,000	
extra over for hard dig	36m3	£625	
			£70,000
Refurbish existing railings item			£45,000
<b>Total</b>			<b>245,000</b>
<b>Gateways</b>			
6 gateway options ranging from bespoke signage to new kerbing and paved entrances			<b>£175,000</b>

<b>Portand Street</b>			
Portland Street Public Realm Including new footway, walls, paving, seating, landscaping and planting			<b>£100,000</b>
<b>Preliminaries and Traffic and Pedestrian Management</b>			
Estimated 20 weeks construction period including site offices	20	£400	
information signs	30	£175	
site security	item	£8750	
			<b>£22,000</b>
Road closures	5 weeks	£6000	
lane closures	4 weeks	£2000	
temporary traffic signals	20 weeks	£1500	
pedestrian management	20	£1000	
			<b>£88,000</b>
<b>Total</b>			<b>£110,000</b>

<b>Summary</b>	
Sincil Bank Green Corridor Cycleway	£986,600
One Way System and Cycle Lane Road Signs and Markings	£25,000
Street Furniture, Landscaping and Ecology	£245,000
Gateways	£175,000
Portland Street Public Realm	£100,000
Preliminaries and Traffic and Pedestrian Management	£110,000
<b>Grand Total</b>	<b>£1,641,600</b>