

SAFE WELL PROSPEROUS CONNECTED

# Application Form Submission

## Part 1 - Gateway

Applicants will be asked a series of questions to ensure that they have met all the eligibility requirements for the bid type. This information sits outside the scoring framework but will affect how the bid is processed. The application will not be able to proceed until all the relevant eligibility checks have been met.

<b>Allowance checks in England, Scotland and Wales only</b>
Please confirm which bid allowance you are using: <ul style="list-style-type: none"><li>– Constituency allowance</li><li>– Transport allowance</li></ul>
<a href="#">Constituency allowance</a>
For bids using the transport allowance, is your bid at least 90% investment in the transport theme with the remaining investment related to the transport element of the bid?
Y/N
<a href="#">N/A</a>
<b>Bids from a single applicant, excluding large transport and large culture bids</b>
Please confirm that the bid does not exceed £20 million. Y/N
<a href="#">Y</a>
<b>Package Bids</b>
Do you have more than three component projects? Y/N
<a href="#">N</a>
<b>Joint Bids – N/A</b>
<b>For a joint bid in England, Scotland, and/or Wales</b> , please confirm the names of the other local authorities you are working jointly with and confirm which bid allowance they are using to support this bid
<a href="#">N/A</a>
<b>For a joint bid in Northern Ireland</b> , please confirm the registered names of the other organisations you are working jointly with.
Please confirm if any of your partners are from the non-public sector.
<a href="#">N/A</a>
<b>All joint bids.</b> Do you have the support of the other organisations you are working with and have a signed pro forma to this effect from each organisation? Y/N
<a href="#">N/A</a>

**For bids in England, Scotland, and/or Wales**, please complete pro forma 2.

**For bids in Northern Ireland**, please complete pro forma 3.

*For bids in England, Scotland, and/or Wales, please complete pro forma 2.*

*For bids in Northern Ireland, please complete pro forma 3.*

*If No, bid is not eligible.*

**Joint bids with only one component project.** Please confirm that your bid does not exceed the maximum threshold allowable for joint bids with only one component project.

am submitting:

- a joint bid that contains only one component project with one other applicant organisation and can confirm that the bid overall does not exceed £40 million grant value. Y/N
- a joint bid that contains only one component project with two or more other applicant organisations and can confirm that the single component project within the bid (and therefore the bid overall) does not exceed £50 million grant value. Y/N

N/A

**Joint bids with multiple component projects.** Please confirm that your bid does not exceed the maximum threshold allowable for joint bids that contain multiple component projects.

I am submitting:

- a joint bid that contains multiple component projects with one other applicant organisation and can confirm that the bid overall does not exceed £40 million grant value. Y/N
- a joint bid that contains multiple component projects (maximum of three) with two or more other applicant organisations and can confirm that no single component project within the bid exceeds £50 million grant value. Y/N
- a joint bid that contains multiple component projects (maximum of three) with two or more other applicant organisations and can confirm that the total for the overall bid does not exceed £60 million grant value. Y/N

N/A

**Large transport bids (from a single applicant) >£20 million**

Please confirm that the bid does not exceed £50 million.

Y/N

N/A

Please confirm that at least 90% of the investment is in the transport theme. The remaining investment must be related to the transport element of the bid?

Y/N

N/A

<b>Large cultural bids (from a single applicant) &gt;£20 million</b>
Please confirm that the bid does not exceed £50 million. Y/N
N/A
Please confirm that at least 90% of the investment is in the cultural theme with the remaining investment related to the cultural element of the bid. Y/N
N/A
<b>Transport bids from the Northern Ireland Executive (NIE)</b>
For transport bids in Northern Ireland from the Northern Ireland Executive (NIE), do you have the support of the relevant local council(s)? Y/N Please complete pro forma 4.
N/A
<b>Any bid with a transport element</b>
<b>For bids in Northern Ireland with a transport element, which are not from the Northern Ireland Executive (NIE), do you have the support of both the NIE and the relevant local council(s)?</b>  Y/N  Please complete pro forma 4.
N/A
For bids in England, Scotland, and/or Wales, where you (the applicant) do not have statutory responsibility to deliver all of the transport elements of your bid, please confirm that you have the support of all the authorities with the relevant statutory responsibility before proceeding. Y Please note that this also a requirement for all bids using a transport allowance. Please complete pro forma 1.
<i>It is a requirement that large transport bids have the support of the relevant statutory authorities for transport. Please note that this also a requirement for all bids using a transport allowance.</i>  <i>We will check that evidence of support has been provided. Please complete <a href="#">pro forma 1</a>.</i>  <i>If No, the bid is not eligible</i>  <a href="#">Please see proforma 1 at Appendix 2</a>
<b>Gateway Checks</b>
<b>1.1</b> Gateway Criteria for all bids. Please tick the box to confirm that some LUF grant funding will be defrayed in the 2022/23 financial year.
<i>Please ensure that you have completed in full the relevant <a href="#">Costings and Planning workbook</a>.</i>

Single bids should complete the [Costings and Planning Workbook](#) (Single Bids).

Package bids should complete the [Costings and Planning Workbook](#) (Package Bids).

The funding profile tab should clearly show some LUF grant defrayed within the required timeframe.

It should be evident that LUF grant is being used towards project costs that have been paid in the 2022/23 financial year.

Please note that project costs in 2022- 23 could include capital development costs. If this Gateway Criteria is not met then the bid will not proceed to assessment.

Yes

**1.2** Gateway Criteria for single and joint bids where the lead applicant and any partner organisations are higher education / university, private and/or third sector organisations in **Northern Ireland bids only.**

Please confirm that you have attached audited financial statements covering the last three financial years (or audited annual accounts for registered charities).

For the applicant (if applicable) Y/N

For partner organisation(s) (if applicable) Y/N

N/A

**1.2.1** Gateway Criteria for single and joint bids where the applicant and/or partner organisations are higher education / university, private and third sector organisations in **Northern Ireland bids only.**

Please provide evidence demonstrating that your organisation (as the applicant) and/or your partner organisations (for joint bids) has experience of delivering two capital projects of similar size and scale in the last five years.

For the applicant (if applicable)

For the partner organisation(s) (if applicable)

Partner organisation evidence should be copied from [pro forma 3.](#)

N/A

## Applicant Details

Legal name of lead applicant organisation:	North Lincolnshire Council (NLC)
Bid Manager Officer with day-today responsibility	<i>A postal address is only required for the bid manager.</i>

for delivering the proposed scheme and nominated contact for the bid.	Name: David Boreham Position: Investment and Delivery Lead Contact telephone number: 01724 296936 Email address: David.Boreham@northlincs.gov.uk Postal address: North Lincolnshire Council, Church Square House, 30 –40 High Street, Scunthorpe, DN15 6NL
Senior Responsible Officer contact details:	Name: Lesley Potts Position: Assistant Director Place (Deputy Director) Contact telephone number: 01724297465 Email address: Lesley.Potts@northlincs.gov.uk
Chief Finance Officer contact details:	Name: Becky McIntyre Contact telephone number: 01724298148 Email address: Becky.McIntyre@northlincs.gov.uk
Local Authority leader contact details:	Name: Councillor Rob Waltham MBE Position: Leader of North Lincolnshire Council Contact telephone number: 01724297556 Email address: rob.waltham@northlincs.gov.uk
Please provide the name of any consultancy companies involved in the preparation of the bid:	Ove Arup and Partners Ltd, Unify Projects Ltd, Local Transport Projects Ltd, Jones Lang LaSalle Ltd.
Where is your bid being delivered? England, Scotland, Wales or Northern Ireland.	England
<b>For Northern Ireland only</b> , please confirm lead applicant type;  Northern Ireland Executive Third Sector Public Sector Body Private Sector Local Council Higher Education/University Other (please state)	N/A
<b>For Northern Ireland only.</b> If third sector, private sector, higher education/university or other please provide charity and/or company registration number.  Charity number:  Company number:	N/A

For all bids. If VAT is applicable to your organisation please provide VAT number:

657922402

## Part 2 - Subsidy control and State aid analysis

If the Levelling Up Fund (LUF) is used to provide a subsidy, expenditure must be compliant with the UK's obligations on subsidy control. All bids that have the potential to be a subsidy must consider how they will deliver in line with subsidy control principles (or State aid for aid in scope for Northern Ireland only) as per UK Government guidance.

All applicants must establish if the direct award of LUF funds could constitute a subsidy. It is vital that all applicants complete this section of the application form.

Where applicants do not adequately demonstrate that the LUF award is compliant under the UK Subsidy Control Regime or State aid rules then the project could be considered ineligible and the application may be rejected.

### **2.1. All applicants must establish if the direct of award of LUF funds from UK Government to you (as the applicant) could constitute a subsidy.**

**Applicants must consider whether any of the planned activities meet each of the four key characteristics which indicate if it would be considered a subsidy.**

**If any of the four responses is a 'No' then the award is not considered to be a subsidy.**

**2.1.1** Is the support provided by a 'public authority' and does the support constitute a financial (or in kind) contribution such as a grant, loan or guarantee?

Y

The Barton Scheme package bid will deliver the following:

1. Barton Link Road Phase 1 including A1077 corridor improvements
2. Active travel routes –new pedestrian and cycling routes will be delivered through key movement routes through the town, supporting to reduce carbon emissions, and promote sustainable modes of travel.
3. Barton station mobility hub – improvements to the facilities at the railway station and bus interchange. This will include covered cycle parking including 1 cycle charging point, extension to the car park to include 18 new spaces with 2 EV charging points, improved public realm, and real-time passenger information.

**2.1.2** Does the support measure confer an economic advantage on one or more economic actors?

The Council may indirectly confer an economic advantage on one or more economic actors in respect of:

1. Barton station mobility hub - improved railway station including covered cycle parking, EV charging points, improved public realm, and real-time passenger information

By providing financial assistance. It is likely that Network Rail who own the Train station, East Midlands Railway who lease the car park area of the train station where some of the works will be undertaken

and local bus operators who use the bus interchange adjacent to the train station would fall within the definition of “economic actor” and are likely to be engaged in an economic activity by offering goods and or services on a market due to them provider transport services.

The Council do not consider that, in relation to the interventions:

1. Barton Link Road a new link road, foot way and cycle routes will be provided to the will join the A1077/ Falkland Way to Caistor Road and connect to the A15 Bonby Lodge Interchange via the B1206. Phase 1 of the link road will deliver a new junction arrangement on the A1077/ Falkland Way Junction to Caistor Road2.
2. Active Travel Routes – a number of new cycle and pedestrian routes across the town of Barton

An “economic advantage” will be conferred on the Council or any other third party. At this level, the subsidy rules will therefore not be engaged. As a result, there is no need to consider any of the other “no subsidy” arguments, for example, whether the Council is acting as an “economic actor”, as it is unlikely the Council would be seen as acting in such a capacity.

This would be on the basis that link roads, cycle paths and footways are likely to be classified as public infrastructure. It will be for public use as an adopted highway. It will contribute to the general improvement of the traffic flow and access as a whole, both in the immediate area and further away. It will also align with the Council’s wider housing and employment agenda in accordance with the North Lincolnshire Local Plan, Local Transport Plan and its Housing Strategy.

The Council also has the power to do anything which is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions (section 111, Local Government Act 1972). The Council will therefore be exercising its public powers rather than undertaking economic activity as the grant will be used to build new road infrastructure that will not (and cannot) be commercially exploited and will be adopted public highway. The new infrastructure will be open to all users for no charge, on a fair and transparent basis unlike, for example, a toll road operated as a concession.

The new link roads, footways and cycles paths will not be tailored to the specific needs of any particular developer, but rather to the overall traffic and highway management requirements of the Council as planning and highway authority. In addition, they will meet the broader strategic needs identified by the Council (increased housing supply and more employment opportunities generally). Although there may be an ancillary benefit to potential developers and/or other landowners who may develop nearby, however, this is likely to be incidental to the wider benefits and insufficient to prevent this from properly being classified as public infrastructure.

Therefore, the Council are of the view that the grant for two interventions above are considered to be public realm infrastructure which is an exempt category under the retained general block exemptions under competition law.

**2.1.3** Is the support measure specific insofar as it benefits, as a matter of law or fact, certain economic actors over others in relation to the production of certain goods or services?

Y

In respect of the Barton station mobility hub the improvements works under this intervention are public realm improvements, real-time digital passenger information and EV charging points within the station car park. The train station is owned by Network Rail (including the infrastructure), the operating



of the station is managed by East Midlands Railway who lease the car park from Northern Rail. In addition local bus operators use the bus interchange which is adjacent to the train station car park . Therefore, the improvement works will benefit those as economic actors over others.

**2.1.4 Does the support measure have the potential to cause a distortion in or harm to competition, trade or investment?**

YES,

In respect of the Barton station mobility hub improvements, it would be difficult to argue they would not potentially affect trade or investment because the threshold for this condition being met is low. In addition, the provision of goods and services provided at the train station allows East Midlands Railway and the bus operators to commercially exploit the market which could be enhanced by virtue of the proposed improvements funded by the grant.

**2.1.5 Did you respond 'Yes' to all the above? If so, the planned activities meet all four key characteristics which indicates it would be considered a subsidy.**

As set out in question 2.1.2 above the Council have established that the interventions:

1. Barton link Road – a new link road, foot way and cycle routes will be provided to the will join the A1077/ Falkland Way to Caistor Road and connect to the A15 Bonby Lodge Interchange via the B1206. Phase 1 of the link road will deliver a new junction arrangement on the A1077/ Falkland Way Junction to Caistor Road.
2. Active Travel Routes – a number of new cycle and pedestrian routes across the town of Barton

falls within the public realm infrastructure which is considered to be an exempt category under the retained general block exceptions therefore the consideration against the key principles is not required. However, the Council will, through this delivery of the intervention, if successful, will periodically assess and review the subsidy position to ensure continued compliance with the subsidy regime and Subsidy Control Bill once in force.

However, the Council have considered the key principles and answered the questions below in relation to the Barton station mobility hub intervention as the public realm improvements, real-time digital passenger information and EV charging points will all be undertaken on land which is owned by Network Rail and would benefit other economic actors.

**2.2 Please demonstrate how the direct award of LUF monies from UK Government to you (as the applicant) has been considered under each of the subsidy principles.**

**This will involve consideration of the how the subsidy can be provided in accordance with the following Subsidy Control principles listed in the Subsidy Control Bill:**

**If the proposed LUF activities do represent a subsidy and all principles have been met, the LUF application will be considered compliant.**

**Please separate your response where there are multiple awards of subsidy.**

**2.2.1** Subsidies should pursue a specific public policy objective to remedy an identified market failure or to address an equity rationale such as social difficulties or distributional concerns (“the objective”)

Please demonstrate how your bid meets this principle.

In respect of the Barton station mobility hub, this intervention will deliver an improved passenger experience, while encouraging sustainable modes of travel, and creating a more attractive welcoming experience into the town.

Barton is the second largest sustainable settlement in North Lincolnshire and is a thriving market town with a population of approximately 11,767 in 2020. Lying on the south bank of the Humber Estuary, one of the UK’s key trade gateways to and from Europe and wider international markets, Barton is home to the ‘eighth wonder of the world’,<sup>1</sup> the Humber Bridge, which has enabled easy access to East Yorkshire and beyond since it replaced the New Holland Ferry in 1981. The Humber Bridge also offers the longest bridge in the world that can be crossed on foot or by cycle. This key asset for Barton, provides easy access to opportunities generated by the Humber Freeport. The A15 runs to the west of Barton upon Humber and provides strategic connections from Peterborough to Hull, and Humberside Airport. Barton-upon-Humber is also in close proximity to Grimsby and Scunthorpe. Barton is the third largest sustainable settlement in North Lincolnshire, with a population of approximately 5,466 in 2020, and is a thriving market town with a popular town centre that provides services for the surrounding rural settlements.

Barton is connected via rail but has a low service frequency. The passenger rail route from Barton to Grimsby and Cleethorpes, operated by East Midlands Railway on a two-hourly frequency (Trainline, 2022). Therefore, the Barton station mobility hub intervention will deliver an improved passenger experience, while encouraging sustainable modes of travel, and creating a more attractive welcoming experience into the town.

In addition, the grant would pursue the specific public policy objectives identified within:

- North Lincolnshire Council: Council Plan 2018 – 2021 - The Plan sets out the ambitions and priorities for North Lincolnshire up until 2021. The main outcomes for North Lincolnshire are being 'safe', 'prosperous', 'well' and 'connected'. The bid aligns with the Plan by improving the transport infrastructure in Barton and increasing the resilience of the transport network. It also fully aligns with the Plan through unlocking land for housing development.
- North Lincolnshire Economic Growth Plan 2018 - The Economic Growth Plan sets out the vision to deliver increased prosperity for the area. One of the objectives for the area is to 'improve infrastructure'. The bid aligns with this through improving the local transport network and increasing its resilience. The bid also improves the connectivity and enhances the integration of economic geographies.
- North Lincolnshire Council's Settlement Hierarchy and Growth Topic Paper (June 2021) - This topic paper supports and sets out the proposed approach used to define the settlement hierarchy for North Lincolnshire. The bid aligns with the paper through investing in Barton as a principal town. Therefore, transport infrastructure improvements will aid growth.
- North Lincolnshire Council's Strategic Housing and Economic Land Availability Assessment (SHELAA) - The Assessment is used to identify which sites or broad locations are the most suitable and deliverable for a particular use. The bid fully aligns as the improvement in the transport infrastructure and capacity will help deliver the sites identified for growth.
- North Lincolnshire Council's Settlement Hierarchy and Growth Topic Paper (June 2021) - This topic paper supports and sets out the proposed approach used to define the settlement hierarchy for North Lincolnshire. The bid aligns with the paper through investing in Barton as a principal town. Therefore, transport infrastructure improvements will aid growth.

- North Lincolnshire Council: Local Transport Plan 2011 - 2026 - The Strategy sets out goals which include:
  - 'Facilitating economic growth by targeting transport investment in key development areas'. The bid supports this goal through the link road unlocking new housing development sites and improving the local transport network.
  - Enhance people's health and wellbeing through the promotion of healthy modes of travel and the provision of a high-quality integrated transport system'. The provision of active travel routes will encourage people to walk and cycle, benefiting health and wellbeing.
  - 'Enhancing the quality of the urban environment to attract more people and businesses to the main retail core and improve its economic prospects of an area'. This is particularly important in Barton, due to it being a principal town. The bid will help to reduce traffic flows through the centre creating a more pleasant and attractive urban environment, thus showing the necessity of the transport improvement.
- Connecting North Lincolnshire: An Integrated Transport Strategy (2021) - The strategy sets out the vision for a transformational transport network across North Lincolnshire. The package bid aligns with this strategy through supporting in improving the local transport network enabling sites to be unlocked and promoting sustainable modes of travel.
- Transport for the North (TfN) Strategic Transport Plan (2019) - TfN's Strategic Transport Plan sets out the transport interventions that will rebalance the economy and leave a legacy for future generations. The projects align with the aims set out in the plan through improving the local transport network through different modes of transport, connecting people, places and businesses.

In addition the Barton station mobility hub intervention also aligns with:

- Midlands Engine: Midlands Connect - Midlands Engine is a pan regional partnership and the Greater Lincolnshire LEP has been working in partnership with the Midlands Engine supporting on themes such as food and the visitor economy. The package bid aligns with the aspirations and projects of the Midlands Engine, in particular Midlands Connect which sets out to improve road and rail networks across the Midlands. The projects in this package bid support this project through improving the local transport network in Barton.
- Levelling Up White Paper (2022) - The Levelling Up White Paper sets out how opportunity will be spread more equally across the UK. Our bid aligns with the White Paper and the 12 missions through improving local transport connectivity through the proposed link road, supporting health and wellbeing through the provision of active travel links and supporting pride in place through creating a more attractive town.
- Build Back Better: our plan for growth (2021) - The bid aligns with the Build Back Better plan by stimulating economic growth through enhancing the transport network. They also support net zero ambitions through delivering active travel links. This will connect people to opportunities, which is a clear objective of the plan. The package also connects housing developments (and future housing developments) to the highway network.
- UK Industrial Strategy (2018) - The aim of the Industrial Strategy is to boost productivity in the UK. The bid aligns with the Strategy through improving the transport systems in Barton. Therefore, this will connect people with opportunities, such as employment. It will also improve the efficiency of the local transport network.
- Clean Growth Strategy (2017) - The Clean Growth Strategy sets out key policies and proposals to accelerate clean growth in the UK. The bid aligns with the Strategy through the promotion of active travel routes, for both short and long journeys. The improvements to the railway station also support the use of zero emission vehicles, thus further aligning with the Strategy.

**2.2.2 Subsidies should be proportionate and limited to what is necessary to achieve the objective**

Please demonstrate how your bid meets this principle.

The Council has concluded that the subsidy provided Barton station mobility hub - improved railway station including covered cycle parking, EV charging points, improved public realm, and real-time passenger information would be proportionate to achieving the policy objectives detailed in 2.2.1 above. The total amount of grant requested for this package bis is £19,703,042. The amount of subsidy proposed for the Barton station mobility hub intervention is £857,045 from the grant and £100,000 from the Council which in total will be £957,045. This rate has been calculated as necessary to ensure the project is viable overall, to deliver an improved passenger experience, while encouraging sustainable modes of travel, and creating a more attractive welcoming experience into the town. In addition, in comparison the overall amount of subsidy being provided is considered to be minimal.

The grant is only being used as a necessity to enable the successful delivery of the improvements to the Barton station mobility hub in order to achieve the objectives and, it is highly unlikely that without it the project would not be able to achieve the scale set out to achieve and to support or pursue the policy objectives outlined above at 2.2.1 as historically no improvements have been made to the bus interchange or train station car park for many years.

**2.2.3 Subsidies should be designed to bring about a change of economic behaviour of the beneficiary that is conducive to achieving the objective and that would not be achieved in the absence of subsidies being provided.**

Please demonstrate how your bid meets this principle.

The costs are the capital costs of the Barton station mobility hub interventions as set out in section 5.3 of this application. Without the grant the Council would not be able to deliver the objectives and outcomes associated with this project and there would be a limited if any uptake from the landowner or rail operator, which has been become evident as the train station car park and bus terminal have been undeveloped or improved for some time.

In addition, Barton is connected via rail but has a low service frequency. The passenger rail route from Barton to Grimsby and Cleethorpes, operated by East Midlands Railway on a two-hourly frequency (Trainline, 2022). It is anticipated that the station updates will be a catalyst to encouraging more investment into the station and rail services, and ultimately increasing the number of trains. This will also support the objective of becoming a more connected town and support meeting the policy objectives set out at 2.2.1 above. In addition, it will attract further investment, particularly in the rail services to support in improving the commuter opportunities and access to the region. It will enhance the attractiveness of existing links will strengthen the connections between the economic corridors across the region, strengthening access to employment and education opportunities across the Humber region.

**2.2.4 Subsidies should not normally compensate for the costs the beneficiary would have funded in the absence of any subsidy.**

Please demonstrate how your bid meets this principle.

The Barton station mobility hub coupled with the other interventions within this application will kickstart the transformation of Barton and its growth, forming part of a wider vision to create an

attractive and resilient town. They support in achieving North Lincolnshire Council's priorities to keep people safe and well, enable resilient and flourishing communities, and enable economic growth and renewal. The interventions interlink with one another connecting people, businesses, and places, through different modes of travel, supporting the economic growth of wider North Lincolnshire. Therefore, even though the land is not owned by the Council the costs of the works are minimal compared to the overall LUF application and the works are being provided to benefit the public by enhancing their overall experience of public transport and to encourage the use of public transport.

In any event as there is no legal obligation on the Council, to deliver the project.

**2.2.5 Subsidies should be an appropriate policy instrument to achieve a public policy objective and that objective cannot be achieved through other less distortive means.**

**Please demonstrate how your bid meets this principle.**

The need for the improvements to the transport facilities in Barton have been identified to be in line with the policies listed at 2.2.1 above.

Barton experiences a poor transport network that is disjointed and does not promote sustainable modes of travel. Without improvements to the local transport network that could impact adversely on the existing communities. In addition, the Humber region is a major asset for the UK, at the forefront of plans for the decarbonisation of existing industrial and energy sectors and development and deployment of new green technologies. Industries are growing around the Humber estuary and are becoming critical to achieving the UK's ambitions for transport infrastructure and green energy. In order to maximise on these opportunities, the region would benefit from Barton becoming a more sustainable and attractive town, as a means to attract and retain high-skilled labour.

North Lincolnshire is a low value market area, some of the lowest in the UK, and this can cause development viability issues. In addition, North Lincolnshire had the highest percentage of private transport usage and the lowest percentage of public transport usage in the Humber area. Therefore, the Council concludes that without the grant being used for the intervention it could not be delivered through any less distortive means. The area of Barton will continue to face several structural challenges that deter private sector investment which illustrates the need for public sector investment to support economic growth and levelling up in the region.

**2.2.6 Subsidies should be designed to achieve their specific policy objective while minimising any negative effects on competition or investment within the United Kingdom.**

**Please demonstrate how your bid meets this principle**

The need for the improvements to the transport facilities in Barton have been identified to be in line with the policies listed at 2.2.1 above.

The Council are of the view that the provision of transport services may be a cross-border economic activity that will always have the potential to impact on trade and investment between the UK and the EU. However, although it is difficult to calculate with any certainty what impact the grant and the improvements to the bus interchange and train station car park would have, in the Council's view and as far as it can tell, the impact would not be material. This is because the scale of this intervention in comparison to the overall interventions in this bid is small.

In addition, the Council will look to minimise any negative effectives on trade or competition between the UK and the EU by procuring all works and services required for the development of the site in

accordance with the Public Contract Regulations 2015 (as more specifically set out in section 6 of this application).

**2.2.7 Subsidies' positive contributions to achieving the objective should outweigh any negative effects, in particular the negative effects on trade or investment between the Parties. Please demonstrate how your bid meets this principle**

The positive contributions of the grant to the improvements of Barton station mobility hub in achieving the objectives will be:

- creating a better passenger experience;
- increasing the use of public transport;
- attracting further investment, particularly in the rail services to support in improving the commuter opportunities and access to the region;
- Enhancing the attractiveness of existing links;
- strengthen the connections between the economic corridors across the region;
- strengthening access to employment and education opportunities across the Humber region;
- encourage the increased use of the bus and railway station;
- providing cycle parking and EV charging points to encourage people to use multimodal transport, reducing the reliance on the car.
- Reduce carbon emissions

The Barton station mobility hub improvements, has amenity and potential increased use benefits for local bus and rail services that have been left unquantified and are further captured in 5.4.2 of this application. However, the Council consider any negative impacts on trade to be minimal as outlined in 2.2.6 above and the positive contributions outlined above will significantly outweigh any negative impact on trade or investment. The aim of this intervention is to deliver an integrated mobility hub at Barton railway and bus station, improving the facilities at the railway station and bus interchange. This will include covered cycle parking including 1 cycle charging point, extension to the car park to include 18 new spaces with 2 EV charging points, improved public realm, and real-time passenger information. Barton station mobility hub will deliver an improved passenger experience, while encouraging sustainable modes of travel, and creating a more attractive welcoming experience into the town. It will also promote greater bus and rail use for commuting through providing safe cycling routes and secure cycling facilities at the station. Which will together deliver a stronger transport network across Barton, enabling access to opportunities, encouraging sustainable modes of travel, and creating an attractive town centre.

**2.3 All non-public sector applicants delivering in Northern Ireland.** If the award of funds is or isn't considered to be a subsidy please set out in detail how you will deliver the funds compliantly under the subsidy regime.

If you are proposing to allocate some of the grant funds to third parties, such as project partners working with you to deliver the project, (e.g. sub-granting) please identify how you will ensure disbursement of the grant is done so in accordance with the UK subsidy control regime. The department will need to assess how funds will be awarded and how risk is managed.

N/A

**2.3.1 All non-public sector applicants delivering in Northern Ireland.**

Confirm that you have obtained and uploaded independent legal advice that is aligned to your response in this section and verifies that the award of funds is considered to be UK subsidy control regime and/or State aid compliant. Y/N

N/A

**2.4 Public authorities only.**

Please confirm if you will be disbursing the funds as a potential subsidy to third parties.

No

**2.5 Public authorities only.** Confirm that you have completed [pro forma 5](#) statement of compliance signed by your Chief Finance Officer.

Y/N

[Please see proforma 5 at Appendix 2](#)

**2.6. Public and private sector applicants for delivery in Northern Ireland only.** Is the direct award of funds from UK Government to you (as the applicant) considered to be as State aid under the four EU State aid rule tests?

**2.6.1** Is the support granted by the state or through state resources?

N/A

**2.6.2** Does the support confer a selective advantage to an undertaking?

N/A

**2.6.3** Does the support distort or have the potential to distort competition?

N/A

**2.6.4** Does the support affect trade between EU member states?

N/A

**2.6.5** Do the planned activities meet all four key State aid tests?

If all four tests are met then the award constitutes State aid and **must** comply with the State aid law.

N/A

**2.7** For private sector applicants, what is the size of the enterprise applying for funding?  
Refer to the official [SME definition](#)

N/A

**2.8** Please list all the organisations (if known) which may benefit from the funding of the project and any economic benefit they may receive as a result of the funding.

N/A

**2.9** Applicants must consider whether the award meets all the tests for each beneficiary.  
  
If beneficiaries are considered to be in receipt of State aid then you must consider how this is compliant under the State aid rules.  
  
Applicants may wish to refer to the European Commission's "[Notion of State aid](#)" guidance.

Beneficiary name

N/A

Is the support granted by the state or through state resources?

N/A

Does the support confer a selective advantage to an undertaking?

N/A

Does the support distort or have the potential to distort competition?

N/A

Does the support affect trade between member states?

N/A

Is the award considered State aid?

N/A

**2.9.1** Where a project is funded under an exemption based on the General Block Exemption Regulations (651/2014), the Applicant is required to either

- a) confirm that the project falls within the scope of Regulation 6(5) or
- b) submit a separate document to demonstrate incentive effect in line with Regulation 6(2) containing the following information:
  - I. the applicant undertaking's name and size
  - II. a brief description of the project, including start and end dates
  - III. the location of the project
  - IV. a full list of the project costs used to determine the allowable level of funding
  - V. the form of the aid



VI. the amount of public money needed for the project.
<b>2.9.2</b> Do you confirm that the project falls within the scope of Regulation 6(5) under the General Block Exemption Regulations (651/2014)
N/A
<b>2.9.3</b> If no, confirm that you have attached document containing the required information.
N/A
<b>2.9.4</b> If you intend to use an exemption(s) under GBER to deliver the project, please confirm you have read the terms of the scheme and meet all the relevant terms.
N/A
<b>2.9.5</b> Identify the GBER provision, the title of the scheme and the amount of LUF award to be delivered under the provision.  Describe how you meet all the relevant terms of the exemption.
N/A
<b>2.10</b> As the bidding organisation are you subject to an outstanding recovery order in respect of State Aid? If 'Yes', provide brief details.
N/A
<b>2.11</b> Describe the system in place for collecting and recording the required information for State aid audits and returns.
N/A
<b>2.12 All non-public sector applicants delivering in Northern Ireland.</b> Confirm that you have obtained and uploaded independent legal advice that is aligned to your response in this section and verifies that the award of funds considered to be State aid compliant.
N/A

### Part 3 - Bid summary

In this section applicants should provide the core details of their bids; clarifying what, where, how and how much. If your bid is a package bid you should also complete Application Form [Annexes A – C](#).

To note, word counts are included for several questions throughout the application form, these are provided as a guide only. The level of detail you provide should be proportionate to the amount of funding that you are requesting.

**3.1 Bid Name: Barton-upon-Humber Principal Town Regeneration**

**Please provide a headline project name. All bids will be allocated a specific LUF bid number on submission. This bid number and the name specified here will then be used to refer to the bid in all future correspondence.**

3.2 Please provide a short description of your bid, including the visible infrastructure that will be delivered/upgraded and the benefits that will be felt in the area.

Barton-upon-Humber, as a Principal Town plays an important role in facilitating growth across the region and delivering North Lincolnshire Council's (NLC) and UK Government's housing and economic growth aspirations. Housing plays a fundamental role in supporting the health and wellbeing of residents and is vital to supporting the needs of Barton-upon-Humber's current and future communities. An integrated transport network to unlock this housing and encourage sustainable mode of transport is vital to deliver growth in the town. Therefore, to support in achieving sustainable growth in Barton-upon-Humber, the Barton-upon-Humber Principal Town Regeneration Package Bid will deliver the following:

1. **Barton-upon-Humber Link Road Phase 1 including A1077 Corridor Improvements** – This intervention will deliver phase 1 of the Barton-upon-Humber link road (1.1km) and improvements to the A1077 corridor through the town. A shared footway and cycleway route will be delivered on both sides of the phase 1 link road, along with landscape buffering. The link road will also be accessible by the bus network, aligning with the Department for Transport (DfT) Bus Back Better strategy. This will unlock land adjacent to phase 1 of the link road critical for the delivery of 225 homes allocated in H1P-13 of the NLC Regulation 19 Local Plan (2020-2038). This intervention would support in alleviating congestion in the town centre, particularly HGVs, and would deliver necessary infrastructure to unlock housing land.
2. **Active Travel Routes** – This intervention will deliver a town wide network of Active Travel Routes which will include 13.7km of new cycling routes and 4.8km of improved pedestrian routes. These will be delivered along key movement routes through the town such as to schools, key assets, railway and bus station, and employment sites, supporting a modal shift, active lifestyles, and reducing carbon emissions. The network of active travel routes will support NLC's goal to deliver safe and well-connected cycling and walking routes across North Lincolnshire, while also aligning and compliant with the UK Governments Gear Change and LTN 1/20 Guidance.
3. **Barton-upon-Humber Station Mobility Hub** – This intervention will deliver an integrated mobility hub at Barton-upon-Humber railway station, including covered cycle parking including 1 cycle charging point, extension to the car park to include 31 new spaces with 2 electrical vehicle (EV) charging points, improved public realm (replacing paving, bus shelter improvements), and real-time passenger information. This will deliver an improved passenger experience, while encouraging sustainable modes of travel, and creating a more attractive welcoming experience into the town.

The LUF interventions kickstart the transformation of Barton-upon-Humber and its growth, forming part of a wider vision to create an attractive and resilient town. The interventions will support in unlocking housing sites, enabling Barton-upon-Humber to grow and prosper. They support in achieving NLC's priorities to keep people safe and well, enable resilient and flourishing communities, and enable economic growth and renewal. Delivering an integrated, multimodal transport network that encourages sustainable modes of transport also contributes to meeting the Humber and UK Government targets for net zero. The interventions interlink with one another connecting people,

businesses, and places, through different modes of travel, supporting the economic growth of wider North Lincolnshire.

These three interventions combined make up the Barton-Upon-Humber Principal Town Regeneration Package Bid ('the Barton-upon-Humber Scheme').

3.3 Please provide a more detailed overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component projects are aligned with each other and represent a coherent set of interventions.

(500 words)

This overview should be more detailed than that provided in 3.2. Please provide full details of what activity will take place where, clearly setting out the planned interventions, outputs and benefits. If the activities are being undertaken across multiple locations, the applicant should clearly explain how the activities align with each other and represent a coherent set of interventions.

If a package bid, applicants should also clearly explain here how the component projects are aligned with each other and represent a coherent set of interventions.

Barton-upon-Humber Principal Town Regeneration Package Bid comprises of three interrelated, coherent interventions that prioritise unlocking land for housing, and enabling essential modal shift within a Principal Town in North Lincolnshire. Barton-upon-Humber is a Principal Town and the second largest settlement in North Lincolnshire; therefore, it is recognised as a key location for sustainable growth.

To deliver NLC's and Government's housing and economic growth aspirations, investment in vital infrastructure is needed to unlock and future proof sustainable housing development and meet the economic growth that has taken place in the area. The existing road network within Barton-upon-Humber is unable to support housing growth due to the historic street pattern and listed buildings along the main road (A1077). This is further compounded by industry growth, resulting in HGVs and commuters passing through the towns' narrow streets. Therefore, investment in these interventions will deliver critical infrastructure that will unlock housing sites, while supporting the connectivity and modal shift in Barton-upon-Humber, supporting net zero ambitions.

The Barton-upon-Humber Principal Town Regeneration Package Bid will deliver the following interventions, outputs, and benefits:

- 1. Barton-upon-Humber Link Road Phase 1 including A1077 Corridor Improvements** – This intervention will deliver phase 1 of the Barton-upon-Humber Link Road (1.1km) and improve the A1077 corridor through the town. The Barton-upon-Humber Link Road will join the A1077/ Falkland Way to Caistor Road and connect to the A15 Bonby Lodge Interchange via the B1206. Phase 1 of the Link Road will deliver a new junction arrangement on the A1077/ Falkland Way Junction to Caistor Road. The A1077 corridor improvements include improvements to the Holydyke Junction. A shared footway and cycleway route will be delivered on both sides of the Phase 1 link road, along with landscape buffering. The Link Road will also be accessible by the bus network, which will provide public transport access for future housing, aligning with the DfT Bus Back Better strategy. This will unlock land adjacent to Phase 1 of the Link Road critical for the delivery of 225 homes allocated in H1P-13 of the NLC Regulation 19 Local Plan (2020-2038).

The Barton-upon-Humber Link Road Phase 1 including A1077 Corridor Improvements will deliver critical infrastructure to enable the delivery of homes to meet NLC's overall housing target of 7,128 dwellings during the plan period and the growth aspirations of Barton-upon-Humber as a Principal

Town, as set out within the Local Plan. The existing transport network in Barton-upon-Humber has several pinch points along the A1077, particularly at Holydyke Junction, and therefore it can only accommodate an additional 583 dwellings prior to any link road being implemented and operational. This intervention would support in alleviating congestion in the town centre, particularly HGVs, and would deliver necessary infrastructure to unlock housing land. Please see Appendix 9 for the technical note, transport appraisal, and design of the Link Road.

2. **Active Travel Routes** – This intervention will deliver a town wide network of Active Travel Routes which will include 13.7km of new cycling routes and 4.8km of improved pedestrian routes. Active Travel Routes are disjointed and limited in Barton-upon-Humber, however a 5km radius from the town centre provides easy access to wider Barton-upon-Humber. Therefore, there is a need to encourage walking and cycling for shorter journeys to connect with the following:
- Key assets – Waters Edge Country Park & Visitor Centre, Humber Bridge, Baysgarth Park and Leisure Centre, railway and bus station
  - Local schools - Baysgarth School, Castledyke Primary School, Barton-upon-Humber St Peter's C of E Primary School, Bowmandale Primary School
  - Employment sites – Wren Kitchens, local businesses in the town centre
  - Shops and key services

The Active Travel Routes will connect into Barrow-upon-Humber, providing access for pupils to schools in Barton-upon-Humber. They will also connect into the wider natural landscape, promoting healthier lifestyles. These will be delivered along key movement routes through the town, supporting a modal shift, active lifestyles, and reducing carbon emissions. The network of Active Travel Routes will support NLC's wider cycling and walking scheme that they are delivering across the district. The active travel routes align with the UK Governments Gear Change and LTN 1/20 Guidance. Please see Appendix 9 for the specific active travel routes and design.

3. **Barton-upon-Humber Station Mobility Hub** – This intervention will deliver an integrated Mobility Hub at Barton-upon-Humber railway and bus station, improving the facilities at the railway station and bus interchange. This will include covered cycle parking including 1 cycle charging point, extension to the car park to include 31 new spaces with 2 EV charging points, improved public realm (replacing paving, bus shelter improvements), and real-time passenger information. Barton-upon-Humber Station Mobility Hub will deliver an improved passenger experience, while encouraging sustainable modes of travel, enabling active travel, and creating a more attractive welcoming experience into the town. It will also promote greater bus and rail use for commuting through providing safe cycling routes and secure cycling facilities at the station. Please see Appendix 9 for the details and design of the mobility hub.

The interventions will together deliver a stronger, more integrated transport network across Barton-upon-Humber, enabling access to opportunities, encouraging sustainable modes of travel, and creating an attractive town centre. Enhancing the attractiveness of existing links, and the provision of new links, will strengthen the connections between the economic corridors across the region, strengthening access to employment and education opportunities across the Humber region and maximising on the opportunities from the strategic employment sites and Humber Freeport.

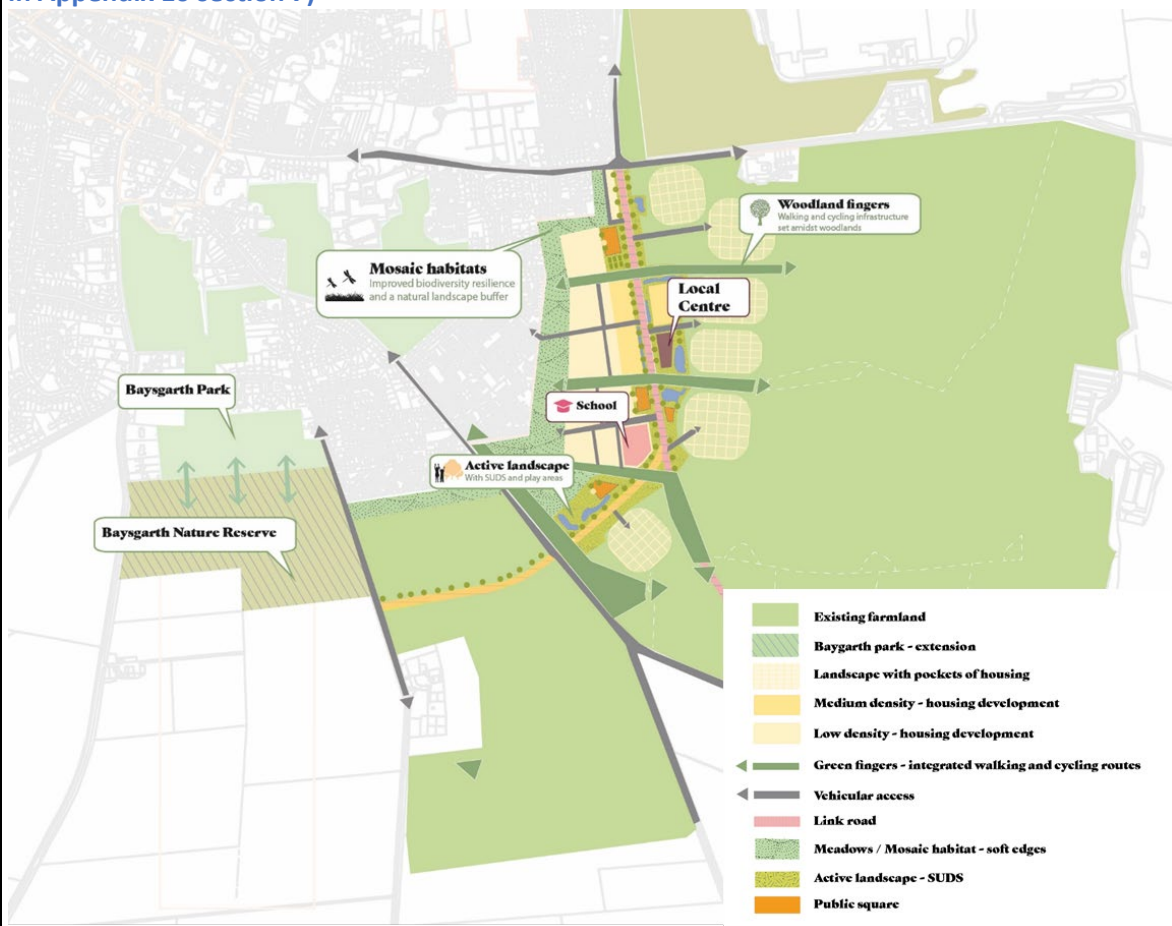
The spatial distribution of housing for North Lincolnshire will take place in the most sustainable settlements: Barton-upon-Humber, as a Principal Town, is a key location for this growth, as recognised in the emerging NLC Local Plan. The LUF interventions will kickstart the transformation of Barton-upon-Humber and its growth, forming part of a wider vision to create an attractive and resilient town. The diagrams below and Appendix 10 section 7 show how Barton-upon-Humber will grow and develop in the long term, meeting the housing and growth aspirations. Therefore, without Government support,

the required housing growth will not come forward and the sustainable growth of Barton-upon-Humber will not be realised.

£19,703,042 of LUF is sought to support in the delivery of the interventions, and £475,000 match funding has been secured with £125,000 from NLC demonstrating their commitment to these interventions and to growing Barton-upon-Humber.

The Barton-upon-Humber Scheme was submitted as part of the LUF Round 1 funding window in June 2021. NLC received feedback and has worked on the interventions for the past year to strengthen the cases. This has included further extensive stakeholder engagement, transport surveys & modelling, production of technical notes, a more robust procurement approach, and development of a vision & strategy report for the long-term growth of Barton-upon-Humber. Further details on response to feedback for round 2 is provided in Appendix 15 section 1.3.

**Diagram 3.3.1 - The long term vision and aspirations for Barton-upon-Humber as it grows (see more in Appendix 10 section 7)**



**Diagram 3.3.2 - The future of Barton-upon-Humber (see more in Appendix 10 section 7)**



3.4 Please provide a short description of the area where the investment will take place. If complex (i.e. containing multiple locations/references) please include a map defining the area with references to any areas where the LUF investment will take place.

For transport projects include the route of the proposed scheme, the existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.

The investment is taking place in Barton-upon-Humber, North Lincolnshire. North Lincolnshire is within the Yorkshire and Humber region on the South Bank of the Humber estuary. The Humber region is a major asset for the UK, at the forefront of plans for the decarbonisation of existing industrial and energy sectors and development and deployment of new green technologies. North Lincolnshire is a part of the Greater Lincolnshire LEP and is covered by the Northern Powerhouse and Midlands Engine, aiming to boost the local economy and drive prosperity for local communities.

Barton-upon-Humber is the second largest sustainable settlement in North Lincolnshire and is a thriving market town with a population of approximately 12,544 in 2022. Lying on the South Bank of the Humber Estuary, one of the UK's key trade gateways to and from Europe and wider international markets, Barton-upon-Humber is home to the 'eighth wonder of the world',<sup>1</sup> the Humber Bridge, which has enabled easy access to East Yorkshire and beyond since it replaced the New Holland Ferry in 1981. The Humber Bridge also offers the longest bridge in the world that can be crossed on foot or by cycle. This key asset for Barton-upon-Humber, alongside being part of the Humber Freeport, provides easy access to opportunities supporting job creation and innovation across the region. The A15 runs to the West of Barton-upon-Humber and provides strategic connections to Hull in the North, Lincoln in the South, and Humberside Airport. This enables access to key opportunities around the region, in particular Hull and large employers such as Siemens. Barton-upon-Humber is also in close proximity to Grimsby and Scunthorpe.

<sup>1</sup> 8<sup>th</sup> longest single span bridge in the world <https://www.humberbridge.co.uk/humberbridge/about-us/#:~:text=The%20bridge%20was%20the%20world%27s,on%20foot%20or%20by%20cycle.>

In Scunthorpe, over 1,000 hectares of employment land has been allocated for development within close proximity to Barton with 900 hectares allocated on the South Humber Bank, which is expected to see growth in the ports, logistics and green energy sector. This level of employment land will be associated with creating significant levels of jobs, providing a strong argument for the development of high quality, resilient towns across North Lincolnshire. For example, in October 2019, full Planning Permission with conditions was granted to erect an industrial building with new vehicular access from Barrow Road (A1077), associated parking, an emissions abatement plant, surface water drainage attenuation ponds and landscaping on land East of The Nest, Falkland Way, Barton-upon-Humber.

The development consists of the erection of an industrial B2/B8 Use Class unit of approximately 990,000 sq. ft, for the purpose of storage, manufacture, and distribution of kitchens for Wren Kitchens. This facility will be running in conjunction with the existing Wren Kitchens operations in the adjacent building to the west, which is called the Nest, to meet the growing demand of the business. Appropriate parking provisions and access from Barrow Road (A1077) will be allocated. The existing site is situated adjacent to East of the fully operational Wren Kitchens manufacturing facility, the Nest. The purpose of the development is to add to existing production capabilities on site and accommodate the rapid growth of the Wren Kitchens company. An access road will be created off Barrow Road (A1077), leading to a one-way perimeter road running around the building, with vehicle exit at the point of entry, onto Barrow Road.

In the immediate term, the new factory will allow Wren Kitchens to add a new 8 hour manufacturing shift generating around 500 full-time equivalent (FTE) extra jobs on site in production and distribution, with 525 to 535 extra jobs created overall in North Lincolnshire and available for residents of North Lincolnshire.

Subject to future demand, the new facility will provide the capacity for a further two additional shifts to be added (one additional full shift and one partial shift to allow for routine cleaning of the factory overnight). With this shift pattern, the new facility would be operating at its full capacity. At this capacity, the expanded operation would support around an additional overall 1,200 FTE jobs on site in production and distribution, 1,260 to 1,285 extra jobs would be created in North Lincolnshire as a whole and would be available for residents of North Lincolnshire as a result of the development. This would add around £50 million per annum in extra gross value added (GVA) in North Lincolnshire.

The primary point of access to the site will be from a proposed access road off Barrow Road (A1077), which will direct vehicles into the South of the site. Barrow Road provides direct access to Barton-upon-Humber and Barrow-upon-Humber. Barrow Road also offers easy access to the A15 and Humber Bridge to the west. A smaller secondary access is to be provided on the west of the site to link the proposed development to the existing Wren headquarters, the Nest. A total of 600 parking spaces are allocated to the South of the building, this includes 23 disabled parking bays and 20 electric charging bays. 227 delivery vehicle parking bays are also allocated.

Barton-upon-Humber has been a prosperous town long before the Humber Bridge opened, and in the early medieval period was the largest and most important settlement in Northern Lincolnshire. Barton-upon-Humber became known for the production of three popular products: bicycles, ropes and tiles, the latter still being made by William Blyth on Far Ings Road, and these continue to be an attraction through key tourist attractions such as Ropewalk, and The Old Tile Works. But today, Barton-upon-Humber is known as the home of Wren Kitchens, who have a large headquarters called 'The Nest' east of the town centre. Wrens Kitchens is the largest employer within Barton-upon-Humber, currently employing approximately 1,000 people with an £120m extension currently being built that will

generate an additional 500 jobs, as discussed above. The growth of the furniture manufacturing sector within Barton-upon-Humber has been significant over recent years from approximately 600 people employed in the sector in 2015, to approximately 2,500 people in 2020, a 317% employment growth in 5 years. (Nomis, Business Register and Employment Survey: open access (2020)).

Other key assets in Barton-upon-Humber include Waters Edge Country Park and Visitor Centre, Humber Bridge Park, Baysgarth Park and Museum, Queen Street School, the Old Tile Works, and Far Ings National Nature Reserve, highlighting local visitor attractions and the quality green landscape that surrounds Barton-upon-Humber. Further details on Barton-upon-Humber and the character of the town is set out in Appendix 10 Section 7.

The Barton-upon-Humber Principal Town Regeneration Package Bid is located throughout the town:

- **Barton-upon-Humber Link Road Phase 1 including A1077 Corridor Improvements** – The proposed route of the Barton-upon-Humber Link Road will join the A1077/ Falkland Way to Caistor Road and connect to the A15 Bonby Lodge Interchange via the B1206. Phase 1 of the link road, in which LUF is sought, will deliver a new junction arrangement on the A1077/ Falkland Way Junction to Caistor Road, and improvements to Holydyke Junction on the A1077.
- **Active Travel Routes** – A network of 13.7km of new cycling routes and 4.8km of improved pedestrian routes are proposed across the town on key movement routes through the town such as to schools, key assets, railway and bus station, and employment sites, supporting sustainable modes of travel.
- **Barton-upon-Humber Station Mobility Hub** – This is located at the existing railway station and bus interchange to the north of the town centre adjacent to the B1218.

Please see Appendix 6 for the location map.

3.5 Please confirm where the investment is taking place (where the funding is being spent, not the applicant location or where the bid beneficiaries are located).

If the bid is at a single location please confirm the postcode and grid reference for the location of the investment.

If the bid covers multiple locations please provide a GIS file. If this is unavailable please list all the postcodes / coordinates that are relevant to the investment.

For all bids, please confirm in which constituencies and local authorities the bid is located. Please confirm the % investment in each location.

The LUF is being spent on:

- **The Barton-upon-Humber Link Road Phase 1 including A1077 Corridor Improvements** – The proposed route of the Barton-upon-Humber Link Road will join the A1077/ Falkland Way to Caistor Road and connect to the A15 Bonby Lodge Interchange via the B1206. Phase 1 of the Link Road, in which LUF is sought, will deliver a new junction arrangement on the A1077/ Falkland Way Junction to Caistor Road. The A1077 corridor improvements include improvements to the Holydyke Junction. A shared footway and cycleway route will be delivered on both sides of the Phase 1 link road, along with landscape buffering. The Link Road will also be accessible by the bus network.  
**Postcode** – nearby postcode DN18 6LB  
**Grid Reference** – 53.681687, -0.423432  
**% of investment** – 46%



- **Active Travel Routes** – A network of 13.7km of new cycling routes and 4.8km of improved pedestrian routes are proposed across the town on key movement routes, supporting sustainable modes of travel and healthy lifestyle choices.  
**Postcode** – various, please see location map at Appendix 6  
**Grid Reference** – various, please see location map at Appendix 6  
**% of investment** – 50%
- **The Barton-upon-Humber Station Mobility Hub** – This is located at the existing railway station and bus interchange to the North of the town centre adjacent to the B1218.  
**Postcode** – DN18 5QE  
**Grid Reference** – 53.688835, -0.443695  
**% of investment** – 4%

The funding will improve the local transport connectivity, supporting the regeneration of the town through unlocking key housing sites and creating an attractive, resilient town, as well as securing long term employment opportunities.

The Barton-upon-Humber Scheme is within the local authority of NLC, in the Cleethorpes constituency.

Please see appendix 6 for the location map.

3.6 Please confirm the total grant requested from LUF (£).

This total LUF grant value should align with that presented in the relevant Costings and Planning Workbook – Table B – Funding Profile

£19,703,042.00

3.7 Please specify the proportion of funding requested for each of the Fund’s three investment themes: a) Regeneration and town centre (%) b) Cultural (%) c) Transport (%)

This should be the % of LUF grant to be spent in each investment theme. Please ensure the total adds up to 100%. When identifying the percentage of themes within a bid applicants should define this according to costs associated with activity in support of each theme. For example, if 75% of a bid’s total value contained costs associated with activity in support of a regeneration output or outcome, with 25% costs associated with activity in support of a cultural output or outcome, it would be defined as being a 75% regeneration and 25% cultural bid.

70% - Regeneration

30% - Transport

3.8 Please tick one or more subcategories that are relevant to your investment:

**Regeneration**

Commercial

Civic

Residential

Other

**Cultural**

Arts & Culture  
Creative Industries  
Visitor Economy  
Sports and athletics facilities  
Heritage buildings and sites  
Other

**Transport**

**Active Travel**

Buses  
Strategic Road  
Rail

Aviation

Maritime

Light Rail

**EV Infrastructure**

**Local Road**

Other

Residential  
Active Travel  
EV Infrastructure  
Local Road

3.9 Please provide details of any applications made to other funding schemes for this same bid that are currently pending an outcome. Where a successful outcome might lead to you no longer requiring the LUF grant please provide details and confirm when might you expect the outcome to be known. (150 words)

NLC have also applied for funding to improve the back-office function of passenger information screens at Barton-upon-Humber railway station.

## Part 4 Strategic Fit

### 4.1 Member of Parliament Endorsement (England, Scotland and Wales ONLY)

4.1.1 Has an MP given formal priority support for this bid? **Y**

4.1.2 Please confirm which MP has provided formal priority support: [Martin Vickers](#)

4.1.3 Which constituency does this MP represent? [Cleethorpes](#)

Please also complete [pro forma 6](#)

[Please see appendix 2 proforma 6.](#)

### 4.2 Stakeholder Engagement and Support

Applicants are encouraged to engage with a wide range of local stakeholders and the local community to inform proposals in the bid and to secure buy in.

**4.2.1** Describe what engagement you have undertaken with local relevant stakeholders, including the community (the public, civic society, private sector and local businesses). How has this informed your bid and what support do you have from them?

(500 words)

NLC has undertaken a wide range of stakeholder engagement and public consultation events over the last few years on the LUF interventions. These events have been well attended by the local community, businesses, landowners, and developers within Barton-upon-Humber.

The table below summarises the views and engagement to date and how these have shaped the LUF interventions.

Table 4.2.1.1 Table of engagement undertaken to date

Engagement undertaken	Who engaged?	Evidence of support and how this has informed the LUF interventions
Barton-upon-Humber Link Road consultation	<ul style="list-style-type: none"> <li>• Communities</li> <li>• Wren Kitchens Ltd</li> <li>• Local businesses</li> <li>• Landowners</li> <li>• Ward Members</li> <li>• Town Council</li> </ul>	<p>Barton-upon-Humber Link Road has been through extensive consultation over the last three years on the design and alignment of the proposed link road.</p> <ul style="list-style-type: none"> <li>• The first stage of consultation identified that the Link Road needed to be delivered to the South of the town and connect to the A15, as this would reduce the amount of traffic going through Barton-upon-Humber. NLC responded to this by preparing a preliminary design for the link road connecting to the A15 and identified preferred junction improvements required on the A1077 through the town</li> <li>• Further technical analysis and options on the Link Road were undertaken. At the most recent public consultation undertaken in January 2022 (with 676 responses), the public were asked to provide their preferred route. The preferred route identified within the consultation provides the shortest stretch of new road needed and will see enhancements to the existing road network. The consultation was undertaken online through a survey with paper versions provided within a community hub in Barton-upon-Humber.</li> <li>• Wren Kitchens Ltd located on the East of Barton-upon-Humber have given their support to the delivery of the link road and confirmed that once completed they will use the alternative route rather than navigating through the centre of Barton-upon-Humber.</li> <li>• Regarding the Town Council and Ward Members, there have been regular discussions with NLC and NLC have provided regular verbal updates.</li> </ul>

		<p>The outcomes of the various consultations identified option 1 as the preferred route for the link road, informing the final design of this intervention.</p> <p>Appendix 7 provides the outcomes of the most recent consultation on the link road.</p>
	<ul style="list-style-type: none"> <li>• Strata Homes</li> </ul>	<p>A letter of support has been provided by Strata Homes (see appendix 3) for the delivery of the first phase of the link road. Strata are looking to bring forward the emerging local plan allocation H1P-13 for 225 units, demonstrating the need for the Link Road to deliver this housing.</p>
<p>North Lincolnshire Emerging Local Plan (2020-2038) Public Consultation</p>	<ul style="list-style-type: none"> <li>• Public</li> <li>• Local businesses</li> <li>• Developers</li> <li>• Landowners</li> </ul>	<p>Different stages of consultation have been undertaken as part of preparing the new local plan. They have been carried out through online surveys, roadshows in local communities, paper versions, and through public access computers in local libraries. Posters have also been put up in Baysgarth Community Hub to engage with young people.</p> <p>Consultation is currently being undertaken in local community centres, with positive feedback on the housing allocations, and proposed Link Road.</p> <p>Consultation on the preferred options in 2020 highlighted that 77% of housing required is focused in Scunthorpe, Brigg and Barton-upon-Humber. There were few representations opposing the housing allocations for Barton-upon-Humber. For Barton-upon-Humber, some wanted greater ambition for the town to grow and suggested higher housing targets. Responses noted that the growth needs to be supported by appropriate infrastructure, which will help sustain and improve the town's shops and public services.</p> <p>This has informed the Barton-upon-Humber Scheme interventions through identifying the necessary infrastructure to be implemented to support the growth ambitions.</p>
<p>North Lincolnshire Integrated Transport Strategy</p>	<ul style="list-style-type: none"> <li>• Elected Members</li> <li>• SLT, Heads of Service &amp; Service Managers</li> <li>• Town &amp; Parish Councils</li> <li>• Youth Council</li> <li>• Residents</li> <li>• Businesses</li> </ul>	<p>Online survey on the Integrated Transport Strategy which received 69 responses. Feedback included:</p> <ul style="list-style-type: none"> <li>• Cycle routes and public transport seen as a priority, including improving facilities for walking</li> <li>• Supporting the regeneration of North Lincolnshire seen as most important objective</li> </ul> <p>As part of this, NLC are aiming to create a network of cycling and walking routes across North Lincolnshire, utilising existing pathways. The LUF interventions</p>

	<ul style="list-style-type: none"> <li>• Transport Operators</li> <li>• Other Public Sector (Emergency Services, Neighbouring Authorities, Safer Roads Humber, Transport for the North, Midlands Connect)</li> <li>• Community Rail Partnerships (Barton-upon-Humber and Cleethorpes CRP, North Notts &amp; Lincs CRP)</li> <li>• Bus and Rail Passenger Groups (Friends of the Barton-upon-Humber Line, Railfuture Lincolnshire, Transport Focus)</li> <li>• Cycling &amp; Walking Groups (Re-volution, Sustrans, Cycling UK, Living Streets, Lincs Squad, Walk Leaders, Ramblers)</li> <li>• Humber and Wolds Voluntary Car Scheme</li> <li>• Age UK</li> </ul>	<p>support this aim and strategy through enabling a network of cycle and pedestrian routes through Barton-upon-Humber to encourage the use of sustainable modes of travel.</p> <p>Appendix 7 provides the outcomes of the survey.</p>
Residents Panel	<ul style="list-style-type: none"> <li>• Residents aged 16 or above in North Lincolnshire</li> </ul>	<p>The online panel is made up of local people who are contacted by North Lincolnshire to get a better understanding of residents' views on local issues. Panel members are sent regular surveys asking for views on a range of topics.</p> <p>The latest results (2020) on transport highlighted the need for a connected transport network, improve the safety for pedestrians and cyclists, encourage people to walk and cycle more for shorter journeys, and invest in measures to support sustainable modes of transport such as electric vehicle charging points.</p>

		<p>This has influenced the LUF interventions through providing a network of active travel routes that connect areas to key infrastructure and services to encourage shorter journeys. Facilities such as cycle parking and electric vehicle charging points have also been integrated at the station hub to improve the passenger experience.</p> <p>Appendix 7 provides the outcomes of the recent resident’s panel.</p>
EVs	<ul style="list-style-type: none"> <li>• Greater Lincolnshire LEP</li> <li>• Public</li> </ul>	<p>In April 2021, NLC held a consultation seeking residents views on EVs. The survey received a total of 269 responses. Key outcomes included:</p> <ul style="list-style-type: none"> <li>• 4% of respondents are planning to purchase an EV in the next 12 months, with 18% considering purchasing one</li> <li>• Respondents top two locations to see more EV charging points are town centre car parks and out of town retail centres</li> <li>• The main barrier to purchasing an EV is limited charging infrastructure</li> </ul> <p>Following this consultation, NLC in partnership with other Lincolnshire Councils, developed an Ultra-Low Emission Vehicle Strategy for the region. The Barton-upon-Humber Scheme has responded to this feedback through the provision of 2 EV charging points at the station, to support on reducing barriers on access to charging infrastructure and providing a more integrated transport network.</p> <p>Appendix 7 provides the outcomes of this consultation.</p>
Barton-upon-Humber Railway Station	<ul style="list-style-type: none"> <li>• Network Rail</li> <li>• East Midlands Rail</li> </ul>	<p>Engagement on the car park extension at the Barton-upon-Humber Station Mobility hub has been undertaken with Network Rail and East Midlands Railway on the permission for the scheme and engagement and approval of the design.</p>

NLC’s dedicated LUF Project Manager, David Boreham, will be responsible for ongoing public and stakeholder engagement (further details provided in management case). NLC has regular engagement with all stakeholder groups, and a Stakeholder Advisory Panel has been established comprising of representatives from the local community and businesses who will provide the views of the community in the event of any project changes. The frequency of engagement with specific stakeholder groups is set out in Appendix 15 section 8.

NLC has a Public Engagement Framework (December 2018) and is currently developing a ‘Consulting with the Public Procedure and Best Practice Guide’. The Council has clear governance principles related to public consultation and engagement activities and these will be followed as part of any engagement on the development of the LUF bid. The council has also identified consultation / engagement champions to provide advice and support on public engagement exercises.

Please see Appendix 3 for letter of support from Greater Lincolnshire LEP, Industry, the land agent, Scunthorpe town board, Stagecoach, Strata Homes, and YOR hub.

**4.2.2** Has your proposal faced any opposition?

Please provide a brief summary, including any campaigns or particular groups in support or opposition, and if applicable, how will you work with them to resolve any issues.

(250 words)

The Barton-upon-Humber LUF interventions are supported by many the community. In particular the need for a Link Road in Barton-upon-Humber from the A1077 to the A15 as local residents believe the traffic is already too heavy and dangerous. There is also support for Active Travel Routes and improved facilities at the station and bus interchange.

A number of community groups in Barton-upon-Humber, such as RAID (Residents Against Inappropriate Development) and the Barton-upon-Humber Civic Society, have previously opposed the Barton-upon-Humber Link Road, particularly around the length of time it would take to deliver and the route of the link road. NLC have engaged with these groups to address any concerns and have taken forward the preferred option for the Link Road by the public and these community groups. LUF funding will also support in delivering the Link Road in 3 years, therefore showing commitment to delivering this necessary infrastructure for the residents of Barton-upon-Humber.

**4.2.3** Do you have statutory responsibility for the delivery of all aspects of the bid?

If no:

- Please confirm those parts of the project for which you do not have statutory responsibility
- Please confirm who is the relevant responsible authority
- Please confirm that you have the support/consent of the relevant responsible authority

N/A

**4.3 The Case for Investment**

Applicants should use this section to detail a compelling case for why the proposed investment supports the economic, community and cultural priorities of their local area.

Applicants should upload their completed Theory of Change model that supports this section at the time of submission.

For package bids, an explanation should be provided as to how the component projects are aligned with each other and represent a coherent set of interventions.

**4.3.1** Please provide evidence of the local challenges / barriers to growth and context that the bid is seeking to respond to.

(500 words)

There are several challenges which the interventions within the Barton-upon-Humber Scheme are seeking to respond to, all of which are barriers to economic growth within Barton-upon-Humber, and as a result, the wider region. Poor connectivity and lack of sustainable modes of travel within Barton-upon-Humber is a fundamental cause of these challenges.

Six key challenges have been identified, with further challenges, barriers, and opportunities outlined in the Vision and Strategy report in appendix 10 section 3. The Barton-upon-Humber interventions respond to these challenges and support in achieving the intervention objectives as set out in question 4.3.4.

### **Challenge 1: Insufficient stock of market and affordable home ownership**

The tenure in Barton upon Humber, from the 2011 Census, shows that the majority of households in Barton upon Humber are owned, at 70.1%, a very similar proportion to North Lincolnshire as a whole, but above the national figure of 63.3%. The proportion of households living in the private rented sector is above the proportion for North Lincolnshire but below England as a whole. In terms of Affordable Housing, the town has a lower proportion of social rented housing and shared ownership than England. The delivery of the link road will open up additional housing land to meet the housing requirement in addition to delivering high quality market housing to support the economic growth of the area.

Barton-upon-Humber, the largest settlement in North Lincolnshire outside the Scunthorpe urban area, is identified as a Principal Town within North Lincolnshire's Local Plan Regulation 19 (2021) and will be the focus of new housing and employment. The population in Barton-upon-Humber is anticipated to increase, in line with the growth seen in North Lincolnshire over recent years. During the ten years between 2009 and 2019, the population of North Lincolnshire grew by 4% and is predicted to increase by around a further 2.4% to reach 177,331 in 2038 (NLC, 2021)<sup>2</sup>.

The provision of more quality housing and affordable home ownership options are critical in accommodating more residents and is necessary to meet the housing targets defined within the local plan. It will also support the employment opportunities that will be generated through investment in the Humber and the Humber Freeports. Housing is critical in attracting and retaining a high-skilled labour force, and therefore realising the ambition for Barton-upon-Humber to become a prosperous and multigenerational town.

*The proposed link road responds directly to this challenge by providing the necessary infrastructure that will enable access to housing land to deliver NLC's housing targets and meet the growth aspirations. The intervention responds to achieving objective 3 'Homes fit for the future'.*

### **Challenge 2: Failure to maximise the benefits of the investment opportunities in the Humber**

The Humber region is a major asset for the UK, at the forefront of plans for the decarbonisation of existing industrial and energy sectors and development and deployment of new green technologies. Industries are growing around the Humber Estuary and are becoming critical to achieving the UK's ambitions for transport infrastructure and green energy. The South Humber bank provides key employment opportunities in highly skilled quality jobs. The increased investment in the region and the Humber Freeports provides further development opportunities and therefore employment and skill opportunities for local people. However, as with many other areas in the country, skills and workforce is one of the biggest challenges facing North Lincolnshire. There is huge competition for a skilled workforce, and in order to compete on a regional, national and international stage, North Lincolnshire needs places which attract and retain skilled workers to meet the

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<sup>2</sup> North Lincolnshire Council Local Plan Regulation 19, 2021



current local and potential business needs. NLC are receiving significant inward investment enquiries and these enquiries will not come to fruition if they cannot offer a skilled workforce, good quality, attractive places to live with excellent connectivity by road, rail and sustainable transport methods. Poor connectivity and a lack of housing options holds places back.

Barton-upon-Humber has the opportunity to grow and occupies an excellent location for commuting to Hull, the growing South Humber Bank, Greater Lincolnshire, and employment in the wider area. This is supported by Barton-upon-Humber's relatively high qualifications profile. In 2021, almost half (47%) of people aged 16-64 reported NVQ4 qualifications or higher, considerably above the level across North Lincolnshire (31%) and England (43%). Similarly, over a third (36%) of working age people across Barton-upon-Humber have degree level or equivalent qualifications, relatively higher than the North Lincolnshire average (24%) and comparable to the national rate (37%) (ONS, 2022)<sup>3</sup>. However, there are pockets of skills deprivation in the town and wider region and therefore a key challenge will be retaining those highly skilled workers, attracting others, and increasing skills levels in deprived areas.

In order to maximise on these opportunities, the region would benefit from Barton-upon-Humber becoming a more sustainable and attractive town, to attract and retain high-skilled labour. The LUF interventions in Barton-upon-Humber seek to retain and attract skilled labour in 2 key ways:

1. *Prospect of home ownership*

The potential for home ownership in an attractive place has long been a key labour attractor. In 2011, a higher proportion of people owned the property they lived in across Barton-upon-Humber (70%) than social or private rented. The proportion of people with ownership of their home in Barton-upon-Humber is also above the national average (63%), suggesting homeownership is more accessible in Barton-upon-Humber (ONS, 2013)<sup>4</sup>.

*The proposed link road seeks to enable Barton-upon-Humber to offer skilled labour the prospects to own their own homes through putting in place the necessary infrastructure required to unlock more housing.*

2. *Connectivity to education, employment and skills opportunities. The active travel interventions also seek to improve the quality, sustainability, and attractiveness of Barton-upon-Humber as a place, as well as providing safe accessible routes to schools in the area. The Station Mobility Hub also aims to make the town more 'commuter friendly' but also more attractive and accessible for visitors, enhancing the local visitor economy.* Enhancing the attractiveness of existing links, and the provision of new links, will strengthen the connections between the economic corridors across the region, strengthening access to employment and education opportunities across the Humber region. There is also the opportunity to raise Barton-upon-Humber's profile on the map as a place for investment. The interventions will therefore play a key role in unlocking the economic potential of the Humber, in alignment with objective 1 'connected town'.

*The interventions together enable an integrated transport network, providing stronger connections across the town and wider Humber region.*

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<sup>3</sup> ONS (2022) Annual Population Survey Jan-Dec 2021 [annual population survey - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/annual-population-survey)

<sup>4</sup> ONS (2013) UK Census 2011 [KS402EW \(Tenure\) - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/census/2011/ks402ew)

*The proposed Link Road responds directly to this challenge by providing the critical infrastructure that will unlock housing. Enabling a greater stock of quality housing seeks to prevent a potential 'brain drain', and therefore there is a need to attract and retain is high skilled labour.*

### **Challenge 3: Cars dominate and blockade the town**

Overreliance on the car causes vehicles to dominate and blockade the town. Census data from 2011 found 76.5% of households in Barton-upon-Humber had access to at least one car or van, higher than the national (74.2%) and regional average (72.4%) (ONS, 2013)<sup>5</sup>. Commuters and HGVs also pass through the towns' narrow streets, which has been increasing in recent years due to the expansion of Wren Kitchens. The presence of cars and HGVs in the town centre presents safety issues for pedestrians and cyclists, as shown through stakeholder engagement in section 4.2.1.

There is currently insufficient parking within Barton-upon-Humber, and the existing car parks have no restrictions on them, which causes workers to park in the town centre car parks all day and block them for the use of visitors, residents, and other workers. It is difficult to change the car parking policy without providing existing users of Barton-upon-Humber's town centre car parks adequate alternatives, such as Active Travel Routes. Whilst there are some existing cycle paths, they are limited, substandard and disjointed. Therefore, there is a need to connect up the cycling paths and create a network across the town to encourage sustainable modes of travel.

*The link road will support removal of HGVs and through-traffic in the town centre, creating a safer environment. The network of cycle and pedestrian routes will encourage sustainable modes of travel for shorter journeys (including workers who currently park in the town centre car parks and pupils at the local school). The map below illustrates how Barton-upon-Humber's size and geography is well suited to travelling via active travel modes (with the circle showing a 5km radius).*

*The secure cycle facilities at the station and cycle routes will also promote greater bus and rail use for commuting. These interventions seek to improve air quality and reduce congestion in the town, supporting objectives 4 and 5 (supporting sustainable growth and health and wellbeing).*

#### **Diagram 4.3.1.1: Map of Barton-upon-Humber with 5km radius**

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<sup>5</sup> ONS (2013) UK Census 2011 [KS402EW \(Tenure\) - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/datasets/ks402ew)



#### Challenge 4: Low frequency of rail services

Barton-upon-Humber is connected via rail but has a low service frequency. The passenger rail route from Barton-upon-Humber to Grimsby and Cleethorpes is operated by East Midlands Railway on a two-hourly frequency (Trainline, 2022)<sup>6</sup>. It is the aspiration of NLC and the local community to see increased services on the line, which the Barton-upon-Humber Station Mobility Hub will kickstart.

Early signs are that the post-Covid railway recovery is being led by an increase in leisure travel. Barton-upon-Humber is a historic town and is a destination for tourists and leisure visitors, offering a number of attractions such as the Humber Bridge, Wilderspin National School, The Ropewalk, Waters' Edge, sailing and fishing. Therefore, the Barton-upon-Humber Station Mobility Hub will enhance the opportunity to encourage more visitors to Barton-upon-Humber to support the visitor economy, whilst at the same time reducing vehicle traffic and supporting net zero.

*It is anticipated that the station upgrades will be a catalyst to encouraging more investment into the station and rail services and ultimately increasing the number of trains. This will also support the objective of becoming a more connected town (objective 1).*

#### Challenge 5: Sustainability, health, and wellbeing

Greenhouse gas emissions in North Lincolnshire are above average. Per capita emissions are 535% greater than the regional average (6.3t per capita) (BEIS, 2021)<sup>7</sup>. The proposed interventions will support modal and lifestyle shifts away from traditionally heavily polluting modes of transit to active and more environmentally friendly methods.

<sup>6</sup> Trainline, 2022. <https://www.thetrainline.com/>

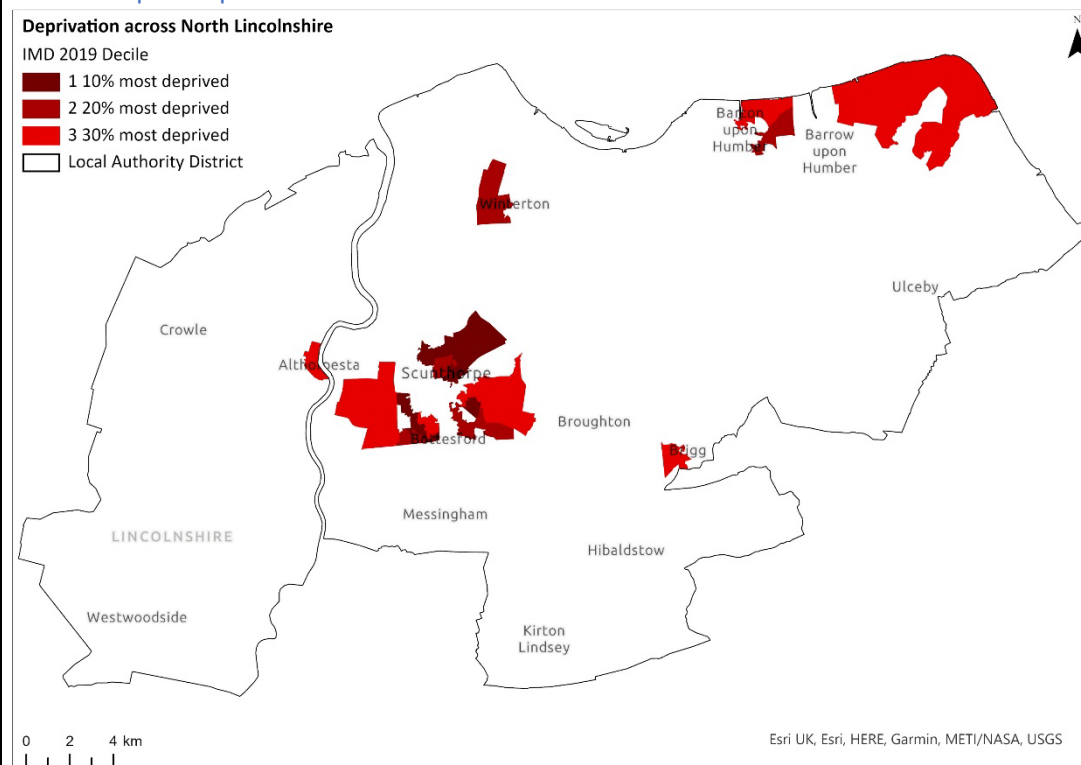
<sup>7</sup> BEIS (2021) UK Local Authority and Regional Carbon Dioxide Emissions National Statistics 2005-2019 [UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2019 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019)

Reducing greenhouse gas emissions will contribute to improving air quality in North Lincolnshire for the benefit of enhancing respiratory health and the quality of the local living environment. The Active Travel Network and Station Mobility Hub will support in encouraging sustainable modes of travel, contributing to meeting local, regional, and national net zero aims. This aligns with two of the scheme's objectives, supporting sustainable growth (objective 4) and health & wellbeing (objective 5).

### Challenge 6: Pockets of Deprivation

North Lincolnshire is characterised by pockets of deprivation, some of which are concentrated around Barton-upon-Humber, illustrated below at LSOA level. The town is ranked 8<sup>th</sup> out of the 17<sup>th</sup> wards across North Lincolnshire (IMD, 2019)<sup>8</sup>.

#### 4.3.1.2 Map of deprivation



Source: IMD 2019.

In Barton-upon-Humber, some areas are categorised within the top 20% most deprived nationally (IMD, 2019)<sup>9</sup>. Whilst this highlights the challenge that households living in these areas experience relative disadvantage in levels of income, employment, education, training, skills, health, crime, access to services and housing and living environment, greater connections within and to and from Barton-upon-Humber presents an opportunity to address these challenges.

*The interventions seek to connect residents to higher value employment and education facilities, and the proposed investment seeks to increase quality of place, to attract more investment. Unlocking more affordable housing will also be of benefit in enabling more people the opportunity to own their own home. The interventions are therefore deemed important in contributing to the improvement of residents' life prospects*

<sup>8</sup> IMD (2019) English Indices of Deprivation 2019 [English indices of deprivation 2019 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/421423/English_indices_of_deprivation_2019_-_GOV.UK.pdf)

<sup>9</sup> IMD (2019) English Indices of Deprivation 2019 [English indices of deprivation 2019 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/421423/English_indices_of_deprivation_2019_-_GOV.UK.pdf)

*and creating a more equal and inclusive places to live, work and invest. This aligns with objective 2: Pride in Place, supporting in improving quality of life and creating a town people are proud of.*

#### **4.3.2 Explain why Government investment is needed (what is the market failure).**

(600 words)

North Lincolnshire is a low value market area, one of the lowest in the UK, and this can cause development viability issues. The area will continue to face several structural challenges that deter private sector investment and illustrates the need for public sector investment to support economic growth and levelling up in the region. Appendix 11 section 3 provides further details on the market failures in Barton-upon-Humber.

The primary market failures in Barton-upon-Humber are:

1. **Negative externalities** – The road network within Barton-upon-Humber is unable to support housing growth due to the historic street pattern and listed buildings along the main road (A1077). This is further compounded by industry growth, resulting in HGVs passing through the towns' narrow streets. This has resulted in congestion, creating high levels of air pollution and poor journey times. The market failure arises because not all costs of carbon dioxide emissions are considered by those who undertake polluting activities. Air pollution impacts on the health and quality of life on non-vehicle users and vehicle users. If investment is not made in sustainable modes of travel and alternative routes to alleviate congestion in Barton-upon-Humber, this could result in increased negative externalities, impacting the health of local residents, local labour productivity, and biodiversity.
2. **Private sector will not intervene:**
  - The existing road network in Barton-upon-Humber is unable to support housing growth.
  - The North Lincolnshire population is set to increase by around 6% by 2039, with the number of households expected to grow but the average size is set to decrease.
  - The fundamentals of the residential market are shown to be relatively strong, however the area has lower than average house prices and with increasing build cost inflation, the viability of residential schemes would likely be marginal.  
Therefore, there is a demand for new build housing and hence demand for residential land to be released to accommodate these houses. However, private sector developers will not intervene owing to the marginal viability of most residential and commercial opportunities in Barton-upon-Humber. By providing the necessary infrastructure to unlock land parcels for housing development, this will be more attractive to developers and will improve the viability of the proposed housing schemes.
3. **Public good:** The active travel routes and improvements to the railway and bus station are non-excludable and non-rivalrous. These public goods are typically provided by the public sector because they would be under-provided if left to market forces. Public sector intervention is therefore required to realise the economic and social benefits of these schemes which would not otherwise attract private sector investment.

Hence, in order to stall market failure, and mitigate against any further decline, it is necessary for public sector intervention, as private sector developers will not intervene owing to the marginal viability of most residential and commercial opportunities. Once the market decline has been halted, and the viability prospects have improved, this would likely encourage the private sector to build on these foundations.

**4.3.3** 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.

For large transport bids £20M - £50M applicants should submit an Option Assessment Report (OAR).

(750 words)

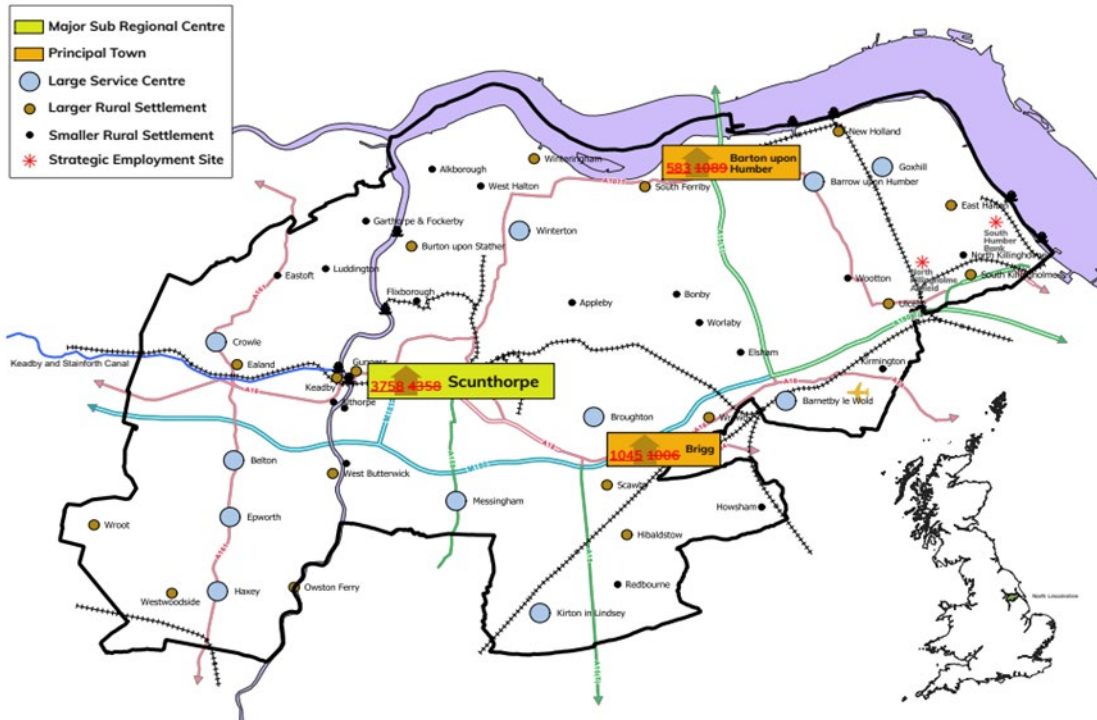
Barton-upon-Humber experiences a poor transport network that is disjointed and does not promote sustainable modes of travel. Without improvements to the local transport network, the required housing growth in the town will not come forward due to development constraints and capacity issues on the existing local highways network, that could impact adversely on the existing communities. A good quality transport network is also required to support economic growth and a long-term sustainable employment offer.

#### **Preferred option and location**

As Barton-upon-Humber is identified as a Principal Town, as shown in diagram 4.3.3.1 below, and therefore a sustainable growth settlement, there is a critical need to deliver the infrastructure required to support sustainable growth. The three interventions within the Barton-upon-Humber Principal Town Regeneration Package Bid address this challenge through delivering a long-needed Link Road, Active Travel Links, and improving the railway and bus station to attract further investment. Therefore, the LUF interventions deliver the necessary solutions to address the key challenges and meet the growth aspirations for the town, supporting levelling up in Barton-upon-Humber and across North Lincolnshire. Appendix 9 provides further details on the interventions, and appendix 10 provides further details on the role Barton-upon-Humber plays as a Principal Town.

Diagram 4.3.3.1: Barton-upon-Humber Principal Town (Source: North Lincolnshire Local Plan Publication Draft Addendum Plan, May 2022)

## KEY DIAGRAM



The following table sets out how the interventions will address the challenges and barriers as set out in question 4.3.1 with supporting evidence.

Table 4.3.3.2: How the interventions address the challenges and barriers

Intervention	How it addresses the challenges and barriers (see question 4.3.1)	Supporting evidence
Barton-upon-Humber Link Road Phase 1 including A1077 Corridor Improvements	<p><b>Insufficient stock of market and affordable home ownership</b></p> <ul style="list-style-type: none"> <li>Low proportion of social rented housing and shared ownership</li> <li>Housing target of 583 in the North Lincolnshire Local Plan Regulation 19</li> <li>Population set to increase</li> </ul> <p>The Barton-upon-Humber Link Road addresses these challenges through unlocking an allocated housing site, supporting in meeting the housing target and growth aspirations for the town. With the population set to increase the Link Road will deliver the necessary infrastructure to unlock the housing land and support in creating a multigenerational town with a mix of high-quality homes, supporting affordable home ownership.</p>	<ul style="list-style-type: none"> <li>Local property market review and market failures as set out in Appendix 11</li> <li>North Lincolnshire Local Plan Regulation 19 housing need section 5<sup>10</sup></li> <li>NPPF Section 5 identifies the need for housing to be supported by the necessary infrastructure and choice of transport modes<sup>11</sup></li> </ul>

<sup>10</sup> [https://m.northlincs.gov.uk/public/localplan/stage\\_4\\_doc/North%20Lincolnshire%20Local%20Plan%20-%20Final.pdf](https://m.northlincs.gov.uk/public/localplan/stage_4_doc/North%20Lincolnshire%20Local%20Plan%20-%20Final.pdf)

<sup>11</sup>

	<p><b>Failure to maximise the benefits of the investment opportunities in the Humber and Greater Lincolnshire regions</b></p> <ul style="list-style-type: none"> <li>• Need to attract and retain its high skilled labour - has a relatively high qualifications profile</li> <li>• Failure to retain and attract sufficient skilled labour to capitalise on regional opportunities</li> <li>• Increased investment in The Humber</li> <li>• Houses are a key labour attractor</li> </ul> <p>The Barton-upon-Humber Link Road supports in addressing these challenges through unlocking land to deliver quality housing, attracting people to stay, and creating a multigenerational town. Enhancing the attractiveness of existing links, and the provision of new links, will strengthen the connections between the economic corridors across the region, strengthening access to employment and education opportunities across the Humber region. This will support in retaining the skilled labour in the town that meets the employment growth opportunities.</p>	<ul style="list-style-type: none"> <li>• Housing is needed to support a workforce that is able to meet the growth opportunities from the investment in the Humber (see appendix 10 section 3)</li> </ul>
	<p><b>Cars dominate and blockade the town</b></p> <ul style="list-style-type: none"> <li>• Commuting and HGV traffic through the town creating an unsafe and polluted environment</li> </ul> <p>The Barton-upon-Humber Link Road will address this challenge through diverting commuting and HGV traffic away from the town centre, creating a safe and attractive town.</p>	<ul style="list-style-type: none"> <li>• See Technical Note in Appendix 9 highlighting this</li> <li>• LTN 1/20 Guidance<sup>12</sup> highlights the importance of improving quality of local environment to create a safer route for cyclists</li> </ul>
	<p><b>Pockets of deprivation</b></p> <ul style="list-style-type: none"> <li>• In Barton-upon-Humber, some areas are categorized within the top 20% most deprived nationally</li> </ul> <p>The Barton-upon-Humber Link Road will support access to housing, employment sites and businesses, enabling people to access more opportunities around</p>	<ul style="list-style-type: none"> <li>• Campaign for better transport identifies how improving and integrated transport systems can help address social exclusion<sup>13</sup></li> </ul>

<sup>12</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf)

<sup>13</sup> <https://bettertransport.org.uk/sites/default/files/research-files/transport-and-poverty-literature-review.pdf>



	<p>the region, levelling up the town and reducing deprivation. Unlocking more affordable housing will also be of benefit in providing more people with the opportunity to own their own home.</p>	<ul style="list-style-type: none"> <li>• Levelling up mission 10 housing highlights how a mix of quality housing can reduce deprivation</li> </ul>
Active Travel Routes	<p><b>Failure to maximise the benefits of the investment opportunities in the Humber</b></p> <ul style="list-style-type: none"> <li>• Need to attract and retain its high skilled labour - has a relatively high qualifications profile</li> <li>• Failure to retain and attract sufficient skilled labour to capitalise on regional opportunities</li> <li>• Increased investment in The Humber</li> <li>• Houses are a key labour attractor</li> </ul> <p>Active Travel Routes will support in encouraging sustainable modes of travel for shorter journeys, supporting residents to access employment and skills opportunities locally. Key services and employment sites are within 5km distance of Barton-upon-Humber town centre highlighting the opportunity for a 15-minute neighbourhood.</p>	<ul style="list-style-type: none"> <li>• The 15-minute neighbourhood has resulted in more local service and retail jobs in the communities where people live<sup>14</sup></li> <li>• Gear Change identifies the role of cycling infrastructure in creating sustainable places where you can live and work</li> </ul>
	<p><b>Cars dominate and blockade the town</b></p> <ul style="list-style-type: none"> <li>• Reliance on car for shorter journeys</li> <li>• HGV traffic through the town centre</li> <li>• Existing poor and disjointed cycling routes</li> </ul> <p>With HGV traffic diverted to the Link Road this will create a safer and attractive town environment encouraging residents to cycle and walk with the provision of new Active Travel Routes. This will also reduce the reliance on the car for shorter journeys and will provide better access throughout the town.</p>	<ul style="list-style-type: none"> <li>• LTN 1/20 guidance Core Design Principle sets out that cycle infrastructure should be perceived to be safe so that more people feel able to cycle.</li> <li>• Demand for active travel routes as shown in the stakeholder engagement in section 4.2.1</li> <li>• The number of people cycling for shorter journeys has increased across England as shown in the DfT National Travel Survey</li> <li>• DfT's decarbonising transport strategy aims for half of all journeys in towns</li> </ul>

<sup>14</sup> <https://www.arup.com/perspectives/designing-the-fifteen-minute-neighbourhood>

		and cities to be cycled or walked by 2030
	<p><b>Sustainability, health, and wellbeing</b></p> <ul style="list-style-type: none"> <li>• Above average CO<sub>2</sub> emissions</li> <li>• Existing poor and disjointed cycling routes</li> </ul> <p>Creating an Active Travel Network across the town will support in reducing emissions, promote sustainable modes of travel, and enable healthy active lifestyles. This will support in providing better access to services in the town, encouraging cycling and walking for shorter journeys, but also access to the wider green landscape, supporting physical and mental wellbeing.</p>	<ul style="list-style-type: none"> <li>• LTN 1/20 guidance identifies that mode shift to active transport is one of the most cost-effective ways of reducing transport emissions</li> <li>• Sustainable active travel linked to increasing active lifestyles and improving mental wellbeing as shown by Public Health England 'Working Together to Promote Active Travel'</li> <li>• Responds to the Sustainable Travel Hierarchy as set out below this table by the Energy Saving Trust</li> </ul>
	<p><b>Pockets of deprivation</b></p> <ul style="list-style-type: none"> <li>• In Barton-upon-Humber, some areas are categorized within the top 20% most deprived nationally</li> </ul> <p>Providing an integrated transport network across Barton-upon-Humber will support residents in accessing services. Providing a safe network of active travel links across the Town will support in offering different modes of travel for residents.</p>	<ul style="list-style-type: none"> <li>• Campaign for Better Transport identifies how improving integrated transport systems can help address social exclusion and how cycling can support in reducing health inequalities and provide a choice of transport</li> <li>• Sustrans' Walkable Neighbourhoods<sup>15</sup> report highlights the need to build in the right places, such as near existing communities and</li> </ul>

<sup>15</sup> <https://www.sustrans.org.uk/our-blog/research/all-themes/all/walkable-neighbourhoods-building-in-the-right-places-to-reduce-car-dependency/>

		services to reduce the reliance on the car and provide more access to opportunities
Barton-upon-Humber Station Mobility Hub	<p><b>Failure to maximise the benefits of the investment opportunities in the Humber</b></p> <ul style="list-style-type: none"> <li>• Poor rail frequency and environment</li> <li>• Need to attract and retain its high skilled labour - has a relatively high qualifications profile</li> <li>• Failure to retain and attract sufficient skilled labour to capitalise on regional opportunities</li> <li>• Increased investment in The Humber</li> </ul> <p>Barton-upon-Humber Station Mobility Hub will improve the facilities at the railway and bus station, creating a better passenger experience and increasing the use of public transport. This will attract further investment, particularly in the rail services to support in improving the commuter opportunities and access to the region.</p> <p>Enhancing the attractiveness of existing links will strengthen the connections between the economic corridors across the region, strengthening access to employment and education opportunities across the Humber region.</p>	<ul style="list-style-type: none"> <li>• Arup Future Mobility Hubs<sup>16</sup> report shows how Mobility Hubs can enable flexibility and provide different modes of travel to access a range of services and opportunities</li> <li>• Travel preferences of young people (17-29) are changing, with them tending to drive less and instead use public transport and cycling due to changes in socio-economic situations amongst young people<sup>17</sup></li> <li>• Sustrans' highlight that access to well-connected, reliable, and attractive public transport, for example, increases the range of opportunities people can reach, in particular, young people, allowing them to take part in out-of-school activities<sup>18</sup></li> </ul>

<sup>16</sup> <https://www.arup.com/perspectives/publications/research/section/future-mobility-hubs>

<sup>17</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/673176/young-peoples-travel-whats-changed.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/673176/young-peoples-travel-whats-changed.pdf)

<sup>18</sup> <https://www.sustrans.org.uk/media/5057/the-role-of-transport-in-supporting-a-healthy-future-for-young-people.pdf>

	<p><b>Cars dominate and blockade the town</b></p> <ul style="list-style-type: none"> <li>• Reliance on car</li> </ul> <p>Barton-upon-Humber Station Mobility Hub will encourage the increased use of the bus and railway station. Providing cycle parking, an extension to the car park, and EV charging points will encourage people to use multimodal transport, reducing the reliance on the car.</p>	<ul style="list-style-type: none"> <li>• See Technical Note in Appendix 9 highlighting this</li> <li>• Arup Active Train Stations<sup>19</sup> report highlights that combining active and public transport modes will combine the strengths of each mode giving users opportunities to engage in range of transport modes that support physical activity and are efficient</li> <li>• LTN 1/20 guidance identifies that cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling, which will support in moving away from the reliance on the car</li> </ul>	
	<p><b>Low frequency of rail services</b></p> <ul style="list-style-type: none"> <li>• Low rail service frequency</li> </ul> <p>The Barton-upon-Humber Station Mobility Hub will be a catalyst to encouraging more investment into the station and rail services, improving the local environment, and supporting a multimodal transport network.</p>	<ul style="list-style-type: none"> <li>• Investing in stations can result in cafes and shops locating around the station, supporting social interaction, and creating a vibrant environment<sup>20</sup></li> <li>• Arup Active Train Stations<sup>21</sup> report highlights how combining rail and active modes can</li> </ul>	

<sup>19</sup> <https://www.arup.com/perspectives/publications/promotional-materials/section/active-train-stations>

<sup>20</sup> <https://www.arup.com/perspectives/publications/promotional-materials/section/active-train-stations> Page

<sup>21</sup> <https://www.arup.com/perspectives/publications/promotional-materials/section/active-train-stations>

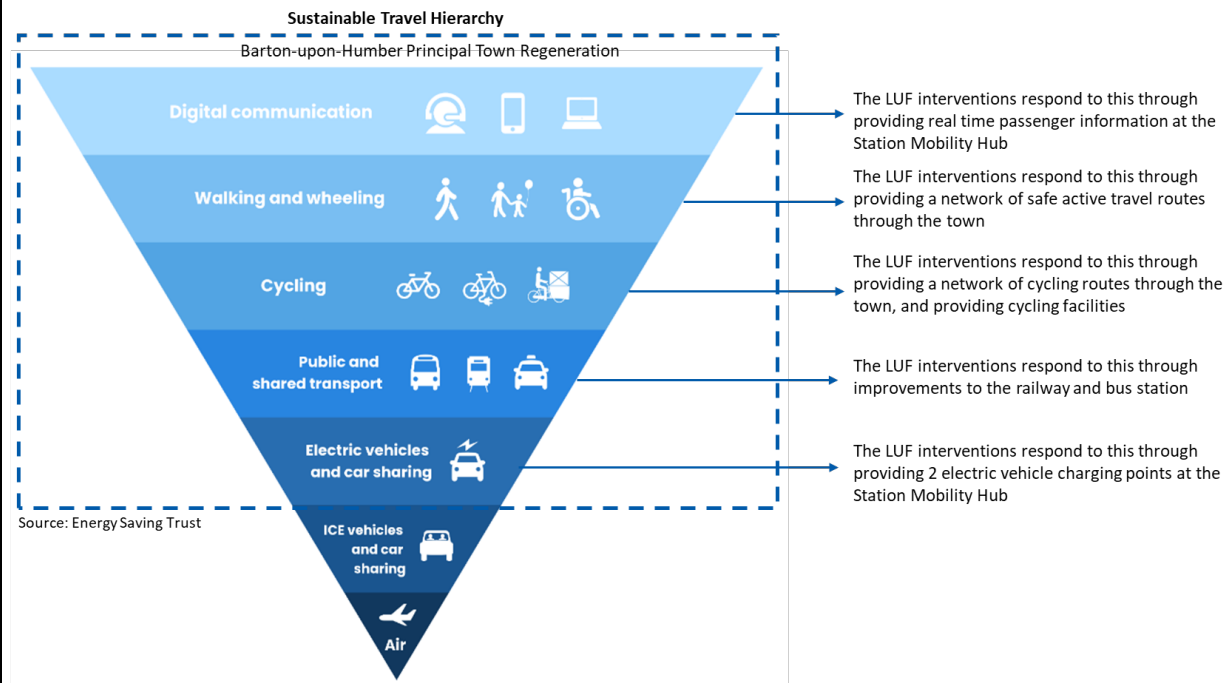
		<p>increase worker productivity through using the train as productive time to work and physical activity through cycling means people take 27% fewer sick days each year compared with non-active colleagues</p>
	<p><b>Sustainability, health, and wellbeing</b></p> <ul style="list-style-type: none"> <li>• Above average CO<sub>2</sub> emissions</li> <li>• Existing poor and disjointed cycling routes</li> </ul> <p>The Barton-upon-Humber Station Mobility Hub will support in reducing CO<sub>2</sub> emissions, promote cycle use, and increase the use of public transport. The provision of EV charging points will promote the use of electric cars and create a sustainable and inclusive mobility hub.</p>	<ul style="list-style-type: none"> <li>• Willingness to buy a car with lower CO<sub>2</sub> emissions is high: 79% either already do this in 2017, or agree they are willing to do so next time they buy a car as shown in the DfT National Travel Survey</li> <li>• Responds to the Sustainable Travel Hierarchy as set out below this table by the Energy Saving Trust</li> </ul>
	<p><b>Pockets of deprivation</b></p> <ul style="list-style-type: none"> <li>• In Barton-upon-Humber, some areas are categorized within the top 20% most deprived nationally</li> </ul> <p>Providing an integrated transport network across Barton-upon-Humber will create a multimodal system enabling different modes of transport to be used in people's journeys.</p>	<ul style="list-style-type: none"> <li>• The National Infrastructure Commission has researched how integrated transport systems can drive economic growth and improve quality of life<sup>22</sup></li> <li>• Sustrans have explored transport-related social exclusion highlighting the need to provide freedom to travel and opportunity to be physically active<sup>23</sup></li> </ul>

<sup>22</sup> <https://nic.org.uk/themes/transport/>

<sup>23</sup> <https://www.sustrans.org.uk/media/5057/the-role-of-transport-in-supporting-a-healthy-future-for-young-people.pdf>

The Sustainable Travel Hierarchy demonstrates how the interventions respond to the hierarchy and deliver sustainable modes of travel.

Diagram 4.3.3.3: Sustainable Travel Hierarchy



**4.3.4** 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 [DLUHC appraisal guidance](#).

(500 words)

The Theory of Change has been developed in line with Magenta Book guidance. It shows how the inputs flow through into outputs and then, subject to certain assumptions, deliver the desired outcomes and long-term impacts. These in turn respond to the local challenges and barriers set out in section 4.3.1.

The context clearly aligns with the local challenges and barriers previously set out, highlighting the rationale for LUF investment in Barton-upon-Humber. The key challenges are focused on the need to meet economic and housing growth aspirations, enable a modal shift away from the car to reduce CO<sub>2</sub> emissions, and support in creating a resilient and attractive town.

The interventions and outputs of the LUF will contribute to addressing Barton-upon-Humber local challenges and barriers through improving local roads to unlock housing land, the provision of an Active Travel Network, and improved facilities at the railway and bus station to encourage different modes of travel, supporting an increased use of the facilities connecting people, places, and businesses. These outputs align with achieving the following objectives for Barton-upon-Humber:

**Objective 1 – A connected town**

Barton-upon-Humber will be a well-connected town, utilising its multi-modal connectivity to enable access to key opportunities across the region, connecting people, places, and businesses.

**Objective 2 - Pride in place**

Barton-upon-Humber will be a thriving, attractive town where people are proud to live, aspirations are raised, and there is a high quality of life supporting the empowerment of the community.

**Objective 3 - Homes fit for the future**

Barton-upon-Humber will be a multigenerational town with housing choices that are fit for the future, supporting wider growth in North Lincolnshire.

**Objective 4 – Supporting sustainable growth**

Barton-upon-Humber will support sustainable growth within the town, supporting sustainable development and providing easy access to services within the town, as well as providing a long-term, economic sustainable employment offer.

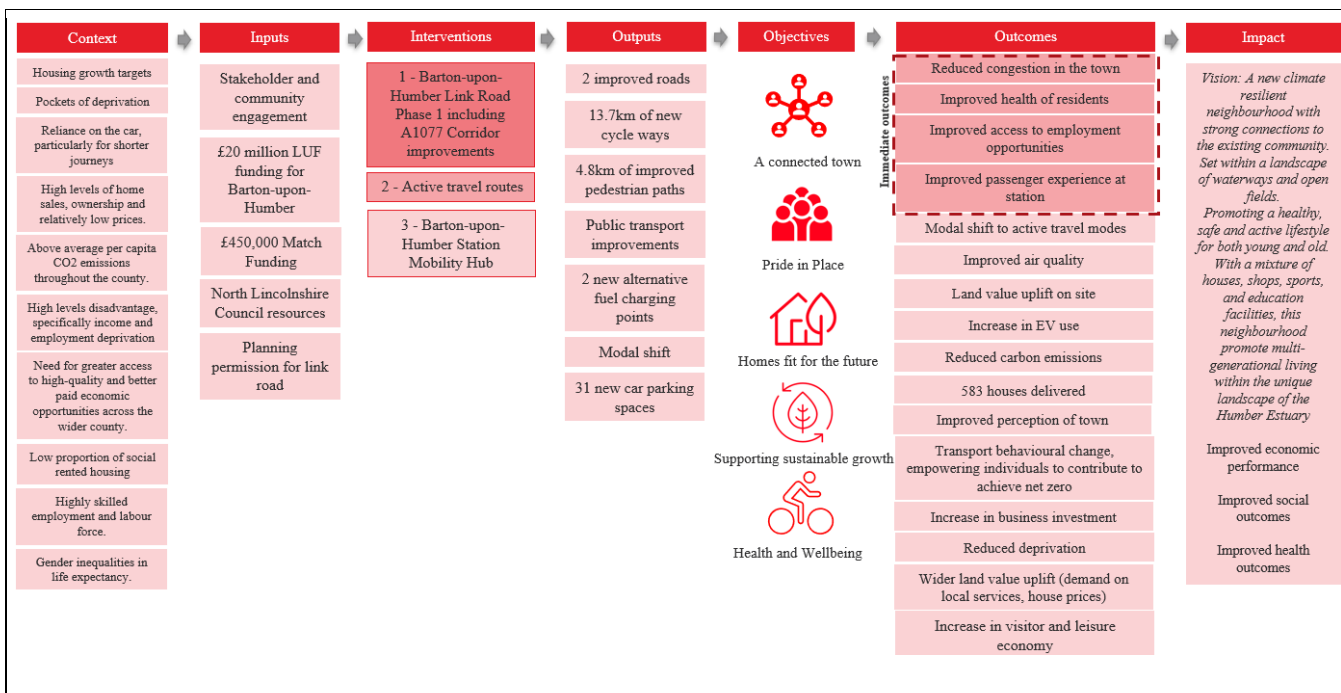
**Objective 5 - Health and Wellbeing**

Barton-upon-Humber will be a healthy town that promotes active modes of travel, supporting a shift in lifestyle choices, and connecting into the wider green landscape.

Delivering the outputs and meeting the objectives will generate a range of outcomes focused on delivering the Local Plan housing targets, improving access to opportunities, supporting a modal shift, reducing carbon emissions, and improving the attractiveness of the town. The outcomes will feed into realising the impact for the package of proposals which is for Barton-upon-Humber to be *'A new climate resilient neighbourhood with strong connections to the existing community. Set within a landscape of waterways and open fields. Promoting a healthy, safe, and active lifestyle for both young and old. With a mixture of houses, shops, sports, and education facilities, this neighbourhood promote multi-generational living within the unique landscape of the River Humber.'*

The Barton-upon-Humber Scheme will enable the unlocking of key housing sites within Barton-upon-Humber supporting the delivery of homes fit for the future, enabling inclusive and sustainable growth for people and businesses. The proposals will contribute to delivering a connected, safe, and attractive Barton-upon-Humber where people feel pride and better outcomes are secured for the people and town of Barton-upon-Humber.

Appendix 8 provides the Theory of Change diagram, and diagram 4.3.4.1 in appendix 5.



**4.3.5 For package bids** you should clearly explain how the component projects are aligned with each other and represent a coherent set of interventions.

Barton-upon-Humber Principal Town Regeneration Package Bid comprises of three interrelated, coherent interventions that prioritise unlocking land for housing, and enabling essential modal shift within a Principal Town in North Lincolnshire. The Barton-upon-Humber Scheme demonstrates that all three interventions are required to be delivered together to support the transformation of Barton-upon-Humber and deliver an integrated transport network. The interventions are connected across the town delivering an integrated network of road, rail, bus, and sustainable modes of travel. As a Principal Town, for Barton-upon-Humber to be sustainable and enable growth, these interventions need to be delivered together to unlock housing land, encourage sustainable modes of travel, and enable stronger access across the region.

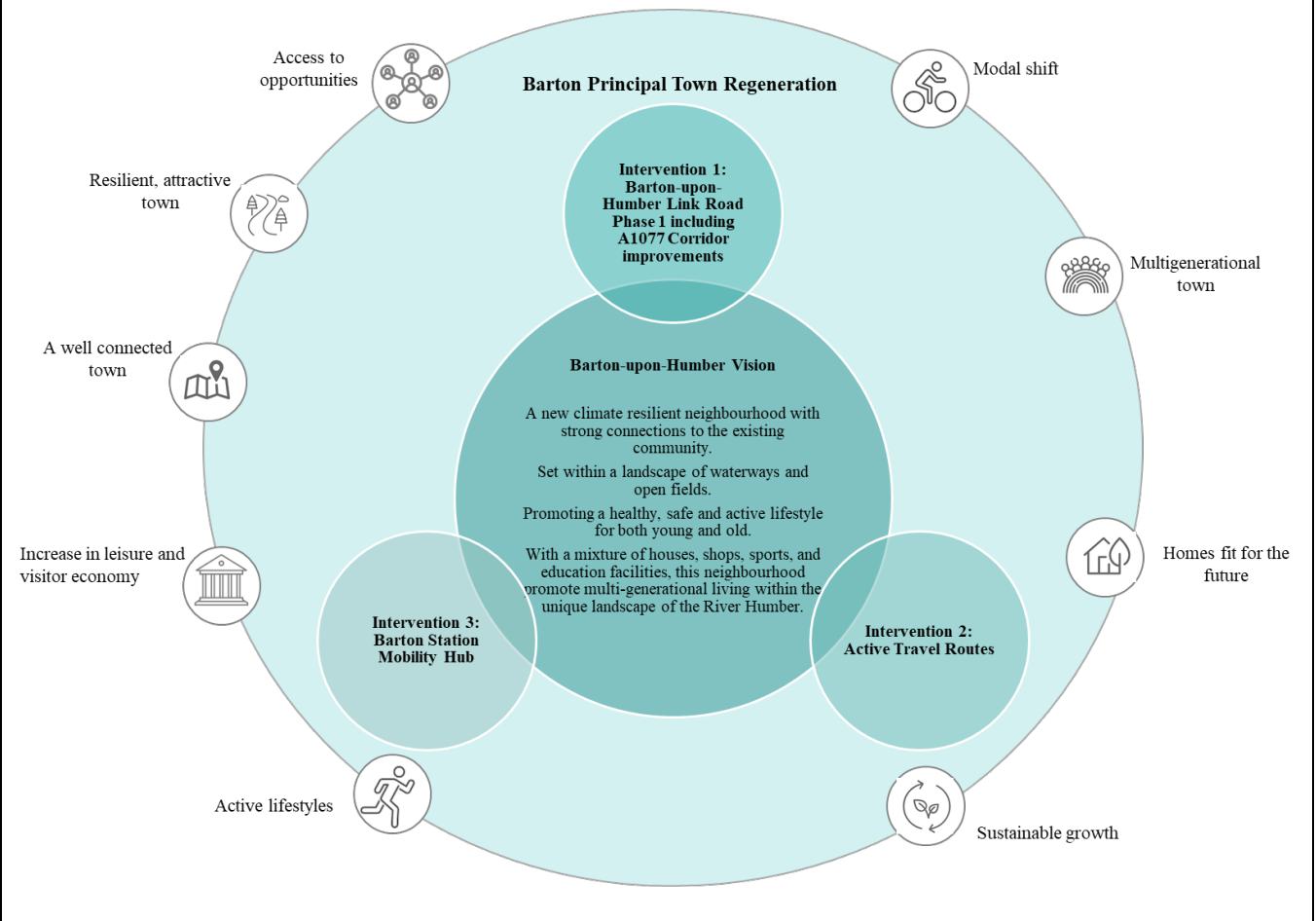
The three interventions together deliver the following:

- An integrated network of necessary infrastructure to support in creating an attractive and resilient town, meeting growth and housing aspirations, and connecting people, places, and businesses.
- They support in achieving NLC’s priorities to keep people safe and well, enable resilient and flourishing communities, and enable economic growth and renewal.
- They support the ambitions of the UK Government on active travel (Gear Change), Greater Lincolnshire LEP, Transport for the North (TfN), Midlands Engine, Northern Powerhouse (further information provided in section 4.4).
- They support a critical modal shift in the town through the provision and promotion of sustainable modes of travel. This will promote a change in lifestyle choices and generate a bottom-up approach to how the local community and individuals can support decarbonisation in North Lincolnshire and the Humber.
- They kickstart the transformation of the transport network in Barton-upon-Humber, encouraging an increased use of rail and bus services which will therefore attract further investment.
- They reduce the reliance on the car for shorter journeys through diverting HGV traffic from the town centre to the new Link Road, creating a safer environment for cycling and walking while improving the attractiveness of the town.
- Together they enable better access to opportunities through different modes of travel within the town, North Lincolnshire, Greater Lincolnshire, and the Humber.



The interventions will together deliver a stronger integrated transport network across Barton-upon-Humber, enabling it to fulfil its potential. The diagram below represents how the interventions will together meet the overall long-term vision for the town and what they will deliver for the town, aligning with the Theory of Change.

Diagram 4.3.5.1: How the interventions work together to deliver the long term vision for the town



**4.3.6** Applicants should also briefly set out how other public and private funding will be leveraged as part of the intervention.

(500 words)

The following public and private funding will be leveraged as part of the Barton-upon-Humber Scheme:

- **Keigar Homes:** A S106 contribution of £100,000 as part of the housing development scheme situated off Falkland Way, in which the interventions will support
- **A1077 improvements:** A S106 contribution of £250,000
- **Barton-upon-Humber Railway Station:** NLC contribution of £100,000 for the car park expansion at the station
- **Active Travel Routes contribution:** NLC contribution of £25,000 for active travel routes

Therefore, a total of £475,000 of match funding has been secured with, £125,000 from NLC demonstrating their commitment to delivering these interventions and supporting the growth of Barton-upon-Humber.

There is currently no further public funding available for these interventions due to market failure. The purpose of the LUF interventions is to provide the necessary conditions to make it more viable for developers, reduce congestion from HGV and commuters through the town, and provide increased options for public use. It is envisaged that associated with the housing allocations there will be S106 contributions and therefore minimised reliance on public sector funding.

Appendix 4 provides the evidence of Match Funding.

#### 4.4. Alignment with the local and national context

In this section, applicants should clearly articulate their alignment with any relevant local and national strategies and objectives concerning investment, infrastructure and levelling up. Applicants should explicitly state how the bid will substantially support the delivery of local and national policy objectives.

**4.4.1** Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, Local Economic Strategies, Local Cultural Strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up.

For Northern Ireland, Scotland and Wales bids: In addition, explain how your bid aligns to the strategic plans and objectives of devolved administrations.

(500 words)

The table below summarises how the Barton-upon-Humber LUF interventions align to and support relevant local strategies and local objectives for investment, improving infrastructure and levelling up. The following matrix provides a summary of the alignment.

**Table 4.4.1.1: Matrix summary of policy alignment with LUF interventions**

	Barton-upon-Humber Link Road Phase 1 including A1077 Corridor improvements	Active Travel Routes	Barton-upon-Humber Station Mobility Hub
<b>Policy/objective</b>			
North Lincolnshire Local Plan Regulation 19 2020-2038 (2021)	✓		
NLC: Council Plan 2022 – 2025	✓		
North Lincolnshire Economic Growth Plan 2018	✓		✓
North Lincolnshire Infrastructure Delivery Plan (June 2021)	✓		✓
NLC's Settlement Hierarchy and Growth Topic Paper (June 2021)	✓		✓
NLC's Strategic Housing and Economic Land Availability Assessment (SHELAA) (2019)	✓		

NLC: Local Transport Plan 2011 - 2026	✓	✓	✓
Draft Connecting North Lincolnshire: An Integrated Transport Strategy (2021)	✓	✓	✓
North Lincolnshire, A Green Future: Our Plan for Positive Change (2021)		✓	✓
Greater Lincolnshire Strategic Economic Plan 2014-2030 (2016)	✓	✓	✓
Lincolnshire Bus Service Improvement Plan (BSIP) (2021)			✓
Zero Carbon Humber and East Coast Cluster		✓	✓
TfN Strategic Transport Plan (2019)	✓	✓	✓
Midlands Engine: Midlands Connect	✓		✓

**Table 4.4.1.2 Local Policy and Objectives Alignment**

<b>Policy/Objective</b>	<b>LUF Barton-upon-Humber Scheme Alignment</b>
North Lincolnshire Local Plan Regulation 19 2020-2038 (2021)	North Lincolnshire is preparing a new single Local Plan currently at Regulation 19 stage. The Local Plan identifies Barton-upon-Humber as a Principal Town expected to accommodate 583 dwellings over the plan period (2020-2038). It states <i>'Barton-upon-Humber will be a focus for growth including new housing, employment, retail, cultural facilities, leisure and service provision. Most of this growth will be through site allocations in this plan.'</i> The Barton-upon-Humber Scheme aligns with the new Local Plan through supporting the delivery of the housing targets and enabling the necessary infrastructure to be delivered to support the growth of the town.
<a href="#">NLC: Council Plan 2022-2025</a>	The Plan sets out the ambitions and priorities for North Lincolnshire up until 2025. The main

	<p>outcomes for North Lincolnshire are being 'safe', 'prosperous', 'well' and 'connected'. The Barton-upon-Humber Scheme aligns with the Plan by supporting the growth of Barton-upon-Humber, through enabling an integrated transport network, improving connectivity, providing access to opportunities, and creating a safer environment.</p>
<p><a href="#">North Lincolnshire Economic Growth Plan (2018)</a></p>	<p>The Economic Growth Plan sets out the vision to deliver increased prosperity for the area. The Barton-upon-Humber Scheme aligns with this through improving the local transport network, creating an attractive and resilient town. The Barton-upon-Humber Scheme also improves connectivity across the region, enhancing the integration of economic geographies across the Humber.</p>
<p><a href="#">North Lincolnshire Infrastructure Delivery Plan (June 2021)</a></p>	<p>The Plan sets out the infrastructure requirements and funding mechanisms required to deliver growth across North Lincolnshire. The Barton-upon-Humber Scheme aligns with the Plan through delivering the necessary infrastructure in the town to support the growth of Barton-upon-Humber.</p>
<p><a href="#">NLC's Settlement Hierarchy and Growth Topic Paper (June 2021)</a></p>	<p>This topic paper supports and sets out the proposed approach used to define the settlement hierarchy for North Lincolnshire. Barton-upon-Humber is identified as a Principal Town within the hierarchy, and therefore growth will be focused within Barton-upon-Humber. The LUF interventions align with the paper through unlocking housing land and improving the local transport network, enabling the growth of the town.</p>
<p><a href="#">NLC's Strategic Housing and Economic Land Availability Assessment (SHELAA) (2021)</a></p>	<p>The Assessment is used to identify which sites or broad locations are the most suitable and deliverable for a particular use. Suitable housing sites are identified in Barton-upon-Humber. The majority of sites listed in the SHELAA are greenfield sites, which indicates that preferred brownfield sites have been exhausted by prior development or are otherwise unviable. Therefore, greenfield development is justified to meet housing need.</p> <p>The land expected to be unlocked by the proposed new link road in Barton-upon-Humber is greenfield land. The SHELAA acknowledges that</p>

	<p>the housing site cannot come forward in isolation and require access provided by the new link road.</p>
<p><a href="#">NLC: Local Transport Plan 2011 - 2026</a></p>	<p>The Strategy sets out goals which include:</p> <ul style="list-style-type: none"> <li>• ‘Facilitating economic growth by targeting transport investment in key development areas’. The Barton-upon-Humber Scheme supports this goal through supporting growth in a Principal Town improving the local transport network to promote the growth and regeneration of the town.</li> <li>• ‘Enhance people’s health and wellbeing through the promotion of healthy modes of travel and the provision of a high-quality integrated transport system’. The provision of Active Travel Routes will encourage people to walk and cycle, connecting into the wider green landscape, benefiting health and wellbeing.</li> <li>• ‘Enhancing the quality of the urban environment to attract more people and businesses to the main retail core and improve its economic prospects of an area’. This is particularly important in Barton-upon-Humber due to it being a Principal Town. The Barton-upon-Humber Scheme will help to reduce traffic flows through the centre creating a more safe, pleasant, and attractive urban environment. The Station Mobility Hub improvements will also improve the passenger experience and create a more welcoming gateway into Barton-upon-Humber.</li> </ul>
<p><a href="#">Draft Connecting North Lincolnshire: An Integrated Transport Strategy (2021)</a></p>	<p>The draft strategy sets out the vision for a transformational transport network across North Lincolnshire. The Barton-upon-Humber Scheme aligns with this strategy through enabling an integrated transport network across Barton-upon-Humber that will support modal shift and provide better connectivity.</p>
<p><a href="#">North Lincolnshire, A Green Future: Our Plan for Positive Change (2021)</a></p>	<p>The plan sets out the themes and aims to achieve a green future in North Lincolnshire, aiming to be a net zero council by 2030, support clean growth, embed decarbonisation in economic growth, encourage sustainable living, enhance, and protect the natural environment, and enable a shared responsibility to deliver a green future. The Barton-upon-Humber Scheme aligns with this plan through delivering Active Travel Routes,</p>

	encouraging sustainable modes of travel, and supporting the shift in lifestyle choices to more sustainable ones.
<a href="#">Greater Lincolnshire Strategic Economic Plan 2014-2030 (2016)</a>	The Plan includes priorities for the South Humber to build on the progress made on local town centres, encouraging investment, and focusing on regeneration. The Barton-upon-Humber Scheme aligns with this through improving the local transport network, providing people with stronger access to opportunities. This will support in creating an attractive and resilient town, promoting further investment.
<a href="#">Lincolnshire Bus Service Improvement Plan (BSIP) (2021)</a>	The BSIP aims to transform bus services across Lincolnshire. The objectives, in which this Barton-upon-Humber Scheme aligns to, include providing multimodal connectivity, supporting the economic growth, and levelling up of communities, reducing barriers to transport through high quality information, and reducing carbon emissions. The Barton-upon-Humber Station Mobility Hub aligns with these objectives through enabling multimodal connectivity through covered cycle parking, and the car park extension with EV charging points. Real time screen passenger information will also support in reducing transport barriers to high quality information.
<a href="#">Zero Carbon Humber and East Coast Cluster</a>	The aim of Zero Carbon Humber and East Coast Cluster is to help the UK achieve a net zero carbon economy by 2050, through building the world's first net zero industrial region. 37% of CO <sub>2</sub> emissions from the UK's six largest industrial clusters comes from the Humber, and therefore the Barton-upon-Humber Scheme will support the delivery of this ambition in supporting modal and lifestyles shifts, promoting sustainable modes of transport, and creating a sustainable and resilient town.
<a href="#">TfN Strategic Transport Plan (2019)</a>	TfN's Strategic Transport Plan sets out the transport interventions that will rebalance the economy and leave a legacy for future generations. The interventions align with the aims set out in the plan through improving the local transport network through different modes of transport, connecting people, places, and businesses.

<a href="#">Midlands Engine: Midlands Connect</a>	<p>Midlands Engine is a pan regional partnership, and the Greater Lincolnshire LEP has been working in partnership with the Midlands Engine supporting on themes such as food and the visitor economy. The Barton-upon-Humber Scheme aligns with the aspirations and interventions of the Midlands Engine, in particular Midlands Connect which sets out to improve road and rail networks across the Midlands. The interventions in the Barton-upon-Humber Scheme support this intervention through improving the local transport network in Barton-upon-Humber. In particular the Barton-upon-Humber Station Mobility hub will support in attracting further investment to improve the local rail network.</p>
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**4.4.2 Explain how the bid aligns to and supports the UK Government policy objectives.**

For Northern Ireland, Scotland and Wales: In addition, explain how your bid aligns to any specific policy objectives, legal and statutory commitments relevant to the devolved administrations.

(500 words)

The table below summarises how the Barton-upon-Humber LUF interventions align to and support UK Government policy and objectives. The following matrix provides a summary of the alignment.

**Table 4.4.2.1: Summary matrix of policy alignment with LUF interventions**

	Barton-upon-Humber Link Road Phase 1 including A1077 Corridor improvements	Active Travel Routes	Barton-upon-Humber Station Mobility Hub
Policy/objective			
Levelling Up White Paper (2022)	✓	✓	✓
Build Back Better: our plan for growth (2021)	✓	✓	✓
DfT, Bus Back Better (2021)			✓
DfT, Decarbonising Transport: a better, greener Britain (2021)	✓	✓	✓
National Infrastructure Strategy (2020)	✓	✓	✓



10 Point Plan for a Green Industrial Revolution (2020)		✓	✓
Gear Change (2020)		✓	✓
Clean Air Strategy (2019)		✓	✓
UK Industrial Strategy (2018)	✓	✓	✓
Clean Growth Strategy (2017)		✓	✓
Community Rail Network, Community Rail: encouraging and enabling modal shift (2021)			✓
National Planning Policy Framework (NPPF) (2021)	✓	✓	

**Table 4.4.2.2: National Policy and Objective Alignment**

<b>Policy/Objective</b>	<b>LUF Barton-upon-Humber Scheme Alignment</b>
<a href="#">Levelling Up White Paper (2022)</a>	<p>The Levelling Up White Paper sets out how opportunity will be spread more equally across the UK. The Barton-upon-Humber Scheme aligns with the White Paper and the 12 missions through improving local transport connectivity through the proposed link road, supporting health and wellbeing through the provision of active travel links, and supporting pride in place through creating a more attractive town. This will also promote the regeneration and enable the placemaking of Barton-upon-Humber.</p> <p>Question 4.4.5 provides more details on how the LUF interventions align with the missions in the Levelling Up White Paper.</p>
<a href="#">Build Back Better: our plan for growth (2021)</a>	<p>The Barton-upon-Humber Scheme aligns with the Build Back Better plan by stimulating economic growth through enhancing the transport network. The interventions support net zero ambitions through delivering Active Travel Links and promoting sustainable travel choices through encouraging cycling and walking for shorter journeys in the town. This will connect people to opportunities, which is a clear objective of the plan. The Barton-upon-Humber Scheme also</p>

	connects housing developments, and possible future housing developments, to the transport network, supporting sustainable growth.
<a href="#">DfT, Bus Back Better (2021)</a>	This is the national bus strategy for England setting out the role of buses in the public transport network. The strategy highlights that poor integration is a barrier to delivering better bus services. The interventions together aim to enable an integrated transport network across Barton-upon-Humber. In particular, the Barton-upon-Humber Station Mobility Hub aims to address this through connecting walking and cycling routes to the hub and providing improved facilities to encourage multimodal transport across Barton-upon-Humber.
<a href="#">DfT, Decarbonising Transport: a better, greener Britain (2021)</a>	This plan sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK. The commitments include increasing cycling and walking, delivering multimodal decarbonisation, and delivering decarbonisation through places. The Barton-upon-Humber LUF interventions align with this strategy through providing new cycling and walking routes, encouraging multimodal transport, and reducing congestion through the town supporting in reducing carbon emissions.
<a href="#">National Infrastructure Strategy (2020)</a>	The National Infrastructure Strategy sets out plans to transform UK infrastructure in order to level up the country. The Barton-upon-Humber Scheme aligns with the strategy by improving capacity and resilience in the transport system. The Barton-upon-Humber Scheme will also deliver sustainable modes of travel, contributing to achieving net zero.
<a href="#">10 Point Plan for a Green Industrial Revolution (2020)</a>	The 10 Point Plan sets out ten themes that will enable the UK to successfully have a Green Industrial Revolution. The Barton-upon-Humber Scheme aligns with: <ul style="list-style-type: none"> <li>• Point 4: accelerating the shift to zero emission vehicles – through the promotion of walking and cycling and supporting the use of zero emission vehicles at the railway station.</li> <li>• Point 5: green public transport, cycling and walking – through the promotion of walking and cycling, connecting these throughout the town, with Barrow-upon-</li> </ul>

	<p>Humber, and to the surrounding natural landscape.</p> <ul style="list-style-type: none"> <li>• Point 9: protecting our natural environment – through the promotion of walking and cycling, connecting residents with the surrounding green landscape and Humber Estuary.</li> </ul>
<a href="#">Gear Change (2020)</a>	<p>Gear Change aims to step up the amount of walking and cycle as a way of transport, in the coming years. The Barton-upon-Humber Scheme aligns with the strategy by providing a network of high-quality walking and cycling routes throughout Barton-upon-Humber, connecting people with places and key assets, encouraging sustainable modes of transport for shorter journeys. The provision of covered cycling facilities at Barton-upon-Humber Station Mobility Hub will support in enabling an integrated multimodal network for residents.</p>
<a href="#">Clean Air Strategy (2019)</a>	<p>The Clean Air Strategy sets out how the UK will tackle all sources of air pollution. The Barton-upon-Humber Scheme aligns with the Strategy through the promotion of active travel methods, encouraging the use of zero emission vehicles and the reduction in congestion through the centre of Barton-upon-Humber. Therefore, these will contribute to reducing the amount of carbon emissions being emitted and aim to tackle air pollution.</p>
<a href="#">UK Industrial Strategy (2018)</a>	<p>The aim of the Industrial Strategy is to boost productivity in the UK. The Barton-upon-Humber Scheme aligns with the Strategy through improving the transport systems in Barton-upon-Humber and creating an integrated network, connecting people with opportunities, and supporting a multimodal network.</p>
<a href="#">Clean Growth Strategy (2017)</a>	<p>The Clean Growth Strategy sets out key policies and proposals to accelerate clean growth in the UK. The Barton-upon-Humber Scheme aligns with the Strategy through the promotion of active travel routes, for both short and long journeys, which will contribute to reducing emissions. The improvements to the railway station also support the use of zero emission vehicles, thus further aligning with the Strategy.</p>

<p><a href="#">Community Rail Network, Community Rail: encouraging and enabling modal shift (2021)</a></p>	<p>This report sets out how community rail can support modal shift and empower communities to travel through sustainable and healthy means. It highlights how to enable modal shift we need to show positive examples, integrate the transport system, and overcome accessibility barriers. The Barton-upon-Humber LUF interventions align with this report through providing an integrated transport network across the town, connecting cycling and walking routes with key assets and the Station Mobility Hub. Improving the facilities at the Mobility Hub will promote the use of public transport and attract further investment. The interventions will empower the local community to make lifestyle choices towards sustainable and healthy modes of travel.</p>
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<p><a href="#">National Planning Policy Framework (NPPF) (2021)</a></p>	<p>Among the priorities set out by the NPPF is the objective to ‘create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards’. The Barton-upon-Humber Scheme supports the NPPF through diverting HGV traffic towards the proposed Link Road, creating a safe and attractive town with Active Travel Routes throughout. The Barton-upon-Humber Scheme also enables the necessary infrastructure to be delivered to allow growth in Barton-upon-Humber.</p>
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**4.4.3** Where applicable explain how the bid complements / or aligns to and supports existing and / or planned investments in the same locality.

(100 words max per fund)

There has been historic underspend across North Lincolnshire, however more recently it is being recognised as a place to invest and grow, alongside The Humber. The Barton-upon-Humber Scheme supports the following:

Table 4.4.3.1: How the bid complements local investments

Local Investments	Alignment of the Barton-upon-Humber Scheme
<p><b>Funding Secured</b></p>	
<p>Scunthorpe Towns Fund (£20.9m)</p>	<p>Through the Towns Fund, Scunthorpe will build on its existing strength to deliver increased prosperity for all, through seven interventions. Through these interventions, jobs and economic productivity will be increased, making Scunthorpe a better place to</p>

	<p>live, work, visit, and invest in. LUF investment in Barton-upon-Humber will complement the delivery of Towns fund through increasing access to opportunities and creating an attractive town to invest in, supporting wider economic growth in North Lincolnshire. With the increase of jobs through Towns Fund, Barton-upon-Humber LUF interventions will support in unlocking housing sites and creating an attractive town to accommodate this growth.</p>
<p>Community Renewal Fund (£1.3m)</p>	<p>Four UK Community Renewal Funds (UK CRF) projects are currently being delivered in the area. Through these projects, a portfolio of tailored provision to help support the local community and economy are currently being implemented. These provisions include supporting employer engagement, identifying skills gaps and training/development opportunities for both individuals and businesses to fill identified gaps, the provision of new business incubator space, overcoming engagement barriers, life skills, tackling social isolation and improving mental and physical health. LUF investment in Barton-upon-Humber will complement the UK CRF programme through connecting residents to skills development and employment opportunities delivered via CRF interventions. The dovetailing of the LUF package with the UK CRF delivery will further add value and support the growth of the local economy.</p>
<p>Future High Streets Fund (£10.6m)</p>	<p>Future High Streets funding is to deliver a mixed-use development on the former Scunthorpe Market Site, and Phase 2 of the Scunthorpe Urban Park. Barton-upon-Humber LUF investment aligns with this fund through improving Barton-upon-Humber town environment through the provision of the Link Road, Active Travel Routes, and an improved station. Together these funds will support in creating an attractive North Lincolnshire for further investment.</p>
<p>Scunthorpe Town Centre Redevelopment (£3.55m)</p>	<p>Awarded from the Greater Lincolnshire LEP as part of the Scunthorpe Town Centre Redevelopment Scheme. The Barton-upon-Humber LUF investments will complement this through investing in creating an attractive and resilient town, and therefore attracting further investment, businesses, and people to North Lincolnshire.</p>
<p>Getting Building Fund and Local Growth Fund</p>	<p>The LUF funding would build on previous funds invested in North Lincolnshire through the Humber and Greater Lincolnshire Growth Deals. The following provides details of the Local Growth Funds / Getting Building Fund which have been invested in infrastructure to support the economic growth of North Lincolnshire.</p> <ul style="list-style-type: none"> <li>• South Humber Bank Drainage Project - £4,300,000 from the Getting Building Fund</li> <li>• Gauge Enhancement Scheme – £17,199,000 total of which £7,200,000 from the Local Growth Fund for W12 Gauge between Killingholme, Immingham &amp; Doncaster</li> <li>• Lincolnshire Lakes Flood Defence Scheme – £53,457,060 total of which £13,300,000 from the Local Growth Fund</li> </ul>

	<ul style="list-style-type: none"> <li>Increasing the Visitor Economy (Normanby Park) – £983,651 total of which £512,000 from the Local Growth Fund</li> <li>South Humber Gateway - £3,293,342 total of which £2,497,282 from the Local Growth Fund</li> <li>NEP7 – £2,062,302 total of which £982,867 from the Local Growth Fund</li> <li>Northern Junction Roundabout - £5,579,539 total of which £4,500,000 from the Local Growth Fund</li> </ul>
A15 North Scheme	The A15 scheme delivered comprehensive carriageway strengthening works on the A15 between M180 and the Humber Bridge, part of the Major Roads Network and a key economic corridor connecting the M180/A180 to Hull and East Yorkshire. This complements the LUF interventions through strengthening the local transport network.
<b>Wider Investments</b>	
UK Shared Prosperity Fund (UKSPF)	<p>NLC is currently developing an investment Plan for the UK Shared Prosperity Fund which will set out the key strands to address the area’s levelling up agenda. Based on evidence and intelligence, the UKSPF investment plan will identify how we intend to meet the current gaps in supporting our local businesses and how we will support our communities to invest in and create greater community engagement and local pride in the place they live and work.</p> <p>Following an initial call for interest across North Lincolnshire, there are key themes developing across the three priority areas that very much complement the interventions developing through the Towns Fund and LUF. The evidence indicates that there will be interventions delivered across the whole of North Lincolnshire but specifically in the areas of Barton-upon-Humber and Brigg.</p> <p>The visitor economy development strand will benefit from the transport interventions being developed through LUF by helping visitors to access the area from both within and outside the North Lincolnshire boundary. The UKSPF Investment Plan intends to create new visitor attractions and the growth of existing visitor economy businesses, ensuring that there is an improved product and appeal for visitors to the area.</p>
Humber Freeport	The Humber gained Freeport status following businesses and authorities coming together to create a bid that proposes one of the most exciting economic transformations the area has ever seen. In North Lincolnshire the Able Marine Energy Park, based in North Lincolnshire has been allocated as a Freeport tax site, allowing businesses locating onto the site to access benefits including capital allowances, relief from stamp duty and land taxes, relief from businesses rates and relief from National Insurance contributions. The freeport is anticipated to deliver significant job growth for the areas it is located in. Barton-upon-Humber is located just 10.5 miles from the AMEP Freeport tax site. The Barton-upon-Humber scheme

	will support in connecting with the Humber and unlock housing land to accommodate the growth in jobs and employment associated with the Freeport development.
Other Potential Investments	<ul style="list-style-type: none"> <li>• Zero Carbon Humber and East Coast Cluster – The role of these investments is to accelerate decarbonisation across the Humber to meet the UK’s net zero target.</li> <li>• Green Energy Park Flixborough – Aims to generate enough power for 221,000 homes each year and create up to 257 jobs locally.</li> <li>• UK Food Valley – Within Greater Lincolnshire the UK Food Valley has been announced to create a top 10 global food cluster and level up Greater Lincolnshire with the potential to create an additional £2bn of GVA and 11,000 jobs by 2030.</li> </ul> <p>These are some of the key investments happening in North Lincolnshire and The Humber, highlighting the important role they play in the UK economy. The investments will support in increasing local economic growth, creating jobs, and accelerating decarbonisation. The Barton-upon-Humber LUF investments will complement and support these investments through unlocking housing land to accommodate the growth in jobs, and through enabling a bottom-up approach to achieving net zero through promoting modal and lifestyle changes.</p>

The Barton-upon-Humber Scheme represents part of a wider investment programme in North Lincolnshire and the wider region, highlighting the critical need for improving local transport infrastructure, supporting the shift in individual transport choices to more sustainable ones contributing to net zero ambitions. Together the above investments and LUF investments will be a catalyst for Barton-upon-Humber and North Lincolnshire to level up and become a key asset for the UK.

**4.4.4** 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.

(250 words)

The Barton-upon-Humber Phase 1 Link Road aligns with Government’s expectations to deliver cycling and walking infrastructure for local roads:

- The Phase 1 Link Road aligns with the Gear Change strategy through the provision of a shared footway and cycleway with a planting buffer. This new footway and cycleway will connect into the wider Active Travel Routes proposed, encouraging sustainable modes of travel for shorter journeys including access to school and key services.
- The Phase 1 Barton-upon-Humber Link Road will be accessible for buses, enabling future housing schemes to access public transport. It is possible that delivery of the adjacent potential housing sites, and new Link Road, would create opportunities to extend existing bus services or provide new services adjacent to the site. NLC confirm that this is the future vision, and, on this basis, there are not significant concerns over the public transport accessibility of the site. This aligns

with DFT's 'Better Deal for Bus Users' and the Bus Back Better strategy supporting the creation of a multimodal integrated transport network, enabling more accessible transport modes.

- The new footway and cycleway proposed along the Phase 1 Link Road adheres to LTN 1/20 Cycle Infrastructure Design guidance through the following:
  - Creating a safe route with a planting buffer to distance it from the road
  - Connect into the wider network of cycle routes and therefore enable direct integrated routes to key services around the town

Alongside this, North Lincolnshire are exploring electric scooters. A Ginger Scooters pilot intervention, which are electric scooters, has been rolled out in Scunthorpe until November 2022. This has so far been a successful pilot with up to 4,000 users. In May, the average journey distance was 3.3km which saved 613kg of carbon emissions. Discussions are currently taking place on expanding the intervention out to surrounding key towns and along cycleways in and around towns to cater for the need of more people who are using them to access work or training. Requests have also been received from local colleges and staff within NLC to have access to electric scooters to support travel into school and help NLC staff survey the maintenance of cycle routes to keep them in a safe condition. This opportunity will be explored for Barton-upon-Humber, supporting in reducing the reliance on the car for shorter journeys, and reducing carbon emissions.

**4.4.5** Please tick to confirm which of the following [Levelling Up White Paper Missions](#) (p.120-21) your project contributes to:

- Living Standards
- Research and Development (R&D)
- Transport Infrastructure
- Digital Connectivity
- Education
- Skills
- Health
- Wellbeing
- Pride in Place
- Housing
- Crime
- Local Leadership

And write a short sentence to demonstrate how your bid contributes to the Mission(s).

The following provides a summary matrix of the relevant Levelling Up missions and alignment with the Barton-upon-Humber LUF interventions.

Table 4.4.5.1: Summary matrix of alignment with Levelling Up Missions

	<b>Barton-upon-Humber Link Road Phase 1 including A1077 Corridor Improvements</b>	<b>Active Travel Routes</b>	<b>Barton-upon-Humber Station Mobility Hub</b>
<b>Levelling Up White Paper mission</b>			



Mission 1: Living Standards	✓	✓	✓
Mission 3: Transport Infrastructure	✓	✓	✓
Mission 7: Health		✓	
Mission 8: Well-being		✓	
Mission 9: Pride in Place	✓	✓	✓
Mission 10: Housing	✓		

The following table demonstrates how the Barton-upon-Humber Scheme contributes to the relevant missions.

Table 4.4.5.2: Alignment of the bid with Levelling Up Missions

Levelling Up Missions	How Barton-upon-Humber Scheme Contributes to Mission
Mission 1: Living Standards	The Barton-upon-Humber Scheme will contribute to improved living standards in Barton-upon-Humber through improving the local transport network, connecting people with places and businesses which will increase access to employment and skills opportunities and boost local productivity. <i>This aligns with objectives 2 and 3 as shown in section 4.3.4.</i>
Mission 3: Transport Infrastructure	The Barton-upon-Humber Scheme will improve transport infrastructure, creating an integrated transport system and increasing the capacity and resilience of the local transport network. This will significantly increase the standards of the local infrastructure and improve the connectivity between Barton-upon-Humber and the surrounding areas. <i>This aligns with objective 1 as shown in section 4.3.4.</i>
Mission 7: Health	The Barton-upon-Humber Scheme will contribute to improving health in Barton-upon-Humber and the surrounding area, through the promotion of walking and cycling routes increasing activity levels within the local population, thus improving health levels. Encouraging sustainable modes of travel will support in the reduction of air pollution in Barton-upon-Humber further improving the health of the local population. <i>This aligns with objective 5 as shown in section 4.3.4</i>
Mission 8: Well-being	The Barton-upon-Humber Scheme will contribute to improving well-being through increasing activity levels, through the provision of active travel methods. The walking and cycling routes will connect into the wider natural landscape improving mental and physical well-being. <i>This aligns with objective 5 as shown in section 4.3.4</i>
Mission 9: Pride in Place	The Barton-upon-Humber Scheme will contribute to pride in place through creating an attractive and resilient town that people are proud to live in and where there is a high quality of life. <i>This aligns with objectives 2 and 4 as shown in section 4.3.4</i>
Mission 10: Housing	The Barton-upon-Humber Scheme will contribute to the housing mission through the Link Road unlocking land for housing

	<p>developments. This will support in creating new housing fit for the future, enabling a multigenerational town in Barton-upon-Humber. <i>This aligns with objective 3 as shown in section 4.3.4</i></p>
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## Part 5 Economic Case

All costs and benefits must be compliant or in line with [HMT's Green Book](#), [DfT Transport Analysis Guidance](#) and [DLUHC Appraisal Guidance](#). Please also see [Technical Note](#).

### **5.1 Appropriateness of data sources and evidence**

**5.1.1** Please provide up to date evidence to demonstrate the scale and significance of local problems and issues.

(500 words)

Section 4.3.1 of this form discusses some of the main local challenges and barriers to growth. In the interest of proportionality, comparisons among key data and statistics in the area with national and regional values were undertaken to demonstrate the scale and significance of the identified local problems. A summary is provided below, accompanied by the data source used for the analysis.

- As ONS Labour Market Statistics indicate, the relatively high proportion of terraced housing in Barton-upon-Humber suggests there is potential to improve the quality of housing in these areas and increase the availability of affordable home ownership.
- There is a risk of 'brain drain' which may reduce the available stock of skilled human capital in Barton-upon-Humber. This is due to the need to retain and attract the highly skilled residents in Barton-upon-Humber, as shown in ONS 2021 Annual Population Survey.
- Census data from 2011 found that the percentage of households in Barton-upon-Humber with access to at least one car or van is higher (76.5%) than the national (74.2%) and regional rates (72.4%). This suggests a possible overreliance on private car use and under provision of alternatives.
- Low frequency of the rail route from Barton-upon-Humber to Grimsby and Cleethorpes, operated by East Midlands Railway on a two-hourly basis.
- According to BEIS UK Local Authority and Regional Carbon Dioxide Emissions National Statistics 2005-2019, greenhouse emissions in North Lincolnshire were 535% greater than the regional average (6.3t per capita) in 2019.
- According to the Index of Multiple Deprivation 2019 (IMD2019), North Lincolnshire is characterised by pockets of deprivation (some of which are concentrated around Barton-upon-Humber, as shown in the map presented in section 4.3.1). In North Lincolnshire, 13.3% of the population was income-deprived in 2019. Of the 316 local authorities in England, North Lincolnshire is ranked 106<sup>th</sup> most income deprived. The town is ranked 8<sup>th</sup> out of the 17<sup>th</sup> wards across North Lincolnshire.
- It should be noted that in this ward, there is 1 defined neighbourhood (LSOA) ranked within the 20% most deprived in the country. This represents approximately 17% of the resident population in this ward (IMD2019).

There are additional local problems that are seeking to address through the Barton-upon-Humber Scheme. In particular, employment growth linked to the South Humber Bank and other employment allocations has created a need for a workforce to meet the expected job growth and a transport and place offer to meet the expected need generated by these sites. The Barton-upon-Humber Ward Profile 2021 (NLC) points out that:

- Life expectancy in Barton-upon-Humber is lower than the average for North Lincolnshire<sup>24</sup>. Between 2017-2019, 43% of premature deaths in this ward were due to cancers (the most common being lung cancer) and 20% were due to heart and circulatory diseases. The incidence of lung cancer in this ward is above the England average.
- A quarter of reception year children have excess weight in Barton-upon-Humber, rising to nearly two in five by year 6. This is above the respective averages for North Lincolnshire.

Moreover, potential exceedances of nitrogen dioxide (NO<sub>2</sub>) were identified in a number of sites, according to the Air Quality website of the NLC. As the Local Transport Plan 2011-2026 (LTP 2011-2026) indicates, high levels of NO<sub>2</sub> in these locations are due to traffic. Air pollution exceedances arise in areas where congestion is prevalent, which occurs in Barton-upon-Humber.

It is worth noting that North Lincolnshire had the highest percentage of private transport usage and the lowest percentage of public transport usage in the Humber area. This data had been taken from the LTP 2011-2026. This indicates the need for reducing travel by car while promoting sustainable transport modes.

In relation to the above-mentioned externalities, the LTP 2011-2016 also highlights other local problems and challenges with regards to localised congestion at peak times, and accident clusters at junctions. In particular, historic accident data from 2016-2020 indicate that there were approximately 101 accidents in the area (19 of serious and 83 of slight severity). For the junctions to be impacted by the scheme, modelling indicates 140 person hours of current annual delay on the A1077 Barrow Road/Falkland Way Junction and Ferriby Road/Holydyke/Falkland Way Junction, see appendix 9.

In addition, the DfT's road safety data show that collisions resulting in injuries to active travel users are higher within Barton-upon-Humber than the rest of North Lincolnshire: cyclists make up 11.5% of all casualties (compared to 8.4% in North Lincolnshire) while pedestrians represent a 15.4% of all casualties (compared to 8.7% in North Lincolnshire).

Finally, there is a lack of an existing coherent Active Travel Network throughout Barton-upon-Humber, with the majority of existing facilities concentrated to the east of the town (see map below). Only one controlled crossing is provided across the A1077 for cyclists (toucan crossing). The Barton-upon-Humber Active Travel Strategy notes that, despite the infrastructure limitations, Barton-upon-Humber has a higher modal split of those walking or cycling to work when compared to the North Lincolnshire average (walking: 9.9%, cycling: 3.8%) and the national average (walking: 10.7%, cycling: 2.9%)

Diagram 5.1.1.1: Active travel routes in Barton-upon-Humber

<sup>24</sup> 1.7 years lower for men and 1.1 years for women than the average for North Lincolnshire.



Source: Barton-upon-Humber Active Travel Strategy, 2022

An understanding of the baseline condition of the area was derived based on this data analysis. The economic case provides the rationale for the scheme, building upon the issues and challenges identified in this section.

**5.1.2** Please 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.

(500 words)

In line with requirements set out in the LUF – Round 2 Application Guidance, the previous identification of the local needs (section 5.1.1) was based on official sources of information, including:

- The Office for National Statistics, to look at the socio demographic profile of the area. Main indicators analysed included population, life expectancy and mortality.
- Indices of Multiple Deprivation, used to classify the relative deprivation (essentially a measure of poverty) of the analysed area.
- The Labour Force Survey, used to understand the employment circumstances of the studied population.
- The Local Transport Plan, to identify the local profile, problems and challenges of the existing transport network and future travel demands in North Lincolnshire.
- STATs19 data (DfT) to gather data on reported road accidents in the area and in the region.
- Air quality data published in the North Lincolnshire Air Quality Website (<https://www.nlincsair.info/>).
- Barton-upon-Humber Active Travel Strategy.

Each of these datasets are nationally recognised or inform Local Plan policies that undergo rigorous Planning Inspectorate review. These are all data sets that are publicly available from Government sources, except for the Local Transport Plan (2011-2026). A new integrated Strategy for North Lincolnshire is currently being developed so more updated data encompassing all modes of transport is expected to be published soon.

The use of publicly available data sources which inform policy interventions beyond this submission provides a high degree of confidence.

**5.1.3** Please demonstrate that the data and evidence supplied is appropriate to the area of influence of the interventions.

(250 words)

The intervention proposed is locally significant and aims to address local issues for the benefit of Barton-upon-Humber. The evidence presented in section 5.1.1. was compiled on this basis.

Where applicable, we have provided comparisons with regional and national averages to draw out where Barton-upon-Humber could benefit from support to set the basis for the intervention.

Where data is not available at the local level, i.e., air pollution, we have drawn proxies, i.e., link between congestion and air pollution, and drawn data from broader geographies to supplement, i.e., air pollution at the local authority level.

In summary, the baseline analysis took place at the most disaggregated level possible to fully capture the challenges at an appropriate level of detail.

## 5.2 Effectiveness of proposal in addressing problems

In this section applicants should clearly set out how the activity described in the bid will address the challenges identified.

**5.2.1** Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems.

Quantifiable impacts should be forecasted using a suitable model. Theory of Change evidence should be identified and referenced.

(750 words)

As mentioned in section 4.3.4, the interventions, and outputs of the LUF will contribute to addressing Barton-upon-Humber local challenges and barriers through improving local roads to unlock housing land, the provision of an Active Travel Network, and improved facilities at the railway station and bus interchange to encourage different modes of travel and create a better journey environment.

Building on the Theory of Change approach previously presented, which captures the need for intervention, the following table summarises the link between the key problems, the interventions proposed and the expected impact. A 'reasoning' column is included to describe the assumptions used to justify how the proposal will be effective in resolving or mitigating the issues identified. Government guidance and academic literature has been referenced alongside analysis informing the submission to evidence benefits.

Table 5.2.1.1: How the interventions will address existing and anticipated future problems

Main Challenges Identified	Proposal	Expected Outcome	Reasoning
Housing growth targets	Barton-upon-Humber Link Road Phase 1 including A1077 Corridor Improvements	Housing allocations unlocked and 25m in LVU (2022 Prices)	The proposed link road will unlock housing allocations on the Western fringe of Barton-upon-Humber, where costs for enabling works, i.e., the Link Road, are prohibitive and present a market failure. The delivery of new high-quality homes in Barton-upon-Humber is expected to have positive impacts on the value of surrounding properties. Further, increased demand on local services is expected to increase the value of commercial properties, forming a wider land value uplift.
Pockets of deprivation	The Barton-upon-Humber Scheme	Improved access to service and employment opportunities	The addition of new homes and demand on services, new travel options that are healthy and do not contribute to pollution and climate change, and improved travel times are all expected to come together to have a positive economic impact. This won't solve deprivation, but we expect it to improve access to services and jobs, and to support other interventions that aim to provide Barton-upon-Humber residents with more opportunities.
Employment deprivation and need for greater access to better and high skilled economic opportunities	The Barton-upon-Humber Scheme	Improved access to employment opportunities as a result of improved accessibility – labour market mobility	Economic productivity gains from congestion reduction interventions are reported in the literature. In particular, there is notable macroeconomic evidence of the ability of infrastructure to enhance economic growth through increased productivity (see for example studies conducted by Banister, 2012 <sup>25</sup> ; Banister and Berechman 2001 <sup>26</sup> ; Calderón and Servén, 2007 <sup>27</sup> ). The Barton-upon-Humber Scheme is expected to increase the efficiency on the network and thus the accessibility of labour market to high skilled jobs will be improved.
Sedentary lifestyles leading to health issues	Active Travel Routes – 14km of new or improved cycle routes and 5km of improved pedestrian walkways	Modal shift towards active modes and Improved health of residents	Physical inactivity is a primary contributor to a broad range of chronic diseases such as coronary heart disease, stroke, diabetes and some cancers (as identified in TAG Unit 4-1). Changing mobility behaviours towards more active travel could have huge benefits for physical and mental health. For people who cycle or walk a minimum of 150 minutes a week as recommended by the World Health Organisation (WHO), the risk of mortality is reduced by 10% <sup>28</sup> .

<sup>25</sup> Transport and economic development: Reviewing the evidence Transport Reviews, 32 (1) (2012), pp. 1-2.

<sup>26</sup> Transport investment and the promotion of economic growth Journal of Transport Geography, 9 (3) (2001), pp. 209-218,

<sup>27</sup> The effects of infrastructure development on growth and income distribution World Bank, Washington, D.C (2007).

<sup>28</sup> Kahlmeier, S., Cavill, N., Dinsdale, H., Rutter, H., Gotschi, T., Foster, C., & Racioppi, F. (2011). Health economic assessment tools (HEAT) for walking and for cycling.

Above per capita emissions	Barton-upon-Humber Link Road Phase 1 including A1077 Corridor Improvements, Active Travel Routes and Barton-upon-Humber Station Mobility Hub	Improve air quality and reduced carbon emissions	The provision of an additional link is expected to contribute to a more efficient highway network and thus environmental improvements in terms of a reduction in noise pollution and emissions associated with slow moving traffic. It is also anticipated that the Link Road will contribute to reduced emissions due to improved traffic flows along this route.
Localised congestion	Barton-upon-Humber Link Road Phase 1 including A1077 Corridor Improvements	Reduced congestion in the town	The provision of a Link Road is overall expected to improve connectivity in the area (journey time savings offset increases to junction journey times). The Link Road will support removal of HGVs and through-traffic. For the junctions to be impacted by the scheme, modelling indicates 140 person hours of current annual delay on the A1077 Barrow Road/Falkland Way Junction and Ferriby Road/Holydyke/Falkland Way Junction, see appendix 9. As indicated in appendix 9, this intervention will improve the existing traffic congestion issues within the town. Adding in cycling routes and speed restrictions also seek to encourage less traffic passing through the town centre and encourage residents and workers to do more cycling and walking.
Localised reported accidents	Barton-upon-Humber Link Road Phase 1 including A1077 Corridor Improvements and Active Travel Routes	Reduction of accident levels and fear of collisions	The literature has shown that new cycling facilities providing a greater level of separation from motor vehicles result in a reduction of 28% in the risk of collision <sup>29</sup> . The scheme is expected to provide safer cycling facilities, and, as result, a reduction of Personal Injury Accidents is anticipated.
Reliance on the car	Barton-upon-Humber Station Mobility Hub	Modal shift towards public transport and improved passenger experience at the station and a transport	The proposed station and bus improvements are expected to improve the travelling experience and ambience of the journey, which may result in a higher use of public transport. The complementary walking and cycling measures are also expected to provide more continuous, higher quality routes and to contribute to reduced fear of collisions and route uncertainty. Scientific studies provide strong evidence on the relationship between the built environment and mode shift <sup>30</sup> .

<sup>29</sup> Royal Society for the Prevention of Accidents (2017). RoSPA Policy Paper: Cycling.

<sup>30</sup> See for example: (1) Heinen, E., Panter, J., Mackett, R., & Ogilvie, D. (2015). Changes in mode of travel to work: a natural experimental study of new transport infrastructure. *International Journal of Behavioral Nutrition and Physical Activity*, 12(1), 1-10; and (2) Goodman, A. (2013). Walking, cycling and driving to work in



		behavioural change towards net zero emissions is also anticipated, including an increase in EV use	Likewise, academic studies have reported a tremendous increase in the use of Evs as a result of multiple economic incentives, including exemption from toll charges, and permission to use transit lanes (Aasness and Odeck, 2015 <sup>31</sup> ). An increase in electric vehicle adoption can be derived from the proposed station improvements.
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**5.2.2** Please describe the robustness of the analysis and evidence supplied such as the forecasting assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis, the quality of the evidence and the accuracy and functionality of the models used.

(500 words)

As previously mentioned in section 5.2.1, comparative studies available in the literature had been used to demonstrate how the proposal is expected to resolve the previous identified challenges.

Details with regards to forecasting assumptions used for the analysis are provided below:

**For the Link Road**

Journey time benefits have been calculated for:

- Alteration of the A1077 Barrow Road/Falkland Way priority junction to a roundabout.
- Delivery of the Link Road, connecting to this roundabout, and provision of an alternate route for local residents.
- Traffic signal junction on the A1077 Ferriby Road/Holydyke/Hungate junction.

A TAG compliant Value of Time (VoT) approach was taken. Demand and travel times on the junctions were surveyed in May 2021. The surveys form the basis of changes modelled in traffic modelling software (Junction9). The baseline ('do min' of leaving the junctions as they are) was compared with the proposed changes 'do something'. The addition of demand from unlocking the housing allocations was also included. Two years were modelled, the expected opening year of 2025 and, based on an appraisal period of 20 years, the final year of 2044.

The change of the priority junction at A1077 Barrow Road/Falkland Way to a roundabout reduces 54 annual person hours of delay to 11 annual person hours in the 2025 model year. This saving increases in the 2044, as the priority junction in the do min sees increasing congestion. Improvements to the A1077 Ferriby Road/Holydyke/Hungate junction increase delay times with the installation of traffic lights. However, there is an overall saving with the two schemes combined at almost 100 annual person hours by the 2044 model year. The time saving is multiplied by the average VoT calculated for the area, which is £6hr, to produce the monetised benefit. The annual benefit is then inputted into the Costings and Planning Workbook Table A.

The Link Road, which provides some slight improvements as an alternative route for residents, was appraised similarly. Total annual benefits in 2025/26 are £79,000 and increase year on year as the differential in the delay time increases.

the English and Welsh 2011 census: trends, socio-economic patterning and relevance to travel behaviour in general. PloS one, 8(8), e71790.

<sup>31</sup> Aasness, M. A., & Odeck, J. (2015). The increase of electric vehicle usage in Norway—incentives and adverse effects. European Transport Research Review, 7(4), 1-8.

### **For Land Value Uplift**

Land value uplift has been estimated by calculating the value per acre of local agricultural land and land with planning permissions (sourced from CoStar and Zoopla datasets). These values were then scaled to the number of acres available as part of the allocations. These have then been compared to provide an indicative uplift. The uplift is expected to be achieved between 2025 and 2030, as the Link Road that forms enabling works is complete. Discounting has been included in the Costings and Planning Workbook Table A. 100% additionality has been used for direct land value uplift because housing supply is not meeting demand and low margins in the area render the allocations difficult to develop without support in delivering the Link Road.

Wider land value uplift has been estimated by reviewing recent sales/rents of surrounding residential and commercial properties and gauging values for the total stock within the town. An uplift has then been applied, reflecting the scale of development that is likely to arise on the allocations (uplifts of 0.5% for surrounding residential, 5% for retail, 10% for office, and 5% for industrial). Some abstraction is expected to occur because some demand could reasonably be served elsewhere. However, we note that some local services are necessary and therefore 50% additionality is applied.

### **For the Active Travel Routes**

The Active Mode Appraisal Toolkit (AMAT) published by the DfT was used to estimate the overall benefits of the proposed Active Travel Routes. It should be noted that AMAT is designed to be consistent with UK Government guidance on policy appraisal including the HM Treasury Green Book and DfT Transport Analysis Guidance (TAG).

In the absence of robust observed data along the proposed route, the future number of people cycling has been estimated by using **Sketch Plan Methods**, in line with TAG Unit 5.1. For the analysis, an approximate elasticity of +0.05 was used for estimating the change in cycling demand, based on a change in the proportion of route that has facilities for cycle traffic. In accordance with the guidance, this value has been derived from models of the variation in cycle use at ward level (specifically a revision of the models used by Parkin 2004<sup>32</sup>).

The anticipated number of extra walkers has been calculated based on a **comparative study**, in line with TAG Unit 5.1. In particular, data cited in the DfT 'Encouraging walking and cycling: Success stories' report for the Lyndhurst High Street scheme was used for the appraisal. This suggests that pedestrian activity has increased by an average of 2.3% as a result of the scheme. As it is difficult to make direct comparisons between schemes, a 50% factor has been applied to this result (i.e., 1.15%) as the growth factor for the proposed pedestrian improvements in Barton-upon-Humber.

Sensitivity testing around core assumptions has been undertaken during the appraisal to test the robustness of the obtained results.

## **5.3 Analysis of costs and benefits**

In this section applicants should describe and explain the costs and benefits in the relevant [Costings and Planning Workbook – Tables A – Economic Benefits and Table A – Economic Costs](#) They should provide an explanation of how benefits

and costs are analysed and estimated, and how this approach is proportionate for the proposal being submitted.

All costs and benefits must be compliant or in line with [HMT's Green Book](#) (including supplementary guidance), [DLUHC Appraisal Guidance](#), and if appropriate [Transport Analysis Guidance](#).

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<sup>32</sup> Parkin, J. (2004). Determination and measurement of factors which influence propensity to cycle to work (Doctoral dissertation, University of Leeds).

Package bids need to demonstrate both the overall package costs and benefits, and the disaggregated costs and benefits for each component project. Supplementary tables for component projects should be completed in full.

**5.3.1** Please explain how the economic costs of the bid have been calculated, including the whole life costs.

(500 words)

Cost have been provided in 2022 prices and profiled for the 2022-2025 delivery period. These are the costs used to inform the financial case. Inflation and contingency have been removed to leave an unadjusted point estimate. These have been inputted into the LUF Package Bid Costings Planning Workbook for treatment to account for inflation and discounting, using the same 2022 price base/ appraisal year. A 46% optimism bias has been applied, to reflect the intervention including road components and the stage of the submission. 46% is a conservative figure and reflects an intention to build a robust case rather than an expectation that costs may change given that we aim to start on the intervention within the year.

**5.3.2** Please describe how the economic benefits have been estimated, including a discussion and evidence to support assumptions.

(750 words)

The proposal has 4 benefit streams associated with 2 of the 3 interventions:

1. Direct Land Value Uplift – Barton-upon-Humber Link Road Project
2. Wider Land Value Uplift – Barton-upon-Humber Link Road Project
3. VoT Travel Changes – Barton-upon-Humber Link Road project
4. Active Travel Increase (mode shift decongestion, health, journey ambience) – Barton-upon-Humber Active Travel Project

The final intervention, Barton-upon-Humber Mobility Hub Improvements, has amenity and potential increased use benefits for local bus and rail services that have been left unquantified and are qualitatively captured in section 5.4.2.

These values have been inputted into the LUF Package Bid Costings Planning Workbook for treatment (see appendix 12).

The Barton-upon-Humber Link Road Project aims to provide road access to allocated sites on the western fringe of Barton-upon-Humber. JLL, commissioned to undertake the land value uplift assessment (see appendix 11), document that developer margins in the area are not sufficient to justify investing in the enabling works, i.e., the access road, to unlock and develop the sites. JLL and the local authority present a needs case for the development of the site based on local housing targets and provision not meeting population growth. The provision of an access road will effectively ‘unlock’ these sites, where a planning application for change of use will present a land value uplift. Given the need and unlikelihood of abstracting demand from neighbouring towns, the direct land value uplift is presented as 100%.

Land value uplift has been estimated by calculating the value per acre of local agricultural land and land with planning permissions (using local CoStar, Zoopla etc data), and scaling that to the number of

acres available as part of the allocations. These have then been compared to provide an indicative uplift. The uplift is expected to be achieved between 2025 and 2030 as the link road that forms enabling works is complete. Discounting has been added in the Costings and Planning Workbook Table A in appendix 12.

Alongside direct land value uplift, wider land value uplift is expected for surrounding residential properties as the town becomes more desirable with a higher provision of high-quality homes. Further, the population growth that is expected to result from the development will also increase demand for commercial space within the town, providing an uplift.

Wider land value uplift has been estimated by reviewing recent sales/rents of surrounding residential and commercial properties and gauging values for the total stock within the town. An uplift has then been applied, reflecting the scale of development that is likely to arise on the allocations (uplifts of 0.5% for surrounding residential, 5% for retail, 10% for office, and 5% for industrial). Some abstraction is expected to occur because some demand could reasonably be served elsewhere. However, we note that some local services are necessary and therefore 50% additionality is applied.

The VoT change calculation has two components, the conversion of a junction with the introduction of the link road and associated congestion, and an alternate route for residents/ businesses. The junction affected is the priority junction on the A1077, where the proposed conversion to a roundabout reduces delay and therefore provides a travel time saving (even with added demand resulting from the development - modelled in Junctions9 transport software). The alternate route also provides a slight saving. These savings per journey are scaled to daily and then annual journeys based on site-based traffic surveys undertaken in May 2021. A VoT of £6 per hour is multiplied by the annual saving to produce a monetised annual figure.

There are some marginal external costs that have not been estimated which are associated with the increased car use and kilometres (road, health, and environment costs) and this is detailed in section 5.4.2.

The increase in active travel has been calculated based on the approach set out in section 5.2.2. This has been valued using the DfT's Active Mode Appraisal Toolkit (AMAT) model, see appendix 14. This includes benefits associated with mode shift (decongestion benefits, local air quality, noise, accidents, among others), health benefits, and journey quality benefits. This model produces a single discounted benefits figure based on the inputted appraisal period. For inclusion in the Barton-upon-Humber Scheme costing workbook, annual figures have been pulled out and discounting to 2010 removed so that inputs align with the 2022/23 base year in the workbook.

## 5.4 Value for money

In this section applicants should set out the Value for Money (VfM) of their bid, taking account of monetised and non-monetised impacts and risks and uncertainties.

Prior to completing this section the application should complete the relevant **Costings and Planning Workbook – Table A – VfM**

**5.4.1** Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios (BCR).

(500 words)

If a BCR has been estimated, please provide the BCR of the proposal below.

If you only have one BCR, please enter this against the 'initial' BCR.

'Initial' BCR (single bid) 'Adjusted' BCR (single bid)

The initial Benefit Cost Ratio (BCR) for the package is shown to be **1.35** in the Costings and Planning Workbook Table A appendix 12. As described in A2.1, each of the benefits are considered robust enough to include in the initial BCR and there are no additional benefits captured in the adjusted BCR.

According to the DfT's value for money categories, a quantified BCR of 1.35 represents low value for money. However, amenity benefits for the Station Mobility Hub and real time passenger information alongside wider distributional impacts have not been captured in monetary values. Further, the use of 46% optimism bias is conservative and the level of risk is likely to come down.

With unquantified benefits and the level of risk applied in mind, we suggest the proposal be treated as **medium value for money**.

The Costings and Planning Workbook Table A appendix 12 shows the following sums for each of the package PV costs and benefits informing the BCR:

Direct Land Value Uplift: £10.4m

Wider Land Value Uplift: £8.8m

Active Travel: £4.6m

VoT Change: £1.8m

Sum: £25.6m

Costs: £18.9m

**5.4.2** Please describe the non-monetised impacts the bid will have and provide a summary of how these have been assessed, including the expected scale of these impacts. These will be factored into the overall Value for Money assessment of the bid.

(500 words)

This section identifies and qualitatively assesses the non-monetised benefits derived by the scheme. A 7-point scale was used in providing the qualitative assessment of the scale of impact. This will provide compatibility with the requirements of TAG. Results of this analysis will then be used to inform the Value for Money assessment.

#### **Amenity and Journey Quality**

Moderate beneficial – Journey time benefits are expected to increase journey quality as drivers spend less time in congestion. Journey quality is generally understood as the cumulative travelling experiences

of the quality and ambience of a journey<sup>33</sup>. Note journey quality impacts of the active travel provision have been captured through the AMAT model (see appendix 14). Further, the station and bus improvements (provision of high-quality cycle parking, provision of EV charging points, improved public realm, and real-time passenger information) are also expected to improve traveller care factors, resulting in a better journey ambience.

#### **Marginal External Cost Savings (MEC)**

Neutral – MECs in the form of congestion, accident rates, greenhouse gases, noise and indirect tax impacts have been captured for active travel through the AMAT model (see appendix 14). Elsewhere, MECs are expected to improve with journey time improvement but worsen with added car kilometres due to house building. This impact may be insubstantial as new residents bring cars from other homes, which they are already using, but we could see a slight increase in car ownership/use. We expect the net impact to be negligible, but we appreciate this is an area of interest.

#### **Distributional and Social Equity Impacts**

Slight beneficial – Distributional and social equity effects refer to the distribution of impacts (benefits and costs) among members of the society and whether this distribution is considered appropriate. As the distributional incidence of the Barton-upon-Humber Scheme is not considered to be significant, a proportionate qualitative assessment is undertaken in line with TAG Unit 4-2. Overall, the scheme is anticipated to result in significant positive benefits in terms of accessibility, security, and accidents which may positively impact on vulnerable groups, including children, older people, and income deprived households. In addition, as the scheme plans to enhance opportunities for walking and cycling, positive health benefits are anticipated. This is of special importance to children currently experiencing health risks due physical inactivity.

**5.4.3** Please provide an assessment of the risks and uncertainties that could affect the overall Value for Money of the bid.

(250 words)

Regarding LVU, cost escalation is likely to be higher than general inflation, used to treat in the Costings and Planning Workbook Table A appendix 12, given that nature of property price growth in recent history. Therefore, LVU may in fact be larger. Values used for additionality, based on evidence to suggest market failure, are thought to be relatively accurate but additionality could fall somewhere above or below the 50% assumed for wider LVU.

On active travel, the uplift reflects an accepted approach. The benefit stream is wholly based on this figure so is quite sensitive to it, with sensitivities tested. However, for the overall Barton-upon-Humber Scheme, Active Travel represents less than 20% of the benefits and therefore the Barton-upon-Humber package BCR is less sensitive to it.

On VoT change, the modelling and VoT values used are TAG compliant. The benefits are sensitive to changes in demand, but figures used were based on up-to-date surveys where road use is commonly understood to have recovered since the onset of Covid-19.

**5.4.4** We would expect an Appraisal Summary Table, to be completed to enable a full range of impacts to be considered. This should be consistent with the relevant appraisal guidance for the bid.

<sup>33</sup> Geurs, K. T., Boon, W., & Van Wee, B. (2009). Social impacts of transport: literature review and the state of the practice of transport appraisal in the Netherlands and the United Kingdom. *Transport reviews*, 29(1), 69-90.

**For package bids**, please provide an Appraisal Summary Table for each component project.

For Regeneration or Cultural bids, the Appraisal Summary table should be consistent with the DLUHC appraisal guidance. For Transport bids it should be consistent the [Transport Analysis Guide](#).

Any additional evidence to support your responses to this section should be referenced within your responses (5.1.1 – 5.4.3) and attached as a single annex.

[Please see appendix 13 for the Appraisal Summary Table.](#)

## Part 6 Deliverability

### 6.1 Financial

Within this section applicants are required to provide clear and robust details of the financial aspects of the bid, including sources, secured status, and type of match funding, project costs, financial risks and mitigation measures, and how funding is structured – e.g. if you are intending to further disburse the LUF grant with bid partners.

Management and consultancy costs should be clearly shown within the project budget, and any work to be sub-contracted explained within the application form.

Prior to completing this section applicants should complete the relevant [Costings and Planning Workbook](#) – **Table B – Funding Profile** and **Table C – Cost Estimates**

**6.1.1** Please confirm the total value of your bid.

The total value of the bid, including LUF grant and match funding, is **£20,178,042.00**.

The application comprises of three projects the values of which are as follows:

Table 6.1.1.1: Total value of projects

Project	Total Bid Value (£)
Project 1: Barton-upon-Humber Phase 1 Link Road including A1077 Corridor Improvements.	£9,407,189.00
Project 2: Barton-upon-Humber Active Travel Routes.	£9,813,808.00
Project 3: Barton-upon-Humber Station Mobility Hub.	£957,045.00

<b>Total Value of Bid, Including LUF Grant and Match Funding</b>	<b>£20,178,042.00</b>
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**6.1.2 Please confirm the value of the capital grant you are requesting from LUF.**

The total value of LUF grant funding being sought by the bid is **£19,703,042.00**.

The application for LUF grant funding comprises of three projects the values of which are as follows:

Table 6.1.2.1: Total LUF grant requesting

<b>Project</b>	<b>Total LUF Grant (£)</b>
Project 1: Barton-upon-Humber Phase 1 Link Road including A1077 Corridor Improvements.	£9,057,189.00
Project 2: Barton-upon-Humber Active Travel Routes.	£9,788,808.00
Project 3: Barton-upon-Humber Station Mobility Hub.	£857,045.00
<b>Total Value of LUF Grant Funding</b>	<b>£19,703,042.00</b>

The application for LUF grant funding will support capital investment towards the delivery of the three projects. Table C of the Costings and Planning Workbook details the LUF grant funding requested for each line item of capital cost. Further definition of the nature of the capital costs is provided below.

Table 6.1.2.2: Definitions of capital costs

<b>Item</b>	<b>Capital Cost Description</b>	<b>Definition of Capital Expenditure</b>
1	Construction Contracts.	The cost of physical construction works including, labour, plant, materials, preliminaries, overheads, temporary works, and traffic management directly related to the delivery of the project. Sums anticipate the appointment of an external contractor and exclude VAT.
2	Utility Diversions – Anticipated Cost.	The cost of physical utility diversions to enable or as a direct consequence of the project. Sums anticipate payment to statutory undertakers net of NSRWA discounts and exclude VAT.



3	Construction related professional fees.	The cost of professional services subcontracted from external consultants such as surveyors, engineers, architects etc. Sums anticipate surveys, design development, cost and risk management, procurement advice and post contract monitoring and exclude VAT.
4	NLC project management and oversight.	The cost of project management and oversight by officers of North Lincolnshire Council (NLC) directly attributable to progressing the delivery of the project. Sums include human resources, equipment, materials, and charges for services through NLC and exclude VAT.
5	Early Contractor Involvement	The cost of construction advisory services from a suitably experienced contractor appointed externally via a pre-construction services agreement, or similar. The advice will provide assistance with establishing a construction sequence, managing construction risks, and improving constructability. The sums exclude VAT.
6	Environmental Impact Assessment	The cost of environmental impact assessments, monitoring, and mitigation to enable the project to proceed. The sums anticipate the appointment of external consultants and exclude VAT.
7	Fund monitoring fees.	The cost of managing the expenditure of LUF grant funding. Monitoring and reporting the expenditure on legitimate capital costs directly related to project delivery. The sums anticipate the use of resources at the disposal of the Council or appointment of external professionals. VAT is excluded.
8	Stakeholder management.	The cost of engagement, consultation, or commitments with stakeholders (for example impacted land, property, businesses, statutory body, or the public) who have a material interest in the delivery of the project. The sums anticipate the use of resources at the disposal of the Council or appointment of external professionals on an as needed basis. VAT is excluded.
9	Legal fees.	The cost of legal advice for agreements with project stakeholders and to safeguard North Lincolnshire Council in the delivery of the project. The sums anticipate the use of resources at the disposal of the Council or appointment of external professionals on an as needed basis. VAT is excluded.

10	Contingencies for construction related design and implementation risks.	Contingency accrued at the rate of 46% of the total capital costs related to design and implementation cost items 1-3 inclusive.
11	Contingencies for proposer risks.	Contingency accrued at the rate of 46% of the total capital costs related to proposer cost items 4-9 inclusive.

**6.1.3** Please confirm the value of match funding secured.

Where match funding is still to be secured please set out details below. If there any funding gaps please set out your plans for addressing these.

(250 words)

The total value of match funding being already secured is **£475,000.00**.

The match funding secured for each of three projects is as follows:

Table 6.1.3.1: Match funding

Project	Total Match Funding (£)
Project 1: Barton-upon-Humber Phase 1 Link Road including A1077 Corridor Improvements. <ul style="list-style-type: none"> <li>• <b>Keigar Homes:</b> A S106 contribution of £100,000 as part of the housing development scheme situated off Falkland Way, in which the interventions will support.</li> <li>• <b>A1077 improvements:</b> A S106 contribution of £250,000.</li> </ul>	£350,000.00
Project 2: Barton-upon-Humber Active Travel Routes. <ul style="list-style-type: none"> <li>• NLC contribution of £25,000 for active travel routes.</li> </ul>	£25,000.00
Project 3: Barton-upon-Humber Station Mobility Hub. <ul style="list-style-type: none"> <li>• NLC contribution of £100,000 for the car park expansion at the station.</li> </ul>	£100,000.00
<b>Total Value of Match Funding</b>	<b>£475,000.00</b>

**6.1.4** If you are intending to make a land contribution (via the use of existing owned land), please provide further details below and confirm who currently owns the land, details of any restrictions and the estimated monetary value.

(250 words)

The proposal does not include a land contribution.

**6.1.5** Please confirm if your budget includes unrecoverable VAT costs and describe what these are, providing further details below.

(250 words)

The total bid value (budget) does not include any items of unrecoverable VAT.

**6.1.6** Please describe what benchmarking or research activity you have undertaken to help you determine the costs you have proposed in your budget. Please advise on any assumptions.

(750 words)

The overall budget for each cost item with the projects has been determined using the following methods, assumptions and benchmarks detailed below. All costs have been estimated at current 2Q2022 price levels before escalating for inflation according to the expenditure profile (Cost Planning Workbook Table C, Columns K to O inclusive, appendix 12). Inflation has been assumed as 5% pa, this has been set with reference to the BCIS Civil Engineering forecast adjusted for local market expectations.

Table 6.1.6.1: Assumptions and determination of cost

Item	Capital Cost Description	Assumptions and Determination of Cost
1	Construction Contracts.	Costs have been estimated by experienced highway engineers and quantity surveyor with reference to historic project costs, frameworks, and published cost data. <ul style="list-style-type: none"><li>• Real-time passenger information cost data from current NLC charges for similar works.</li><li>• Construction contracts competitively tendered and managed by NLC.</li></ul>
2	Utility Diversions – Anticipated Cost.	Utility surveys have not been undertaken at this stage. Anticipated costs have been determined by assessing the likelihood of each item of work encountering existing utility services. The location, depth of intrusive construction and relevant historic diversion costs has informed the budget. <ul style="list-style-type: none"><li>• Assumes NRSWA discount applies.</li></ul>

		<ul style="list-style-type: none"> <li>• Project 1: Diversions likely where new highway makes junction with existing. None assumed at greenfield locations.</li> <li>• Project 2: Diversions assessed on a 5-point scale from very low to very high according to the different implementation proposals to deliver Active Travel as they may affect utilities in verges or carriageways.</li> <li>• Project 3: Installation of lighting and/or charging facilities are likely to require excavation of duct routes that may unavoidably clash with existing utilities.</li> </ul>
3	Construction related professional fees.	The budget for professional fees has been assumed at the rate of 15% of the cost of construction and utility diversion costs.
4	NLC project management and oversight.	An indicative budget has been assessed relative to the construction costs and complexity of the project to be delivered. Benchmarked against anticipated full-time equivalent staff roles to undertake management and oversight.
5	Early Contractor Involvement	A forecast cost for a pre-construction professional services contract based on the value construction works and their likely duration and complexity.
6	Environmental Impact Assessment	Environmental assessment, monitoring and mitigation costs have been allowed for Project 1 for new highway crossing greenfield locations. The sum assumes surveys, report and watching brief during construction.
7	Fund monitoring fees.	An indicative budget has been assessed for the Monitoring and Evaluation (M&E) measures described in section 6.4.1 of this application. M&E will be carried out at a central function by NLC and the total anticipated cost has been allocated between projects relative to their value and complexity.
8	Stakeholder management.	An indicative budget has been assessed relative to the construction costs and scale of potential stakeholders likely to be encountered.
9	Legal fees.	An indicative budget has been assessed relative to the construction costs and number of potential contracts or land agreements that may be required.
10	Contingencies for construction related design and implementation risks.	The budget for contingencies has been assumed at the rate of 46% of the cost of construction, utility diversion costs and professional fees.

11	Contingencies for proposer risks.	The budget for contingencies has been assumed at the rate of 46% of the cost of other line items (4-9 above).
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**6.1.7** Please provide information on margins and contingencies that have been allowed for and the rationale behind them

(500 words)

The projects are at a level of maturity to consider compiling a strategic outline business case (SOBC). However, the maturity of survey and design is not sufficient at this point to ascertain the cost risks with sufficient insight into the likelihood and impacts of risks to conduct a quantified risk assessment (QRA). A risk register has been produced to identify sources of financial risk. A contingency of 46% on project costs has been set with reference to the nature of risks, estimate coverage, and outturns from similar historic projects and allowances made for the economic appraisal.

The economic appraisal has included optimism bias in accordance with TAG Unit A1.2. An allowance of 46% is recommended for highway and active travel schemes at the SOBC stage. A similar level of contingency has been considered as a robust assumption for contingency given the nature and maturity of the projects involved.

**6.1.8** 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-UK Government funding partners. (You should cross refer to the Risk Register

(750 words)

Risks and proposed mitigations/ contingencies detailed below are captured in the risk register in the Costing and Planning Workbook, appendix 12.

Table 6.1.8.1: Financial risks

Risk Description	Risk Consequence	Risk Mitigation	Risk Contingency
Design and Construction Budget	Costs have been calculated with risk/contingency incorporated. However, if the estimated construction costs do not fit within NLC's total budget for the project the project will need to be rescoped.	The LUF application costings have been produced by a suitably qualified QS to provide a cost estimate of the works combined with early contractor engagement to provide the most robust cost estimate for this stage of the project.	46% contingency added to cost estimates. This value aligns with TAG guidance and aims to provide a wide safety net for cost variation such as this. Programme nature of the proposal enables rescoping, i.e. removing of parts of the package, if required.
Contractor or major sub contractor pulls out or defaults	Schedule impacted and project delayed	Use of contractors with a track record in delivering similar schemes.	Low risk as we aim to avoid through appropriate tendering/ vetting. 46%

			contingency does also capture this risk.
Not enough quality bidders for construction contract	Stuck to one company and non-competitive price or need to re-tender under different conditions.	Early Contractor engagement.	Low risk as we aim to avoid through an appropriate tendering/ vetting and making use of existing processes. 46% contingency does also capture this risk.
Material price inflation due to weak pound	Contractor makes loss, begins to claim	NLC will engage with a project manager who is skilled in contract administration. Utilising option C Z Clauses will allow the Contractor to clam for additional costs through increased materials and other items which are impacted by the increasing cost of energy and fuel.	46% Contingency captures cost escalation, however due to the programme nature of the proposal there is potential to rescope if required.

**6.1.9** If you are intending to award a share of your LUF grant to a partner via a contract or sub-grant, please advise below.

NB: You must ensure any further disbursement of the grant is done so in accordance with subsidy controls and public procurement rules.

(750 words)

The LUF grant is not intended to be shared with a partner.

**6.1.10** What legal / governance structure do you intend to put in place with any bid partners who have a financial interest in the project?

(750 words)

The LUF grant is not intended to be shared with a partner.

## 6.2 Commercial

Within this section, applicants should set out their commercial and procurement strategy for effectively awarding and managing any contracts for goods, works or services to be funded by the grant. The strategy should include all key procurement lifecycle activities, timescales and who will lead on procurement / contractor management.

**6.2.1** 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.

(1500 words)

This section of the LUF application should be read in conjunction with Appendix 17: NLC Procurement Note.

The YORHub suite of frameworks was chosen as the most appropriate suite of frameworks for NLC to deliver the LUF package of interventions. NLC utilises the YORtender an e-procurement portal to tender and procure all of its works, with the platform supported through EU-Supply -Mercell.

#### Requests for Information

NLC has made use of the Request for Information process by way of a Preliminary Market Consultation to help shape the scope the tender documents or clarify any ambiguities within a project. This process has also helped NLC to understand the interest and availability of suppliers of such products or services within a marketplace.

#### Expression of Interest

Through the YORhub frameworks, NLC has also made use of the Expression of Interest process, providing a high level or detailed (if available at that stage) brief to the contractors on a specific lot to ascertain their interest and capacity to be engaged. The feedback from this process has been used to inform the development of the commercial case within a full business case.

#### Due Diligence Support from YORHub

Once a preferred supplier has been identified, especially in relation to large capital construction and civils schemes, due diligence is undertaken on the contractor in relation to their financial stability and capability to deliver the scheme. Searches have been carried out through Construction-line and Dun & Bradstreet to check business credit reports and financial stability and sustainability to ensure that the risk of the supplier going out of business and therefore not being able to deliver the project is mitigated as much as possible. In addition to the framework operator due diligence NLC stays connected to market activity and information shared on the viability of suppliers, or where they are at risk of takeover and the consideration of additional consequences. NLC have discounted suppliers from the bidding processes in the past where they have failed these checks and have been unable to provide substantial information to evidence their financial liquidity and provide necessary assurances.

The YORHub suite of frameworks will be used to procure:

- An NEC PM and QS
- A Civil works contractor for the Road and Active Travel Scheme and Civil works at the Barton Mobility Hub; and
- A specialist IT contractor for the real-time passenger information equipment.

NLC has used YORHub on a number of procurements for capital delivery such as the Northern Junction scheme and most recently has completed a two-stage tender process for Project Anchor.

#### Early Market Engagement

##### National Contractors

As part of the development of this LUF application, NLC has carried out some early market engagement with a Tier 1 contractor with a portfolio of development projects worth £3.4 billion who provided commentary regarding the state of the construction market nationally and provided some advice regarding the contracting strategy.

### *State of the market*

- Overall Construction projects and project programmes are not impacted due to supply of materials or ways of working as scheduling of on-site works is mitigating any delays;
- The market is volatile and we still see significant fluctuations in material costs, however during May -June 2022 we have seen a slight reduction in prices;
- There is increased demand for contracting works;
- Local supply chains are working well;
- Contractors are keen to bid for work but need a flexible contracting strategy (see below).

### *Contracting Strategy for construction works*

In order to minimise the increase of costs but allow for contractors to make profit and for the interventions to be delivered efficiently, this Stakeholder advocated for a flexible approach to contracting.

It was recommended that the construction contract was NEC4 Engineering and Construction Contract, Option A which is a priced contract with activity schedule combined with Option C Z Clauses which provides a target cost. Using Option A will allow NLC to gain certainty over fixed costs such as the cost of design, contractor's staff and overhead percentage but utilizing Option C Z Clauses allows the Contractor to claim for costs for elements of the project which have significant fluctuations in costs such as:

- Fuel haulage;
- Steel;
- Electricity;
- Rebar;
- Cladding;
- Concrete and aggregate; and
- Or anything else at risk from volatile pricing.

### *Local Contractors – Engagement*

Some examples of early market engagement can be provided that have been undertaken through the Framework managers at YORhub which has received positive responses from all 8 of the suppliers on each of the respective design and contracting lots. These engagement activities have allowed NLC to engage with the market and encourage potential bidders to participate in the development process before a procurement is released. This is the market's opportunity to express its views, outline market developments and generally influence how solutions to the Authority's needs might be met.

NLC has used this early market engagement across a number of service areas previously such as for domiciliary care and sexual health contracts within Adult Services. Support was given to British Steel to develop bid proposals as a supply chain company for national infrastructure contracts such as HS2. More recently a preliminary market engagement event was held on the proposed Advanced Manufacturing Park (AMP) in Scunthorpe. Previous early market engagement activities have increased the number of tenders received and the alignment between NLC and potential bidders to deliver the work. In addition, the engagement provided indication of the potential project costs to enable the Council to produce a robust business case with the benefits more likely to be evidenced.

### *Local Challenges in the Construction Sector*

NLC regularly engage and consult with local businesses via events, webinars, business surveys etc to gather information on current issues businesses are facing and skills shortages is a consistent theme coming forward. The council have a Skills and Employability Plan in place and are continuously reviewing plans to support businesses experiencing skills issues. Examples of actions taken to support businesses who are facing workforce and recruitment issues include Sector Based Work Academies, job fairs, careers events, Kickstart programmes, Implementation of an employability action stations, 50+ training opportunities and passporting of the council's



apprenticeship levy. In addition, local providers are well placed to provide the training and skills required in the area and include the DN Colleges Group, Engineering UTC Northern Lincolnshire, CATCH training providers and sixth form colleges.

## Other procurement options considered and discounted

### Crown Commercial Services Framework

NLC considered using the Crown Commercial Services Framework for procuring consultants but discounted this option. Whilst the Crown Commercial Services Framework provides access to a wide range of consultants with a breadth and depth of experience it was felt that knowledge of the local market and local contractors would be beneficial for delivery of the Barton Scheme. Crown Commercial Services is not a framework which is commonly used by NLC and there would be a learning curve for its procurement team as to how to appoint consultants and contractors using this framework, so this was discounted.

### Open Market Tendering

Due to the size of the LUF Application, it would be appropriate for an open market tender under the UK Procurement contract regulations. However, due to the bureaucratic burden and the timescales for project delivery, this method of procurement was discounted as there is not enough time in the programme to allow for 9 months of tendering activity. As with utilisation of the Crown Commercial Services Framework, though open to international applicants NLC felt that knowledge of the local market and supply chain would lead to better project outcomes.

### Compliance with Legal Requirements

NLC has an internal mandatory requirement to follow its own Contract Procedure Rules (CPRs) for all procurements of goods and services. For major construction projects such as these, the CPRs are applicable and must be always followed to comply with internal governance requirements and to ensure value for money. Additionally, these rules provide a foundation to ensure accountability and transparency to consistently align with the Procurement Regulations 2015. As mentioned above, the Council will use government approved construction framework for this design and build project. It is intended that the council will procure the development by a phased approach with one contractor to ensure continuity of the project and to avoid delays bringing new contractors on board halfway through the project. This will need to be managed operationally to ensure the design consultants work collaboratively with the contractors to ensure the smooth running of the project.

As mentioned above in Section 4, the council intends to procure the works through YorHub framework. The council would have the ability to call-off the framework for the specific type of works required within this project. The Council can also procure designers through the framework as one whole package to ensure consistency. These methods and practices are consistent with the Procurement Regulations 2015 and the Public Procurement (EU exit) Regulations 2020. The council will also have dedicated project managers and procurement officers available to assist with the process in procuring the consultants and contractors necessary for the scheme. The Council understands the importance of the Modern Slavery Act and its duties and obligations under the Act to work with the Home Office to combat issues in supply chains regarding modern day slavery issues arising. The Council believe in a proactive approach in relation to procurement and ensuring modern day slavery is being address within our procurement strategy.

### The Chosen Procurement Route

Given the timescales from funding approval to project completion, NLC would be proposing to utilise our relationship with YORhub and access design consultants and contractors through the YORconsult and YORcivils

Frameworks. Procuring both design support and a civils construction contractor via the Framework will lead to a shortened procurement process, with all suppliers on the respective frameworks already passing pre-qualifying checks.

YORconsult2 has been developed in accordance with The Public Contracts Regulations 2015, is EU compliant, and with rigorous quality assurance and due diligence undertaken for a supplier to gain a place on the framework, with a benchmarking exercise completed to assess suppliers against both cost and quality.

Following engagement with YORhub, framework managers, who have informed NLC that contractors are turning down the opportunities to bid for combined design and build work as a result of the risks associated and additional work required, NLC has decided to undertake a restricted single stage tender to procure a design consultant to complete all design elements to construction status. It is considered that using a single stage approach will reduce the level of risk for any subsequent bidding contractors that would have been associated with a design and build approach and mitigate the risk of failure.

This will allow for a compliant procurement route to be followed to procure a contract whilst ensuring compliancy with the framework operators terms and conditions of use.

The package of works for the Barton Principal Town Regeneration project will be procured as a whole – one package for design and subsequently followed by one procurement package for construction and delivery. This approach will be more attractive to suppliers on the YORcivils framework due to value of the overall package of works. Furthermore, this will also ensure that NLC benefits from efficiencies and cost savings by having one supplier such as reduced overheads, interfaces, inter-dependencies compared to if there were multiple suppliers on site. Considerations must be given to the risks also associated with having one supplier appointed to the package of works, but they will be mitigated through a thorough, robust and comprehensive due diligence approach.

### Delivering Sustainable Procurement

Sustainable procurement is a process whereby organisations meet their needs for goods, services, works and utilities in a way that achieves value for money on a whole life basis in terms of generating benefits not only to the organisation, but also to society and the local economy, whilst minimising damage to the environment.

### Social Value

The NEC contract contains a requirement for the appointed contractor to prepare a social value plan for the project using the Social Value Portal. The social value plan is used to monitor the benefits derived locally from the project. Outcomes are recorded via the portal.

Through the utilisation of the YORhub framework, social value is inextricably included within all of the frameworks. YORhub considers opportunities from employment and skills to sustainability, from supply chain engagement to economic regeneration. YORhub prides itself on the delivery of tangible social value outcomes, which has already delivered over 22,000 apprenticeship weeks, helped 2,400 people progress into employment, and enabled over 35,100 students to participate in site visits and workshops – helping to inspire the next generation.

North Lincolnshire Council is committed to a performance and evidence-based approach to Social Value. Based on the National TOMs (Themes, Outcomes and Measures) developed by the Social Value Portal, bidders are required to propose credible targets against which performance (for the successful bidder) will be monitored.

For contracts valued over £100k, which all of these contracts will be, NLC will ask Tenderers to submit their Social Value offer, which will be evaluated alongside price and quality criteria.

Ensure framework environmental and social objectives are aligned with national and/or local objectives

NLC understand that it is the responsibility of framework managers to ensure that framework environmental and social objectives are aligned with national and/or local objectives (according to the reach of the framework). The

YORHub frameworks have an approved set of suppliers who have already committed to delivering environmental and social objectives as part of their project delivery under the YORHub suite of frameworks. This framework is aligned with ambitions NLC's ambitions, such as climate change and circular economy targets. NLC will also ensure ambitions reflect relevant obligations and objectives regarding sustainable procurement aligned with its own policies and objectives for procurement.

#### Clearly articulate intended outcomes

Having determined the procurement need, NLC will articulate intended outcomes within the contract, in this case the objectives of the LUF application as this demonstrates the level of ambitions to potential suppliers and sets out how responses will be evaluated. The tender documentation will set out risks and opportunities and how these relate to NLC's needs those that relate to environmental or social outcomes are.

The criteria will not discriminate or favour potential suppliers and will allow objective comparison of tenders. Relevant criteria should consider any focus on innovation since it is best to thread a focus on innovation through specific requirements – rather than including a separate criterion relating to this. An example would be, reducing emissions through the application of new processes, technology or innovative approaches to improve health and wellbeing, which would enable objective evaluation and prevent potential challenge. NLC will use these guiding principles in the tendering of the packages of work to deliver this LUF Application.

#### Achieving Net Zero

NLC has developed a Green Future plan setting out our ambition for North Lincolnshire's environment. The plan sets the aim that by 2030 the council will achieve 'net zero' and we will end the council's contribution to global warming. The plan identifies that through all our procurement and commissioning activity, we will ensure that all organisations we work with share and deliver our vision. The NLC will seek to consider opportunities for sustainable practices at each stage in the project delivery but will consider opportunities for off-site mitigations (including biodiversity net gain) in order to offset the impact of the both the delivery of the project and its long-term impacts.

Furthermore, by considering the Green Future plan and its vision for sustainability in its delivery, NLC will work with YORhub to set a realistic expectation for how much local labour works on the project and opportunities for the local supply chain.

Contractors will be expected to consider innovative ways of diverting waste away from landfill, seeking to re-use 'winnable' materials where possible. Both consultants and contractors will be expected to undertake virtual team meetings where possible, utilising technology, to reduce the impact on the environment through travel, and where site attendance is required, then public transport should be considered in the first instance.

YORhub sets a number of Key Performance Indicators within their framework that all suppliers are assessed against, including the challenge of all contractors to not only adhere to the Construction 2025 industrial strategy, which aims for a 50% reduction in greenhouse gas emissions, but to actually better it.

One of the main objectives of this LUF application is to enable the delivery of safe and attractive Active Travel opportunities, promoting the use of cycling and walking in order to complete shorter journeys and thereby removing the number of vehicles from the road to cut the amount of greenhouse gas emissions.

#### Use of sustainable supply chains

Through tender documentation, NLC will specify that at least 50% of all materials used from a 50KM/mile radius from the project location. This will not only reduce the carbon footprint of the project delivery but may also mitigate delays in obtaining materials and labour do to short supply chains.

- The YORhub Framework has examples of project delivery whereby as much of 96.7% of labour and 77.29% of spending was focussed within 40 miles of the site.
- The YORhub framework has been developed with four sub-regional frameworks to ensure maximum opportunities for local labour to work on and deliver on local projects.

- The Council will actively encourage all appointed suppliers to utilise local labour and supply chains wherever possible, with over 80% of the workforce involved with the delivery of the Northern Junction project (procured through YORhub) coming from within 20 miles of the project site.

#### Compliance with Legal Requirements

NLC has an internal mandatory requirement to follow its own Contract Procedure Rules (CPRs) for all procurements of goods and services. For major construction projects such as these, the CPRs are applicable and must be always followed to comply with internal governance requirements and to ensure value for money. Additionally, these rules provide a foundation to ensure accountability and transparency to consistently align with the Procurement Regulations 2015. As mentioned above, the Council will use government approved construction framework for this design and build project. It is intended that the council will procure the development by a phased approach with one contractor to ensure continuity of the project and to avoid delays bringing new contractors on board halfway through the project. This will need to be managed operationally to ensure the design consultants work collaboratively with the contractors to ensure the smooth running of the project.

As mentioned above in Section 4, the council intends to procure the works through YorHub framework. The council would have the ability to call-off the framework for the specific type of works required within this project. The Council can also procure designers through the framework as one whole package to ensure consistency. These methods and practices are consistent with the Procurement Regulations 2015 and the Public Procurement (EU exit) Regulations 2020. The council will also have dedicated project managers and procurement officers available to assist with the process in procuring the consultants and contractors necessary for the scheme. The Council understands the importance of the Modern Slavery Act and its duties and obligations under the Act to work with the Home Office to combat issues in supply chains regarding modern day slavery issues arising. The Council believe in a proactive approach in relation to procurement and ensuring modern day slavery is being address within our procurement strategy.

#### Compliance with Governance Guidance in Relation to Procurement

##### Sourcing and Consultancy Playbook

In accordance with the Government's Sourcing (SP) and Consultancy playbooks (CP) respectively, NLC seeks to ensure that external support is only procured as and when it is required; when it is considered vital to enable the development and subsequent delivery of an intervention to ensure better outcomes for the residents of North Lincolnshire. Whilst NLC recognises that the Sourcing and Consultancy Playbooks are aimed primarily at central government departments and arms-length bodies, the Council seeks to adopt best practice to ensure successful procurements and ultimately delivery.

In the delivery of projects, the Council ensures that the 'OKUA' principles from the SP are followed and to ensure that all relevant stakeholders are involved and represented. The council ensures that officers are appointed as Owners of the project and is responsible for its delivery. Subject matter experts from Procurement, Commissioning, Legal, Finance, and policy teams are always involved in early stages of project development with project specific support from construction, IT, Civils, and others brought in when required.

NLC like many others, does not have the revenue budgets to retain levels of expertise in-house, in addition to the challenges experienced by many local authorities with recruitment and retention of staff, even temporary ones. As a result, the successful engagement of consultants to enable the council to deliver its outcomes is of paramount importance. NLC ensures that when drafting its specifications, they are based on the outputs desired to enable suppliers to respond innovatively. Once a consultant is appointed, they will have a principal point of contact within NLC with whom they will work collaboratively with throughout the delivery of their specified work. The Council seeks to work in an open, honest, and transparent manner to ensure effective and productive working relationships are established.

NLC is supported by colleagues from YORhub (YORconsult is a subsidiary framework) right through the procurement and delivery process, from the generation of tender document packages, engagement with the market, evaluation of returned tenders, due diligence on the preferred bidder and subsequent appointment through to the delivery of the specified outputs.

NLC believes that with assurance provided by procuring suppliers through the YORhub framework, in addition to the market engagement with suppliers on the framework and its track record, it provides a robust and viable route to securing the consultancy support and resources required to quickly mobilise to enable the delivery of the projects proposed for LUF.

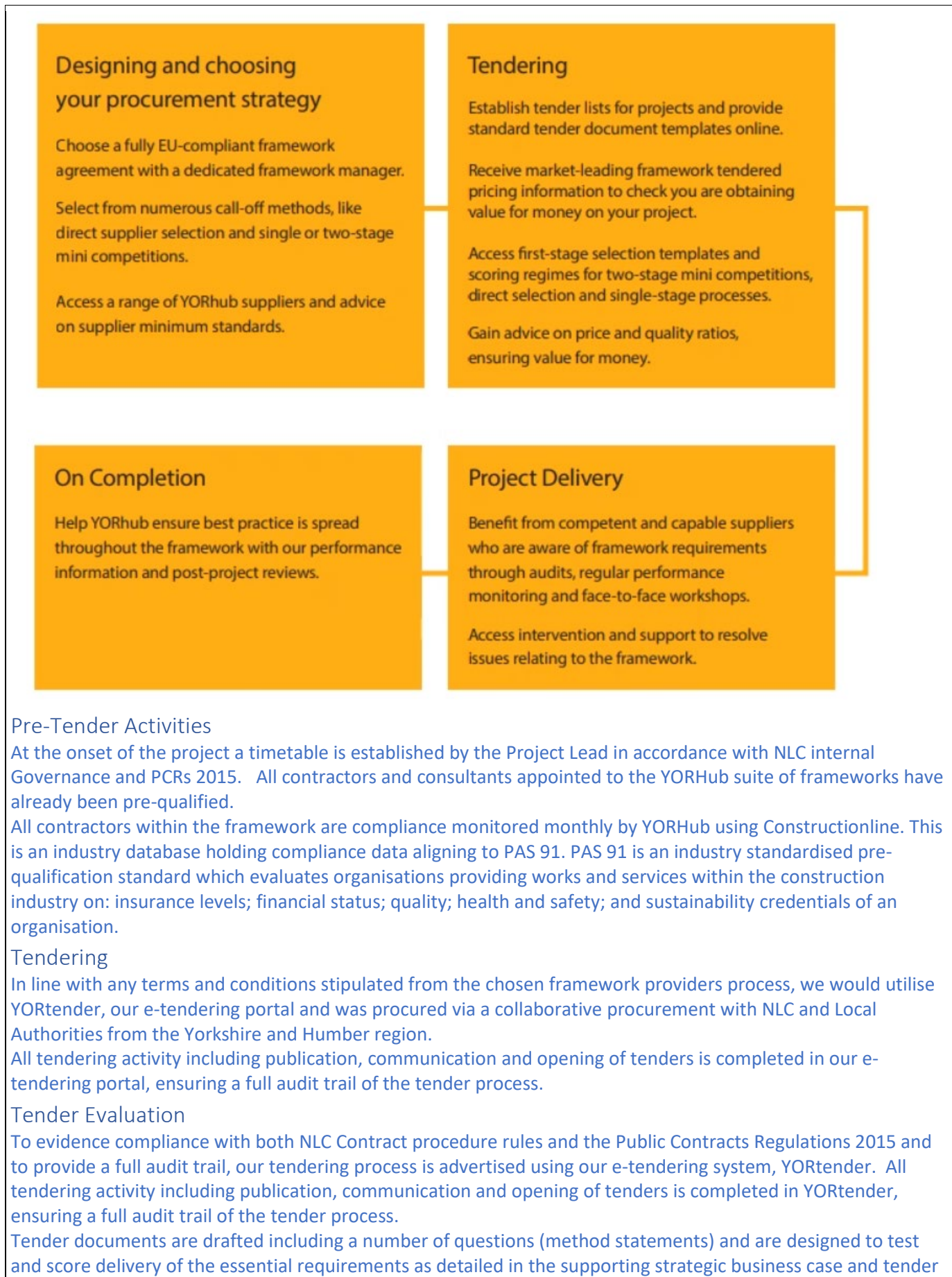
### Construction Playbook

Once projects are in a position of detailed design (when following a traditional procurement route) or a specification to enable a design and build tender opportunity, NLC adopt the key policies detailed within the Construction playbook. Advanced engagement with the Market is undertaken through an Expression of Interest opportunity, which is published on the YORtender procurement portal. As the Council has engaged with, and is support by, the YORhub Framework (with YORcivils and YORbuild as subsidiary frameworks) they will also undertake ongoing market engagement on before of partners in the framework to keep perspective buyers informed of market conditions and labour availability. When open tenders are considered, North Lincolnshire Council has developed Market Position Statements to notify potential suppliers in advance of its intentions and requirements in the coming months.

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### Procurement Activities

[Diagram 6.2.1.1: Process diagram for procurement activities](#)



specification. In response to tenders the bids are evaluated based on the advertised criteria, and to ensure a robust, fair and objective evaluation, the method statements (questions) are scored by an evaluation panel, comprising of service area specialists, and other stakeholders, which may include service users/members of the public if appropriate.

The achieve value for money lowest compliant price submission will be assigned the maximum score for cost. All other pricing scores are scaled by dividing the lowest price submitted by each Tenderer and using the percentage difference to scale the points for the remaining prices.

In the event that unclear, ambiguous or omitted information NLC will take appropriate steps to resolve the issue.

## Tender Award

### Moderation of Tender Submissions and Identification of the Preferred Tenderer

Once the preferred Tenderer has been identified, the Evaluation Team will undertake further assessment of the preferred Tenderer only. At this time, the preferred Tenderer will be required to provide self-certified documentation. Failure to provide acceptable information may lead to the preferred Tenderer being disqualified. At this point, the Tenderer ranked second will be considered.

NLC will appraise the financial status of each Tenderer at the commencement and throughout the period of the Agreement. Audited annual accounts, interim results, director's statements, credit ratings and substantial changes in the status, or other Tenderers in the same group will be considered by NLC.

In order to determine the overall probability of business failure, the ratings and financial information submitted by the Tenderer will collectively be used by NLC to assess the following key areas:

- Size of the contract under procurement to the business
- Underlying net profit / loss trends of the entity
- Net assets position and trends of the entity

### Available reserves

- Gearing and indebtedness of the entity
- Trading record as to the number of years trading

Where Tenderers are registered with Companies House and have accounts submitted, a credit check will be undertaken generating a risk assessment rated one of the following:

- minimum risk
- lower than average risk
- higher than average risk
- high risk

A suitably qualified Finance Officer will review the financial data submitted with the Supplier questionnaire (SQ) to investigate any concerns the credit check might identify.

Where Tenderers are not registered with Companies House and do not have accounts submitted, NLC will undertake an analysis of information submitted by the Tenderer generating a risk assessment rated one of the following:

- minimum risk
- lower than average risk
- higher than average risk
- high risk

The Tenderer shall also provide NLC, if required, details of its current and committed workload. Tenderers may be denied the opportunity to the contract if:

- an assessment by the Authority of their financial status indicates high levels of risk, or
- current and committed workload indicates that the award of the contract plus the committed workload over the period of the proposed contract on a pro-rata basis to a full year would exceed the Tenderers normal turnover range and therefore raise the level of financial risk to the Authority to an unacceptable level.

A Lead Finance Officer will ultimately determine whether acceptable financial standing, for the particular requirements of the contract being tendered, has been demonstrated.

#### Submission of Contract Award Recommendation

A Contract Award recommendation report will be submitted to the relevant Director of NLC for approval.

#### Award of Contract

Any contract award notification will be communicated via YORtender. A formal standstill period will be observed is applicable under the Framework terms and conditions.

All Tenderers in this process will be advised of the award in compliance with regulation 86 of the Public Contracts Regulations. A Find a Tender award notice will be subsequently issued.

#### Contract Mobilisation and Implementation

It is intended that on conclusion of the standstill period, where appropriate, the contract mobilisation and implementation can commence, in line with the terms and conditions of contract.

A detailed timeline of the procurement activities for this LUF Application is Presented in appendix 12 Tables D1 to D3 of the Barton LUF\_Package\_Bid\_Costings\_\_Planning\_Workbook.

**6.2.2** Who will lead on the procurement and contractor management on this bid and explain what expertise and skills do they have in managing procurements and contracts of this nature? If the procurement is being led by a third party and not the lead applicant, please provide details below.

(500 words)



### Managing the Project

The Officer Responsible for Managing the Project, David Boreham, will carry out the following activities:

- Ensure that new stages of work are planned and reviewed prior to authorisation
- Reports progress, issues and problem solves;
- Undertakes physical checks;
- Oversees the administration of the application process;
- Responsible for team and activity management;
- Prepares final reports for senior Council members, DLUHC and Government;
- Ensures that outputs are developed and ready for use, considering stakeholders views;
- Monitors the work packages against the plan ensuring risks are mitigations, issues are addressed, and changes are controlled;
- Captures lessons learned to implement improvements as the delivery of interventions are progressed; and
- Ensures that there is continuing justifications for the interventions and that the business case is updated to reflect the current situation.

It is anticipated that this role will be 1 equivalent full-time employee (FTE).

### Managing the Work Package

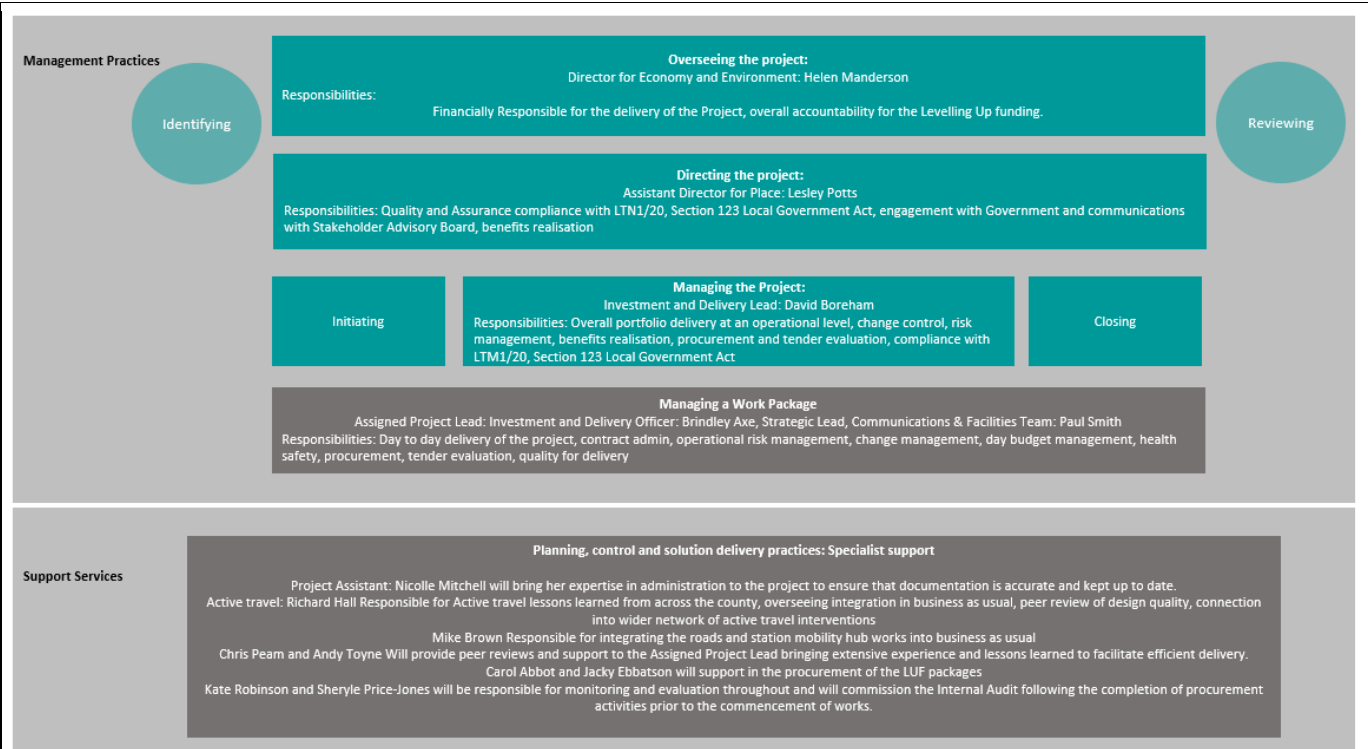
The Officer responsible for Managing the Work Package, Brindley Axe, will carry out the following activities:

- Ensure that deliverables with the scope of the LUF Interventions are defined and delivered
- Ensure that the outcomes can be achieved, and the benefits realised
- Procure the capital works and services required to support the project
- Seek stakeholders' views throughout the delivery of the LUF interventions and sure that these are validated and addresses where appropriate;
- Capture lessons learned and ensure that these are managed;
- Report to the Senior Officer responsible for Manging the Project;
- Administer the capital delivery process (approvals/licenses, contract administration and validation, queries, progress monitoring of scheme delivery, payment);
- Data monitoring (programme monitoring, tracking of legacy requirements); and
- Integration of the Barton Scheme into business as usual (engagement with relevant Council departments).

For the Barton Scheme there will be two officers Managing the Work Package. Brindley Axe will manage the civils works associated with the capital delivery but will be supported by Paul Smith, Strategic Lead for Comms and Facilities who brings experience of delivering Real-Time Passenger Information systems and the required integration into NLC's IT system.

The structure of the project is set out below and is presented in Appendix 15: Barton Delivery Plan, Section 2:

Diagram 6.2.2.1 Structure of the project



There are several support staff that will support the delivery of the Barton Scheme. Capabilities of the NLC Team is presented in Appendix 2 of the Barton Delivery Plan (Appendix 15 of this application). A summary skills matrix is presented below (diagram 6.2.2.2):

Team Member → Skills	Lesley Potts	David Boreham	Brindley Axe	Paul Smith	Nicolle Mitchell	Richard Hall	Mike Brown	Chris Peam	Andy Toyne	Kate Mills	Carol Abbot	Michelle Green	Jacky Ebbaston	Kate Robinson	Sheryle Price-Jones	Jemma Hatton
Place-making, spatial planning and housing	✓	✓	✓		✓					✓						
Understanding of Project Governance	✓	✓	✓	✓	✓					✓	✓	✓	✓	✓	✓	✓
Capital Projects Delivery	✓	✓	✓	✓		✓	✓	✓	✓		✓	✓	✓			
Contractor Engagement		✓	✓	✓		✓	✓	✓	✓			✓				
Stakeholder Engagement	✓	✓	✓	✓						✓						
Defining procurement routes	✓	✓	✓	✓		✓	✓	✓	✓		✓	✓	✓			
Production of tender documents	✓		✓	✓		✓	✓	✓	✓			✓	✓			
Tender Evaluation	✓	✓	✓	✓		✓	✓	✓	✓		✓	✓	✓			
Governance for funding bids	✓	✓	✓	✓						✓				✓	✓	
Engagement with Central Government	✓	✓								✓				✓		
Negotiation	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓		✓			
Monitoring and Evaluation	✓													✓	✓	✓
Financial Management of Funding Bids	✓	✓	✓	✓												✓
Audit	✓	✓	✓	✓										✓		✓

### Working with CIPFA

North Lincolnshire Council have an arrangement with Chartered Institute of Public Finance and Accountancy (CIPFA) to stay informed of working practices, networking opportunities.

The Procurement team attend regular training sessions to ensure continuous professional development and sharing of best practice with other LA's and practitioners. The knowledge gained is then reflected in the working practices of the team to ensure compliance and success in all tender exercises.

This demonstrates officers desire to continue to develop their knowledge and to remain informed of the issues affecting sectors for continuous application to strategic procurement activity.

NLC's capabilities in capital delivery is presented in Section 2 of Appendix 17: NLC Procurement Strategy.

**6.2.3** Are you intending to outsource or sub-contract any other work on this bid to third parties? For example, where you have identified a capability or capacity gaps.

(750 words)

The YORHub suite of frameworks was chosen as the most appropriate suite of frameworks for NLC to deliver the LUF package of interventions. The Council utilises the YORtender an e-procurement portal to tender and procure all its works, with the platform supported through EU-Supply -Mecell.

### Requests for Information

The Council has made use of the Request for Information process by way of a Preliminary Market Consultation to help shape the scope the tender documents or clarify any ambiguities within a project. This process has also helped us to understand the interest and availability of suppliers of such products or services within a market place.

### Expression of Interest

Through the YORhub frameworks, the Council has also made use of the Expression of Interest process, providing a high level or detailed (if available at that stage) brief to the contractors on a specific lot to ascertain their interest and capacity to be engaged. The feedback from this process has been used to inform the development of the commercial case within a full business case.

### Due Diligence Support from YORHub

Once a preferred supplier has been identified, especially in relation to large capital construction and civils schemes, due diligence is undertaken on the contractor in relation to their financial stability and capability to deliver the scheme. Searches have been carried out through Construction-line and Dun & Bradstreet to check business credit reports and financial stability and sustainability to ensure that the risk of the supplier going out of business and therefore not being able to deliver the project is mitigated as much as possible. In addition to the framework operator due diligence the Council stays connected to market activity and information shared on the viability of suppliers, or where they are at risk of takeover and the consideration of additional consequences. The Council have discounted suppliers from the bidding processes in the past where they have failed these checks and have been unable to provide substantial information to evidence their financial liquidity and provide necessary assurances.

### Local Contractors – Engagement

Some early market engagement has already been undertaken through the Framework managers at YORhub which has received positive responses from all 8 of the suppliers on each of the respective design and contracting lots. These engagement activities have allowed NLC to engage with the market and encourage potential bidders to participate in the development process before a procurement is released. This is the market's opportunity to express its views, outline market developments and generally influence how solutions to the Authority's needs might be met.

NLC has used this early market engagement across a number of service areas previously such as for domiciliary care and sexual health contracts within Adult Services. Support was given to British Steel to develop bid proposals as a supply chain company for national infrastructure contracts such as HS2. More recently a preliminary market engagement event was held on the proposed Advanced Manufacturing Park (AMP) in Scunthorpe. Previous early market engagement activities have increased the number of tenders received and the alignment between NLC and potential bidders to deliver the work. In addition the engagement provided indication of the potential project costs to enable the Council to produce a robust business case with the benefits more likely to be evidenced.

### Key Performance Indicators

YORhub sets a number of Key Performance Indicators within their framework that all suppliers are assessed against, including the challenge of all contractors to not only adhere to the Construction 2025 industrial strategy, which aims for a 50% reduction in greenhouse gas emissions, but to actually better it.

### Managing Capability or Capacity Gaps

NLC has recognised that to deliver the projects identified within the LUF submission, that additional resource will be required to be procured.

#### Support in Delivery

Additional NEC Project Management and QS Supervisory Support procured using YORConsult professional services framework to support the officers responsible for Managing the Work Package. NLC will undertake an initial procurement exercise in order to bring additional capacity for NEC Project Management and Quantity Surveying purposes who will report to a 'client side' Council appointed Project Manager. The additional PM/QS support will be independent of the designer and contractor, to ensure transparency and equity in the management of the contract and subsequent project delivery.

Through the development of the LUF bid the Council has included a 40% contingency within the bid to cover all eventualities from material price fluctuation to the need to bring in additional resources to ensure timely delivery of projects against agreed deadlines.

#### Legal Advisors

NLC has internal legal resource who are able to advise on Subsidy-control issues, however from a resilient perspective, the Council also has a services contract with a Subsidy-control expert who can provide information, guidance, and full detailed assessments when required.

#### Mechanisms for delivering in a timely manner

To deal with any issues in relation to planning permissions, a planning performance agreement will be signed with the local planning authority. This will ensure that the application is dealt with by an assigned planning officer within the timescales dictated for a major planning application – being 13 weeks. Where existing caseloads do not allow for this, additional resource will be brought in to either back-fill or directly deal with the planning application.

**6.2.4** How will you engage with key suppliers to effectively manage their contracts so that they deliver your desired outcomes. What measures will you put in place to mitigate supplier/contractor risks and what controls will you implement to ensure they deliver on quality.

(1000 words)

## Management of Risk

The following paragraphs provide commentary capturing how risk will be managed at an organisational level through procurement. For details of how risks will be managed during the delivery of the project, see the Management Case of the LUF Application and Appendix 15, Barton Delivery Plan.

## Corporate resolution planning (CRP)

Whilst the providers will not be subject to the requirements of CRP given they will not be delivering critical service contracts on behalf of Government, the financial checks and balances will still be undertaken with a supplier's credit rating assessed, alongside regular checks through Construction Line to ensure financial resilient and liquidity. The Council will work with suppliers to ensure their invoices are paid, once robustly checked, and approved, in a timely fashion with the expectation that the same courtesy will be given to any sub-contractors.

## Market failure

Prior market engagement through both direct contact with potential suppliers and through the mechanisms within the YORhub Framework (EOI, early contractor engagement) have and will continue to be undertaken to ensure that the market remains aware of the Council plans and is suitably informed to tender for works as they become available. Thus mitigating the risk of market failure, which would impact upon the deliverability of a scheme. In addition, whilst working with YORhub the Council has an informed perspective of the current market conditions, and such has sought to undertake vesting agreements with suppliers for the procurement of materials to ensure sufficiency and deliverability. The YORhub framework is not commercially driven, so the primary focus is on delivering best value and sharing knowledge for the benefit of the region.

## Supplier failure

The council has direct experience of a supplier failure, both through the tender process after being selected as a preferred bidder (pending financial checks) and the delivery stage. In the instance of supplier failure in advance of a contract award, due to the funding deadline set for the project, the Council worked with YORhub to utilise their direct award on rotation option through YORcivils. This meant that another contractor was engaged quickly, their costs were already baselined for the purposes of the framework to ensure value for money, and they were able to mobilise quickly to deliver the project against the required deadline. In the second instance of the contractor failing (post contract award) they were circa 80% of the way through project, the Council had already sought to complete a vesting agreement with the supplier, meaning the materials for the project were already bought and available. This meant that the Council could source an alternative provider to finalise the works, whilst negotiations continued with the appointed administrators. All suppliers on the YORhub frameworks, have had to pre-qualify in order to bid for tendered works, providing an additional layer of assurance.

## Sub-contractor Failure

Principal contractors are required to have robust checks and assurances in place with regards to their supply chain and subsequent sub-contractors. The council have in the past undertaken additional financial and assurance checks on sub-contractors where they are to deliver a substantial element of the scheme.

## Contract Management

The Council will seek to utilise the NEC ECC and PSC forms of contract for the management of contractors and consultants respectively, for large scale projects sub-contractors will be required to be approved by the NEC appointed project manager following further financial and soundness checks. In order to provide a further layer of assurance (in addition to resolving any potential resourcing issues) the Council will seek to appoint an NEC PM/QS who is independent of both the contractor and designer (where applicable) to ensure all parties are held to account, and should an issue arise the appointed PM can undertake informal mitigation and dispute resolution between parties in accordance with the spirit of the NEC whilst maintaining the client's best interests.

## Quality

Whilst the Council will always seek to secure the Most Economically Advantageous Tender (MEAT) this does not always mean the cheapest. The Council has increasingly sought to assess submissions on at least a 50/50 basis for quality v cost, and even as high as 80/20 in favour of quality over cost when the project has called for it. It would be expected that the LUF projects to be delivered the procurement ratios will be at least 50/50.

## Fraud

Guidance from the LGA and CIPFA is followed, ensuring that anti-fraud culture, so that staff are educated on the risks, there is clear governance on the decision-making processes for contract awards, with an auditable trail, effective contract managements are in place and are regularly audited, and there is additional scrutiny in place through the Council's scrutiny committees. Furthermore, all discussions regarding a tender exercise are undertaken through the YORtender procurement portal, with questions from suppliers always published so that all other competing suppliers can see the responses – where not commercially sensitive.

## Cost

Given the current macro-economic market conditions, the risk of cost has perhaps never been more difficult to contend with and mitigate as it is now. Market reports, through suppliers, suggest that sub-contractors or material suppliers are only willing to stand-by their quotations for a very limited period, in some instances just 24 hours. As a result, where there is a benefit to the Council to secure a price then vesting arrangements for the purchases of materials can be completed with a supplier once appointed. For the purposes of the LUF all cost estimates have included a 40% contingency not only to allow for any design risks, but to further mitigate against the 102uturee forecast price rises.

## Non-compliance

All tenders are checked against the Invitation to Tender (ITT) to confirm they are valid and compliant tenders, where they are not the tenders are discounted from the process with the supplier informed; this has happened in the past. In order to mitigate this, a clear specification is provided within the ITT with opportunities for clarifications provided through the YORtender procurement platform, allowing for tender clarification questions.

## 6.3 Management

Prior to completing this section applicants should complete the relevant [Costings and Planning Workbook](#) – Table D – Milestones Delivery

**6.3.1** Please set out how you plan to deliver the bid (this should be a summary of your Delivery Plan).

(1000 words)

This management case is supported by Appendix 15: Barton-upon-Humber Delivery Plan and the Barton-upon-Humber LUF Package Bid Costings Planning Workbook which provides greater granularity of detail regarding how this LUF package of interventions will be delivered.

### Objectives and Benefits Realisation and Indicators

The objectives of the Barton-upon-Humber LUF application are:

- **Objective 1 – A connected town**  
Barton-upon-Humber will be a well-connected town, utilising its multi-modal connectivity to enable access to key opportunities across the region, connecting people, places, and businesses.
- **Objective 2 – Pride in place**

Barton-upon-Humber will be a thriving, attractive town where people are proud to live, aspirations are raised, and there is a high quality of life supporting the empowerment of the community.

- **Objective 3 – Homes fit for the future**

Barton-upon-Humber will be a multigenerational town with housing choices that are fit for the future, supporting wider growth in North Lincolnshire.

- **Objective 4 – Supporting sustainable growth**

Barton-upon-Humber will support sustainable growth within the town, supporting sustainable development and providing easy access to services within the town.

- **Objective 5 – Health and Wellbeing**

Barton-upon-Humber will be a healthy town that promotes active modes of travel, supporting a shift in lifestyle choices, and connecting into the wider green landscape.

Delivery of these objectives will contribute to achieving the outcomes set out in the TOC.

The benefits identified for the Barton-upon-Humber Scheme are set out below along with the indicators that will be monitored to see to what extent the intended benefits are being realised:

Table 6.3.1.1: Benefits realisation table

Benefit	Indicator	Data Source	Frequency of Data Collection	Benefit Owner
Improved air quality	Air Quality Monitoring and Specific Locations	NLC Data	Quarterly	NLC
583 houses delivered	Numbers of Houses Delivered	Planning Applications Building Control signoffs	Quarterly	NLC
Improved access to employment opportunities	Reduced Claimant Count Average Salary Levels	ONS Data	Quarterly	NLC
Transport behavioural change, empowering individuals to contribute to achieve net zero	Traffic Counts	Bespoke traffic counts (e.g., Agilisys or traffic count)	Quarterly post completion of Active Travel Scheme	NLC
Modal shift to active travel modes	Footfall counts at railway stations Bus Patronage Traffic Counts	Bespoke footfall counts Bus patronage figures from Stagecoach. Bespoke Traffic Counts (e.g., Agilisys or traffic count)	Quarterly post completion of the Station Mobility Hub, Barton-upon-Humber Link Road Phase 1, A1077 improvements and the Active Travel Scheme	NLC
Reduced congestion in the town	Traffic Counts	Bespoke traffic counts (e.g., Agilisys or traffic count)	Quarterly post completion of the Barton-upon-	NLC



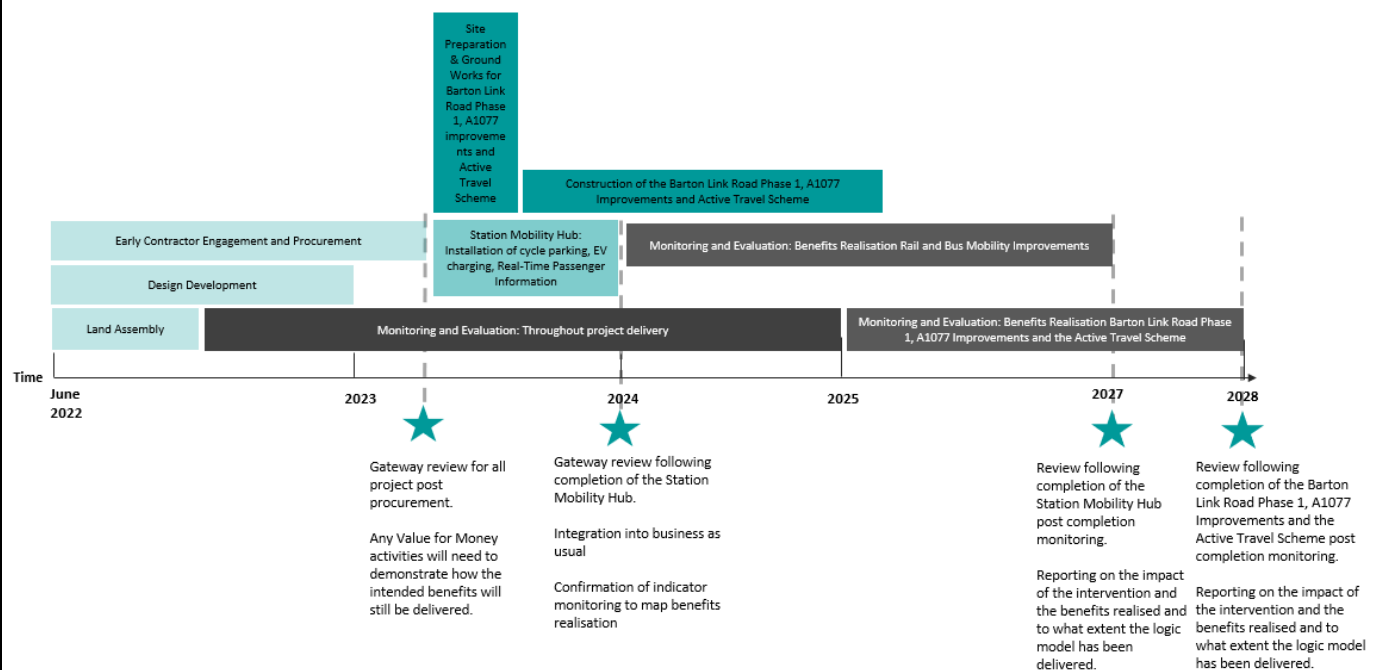
		DfT SRN Speed and Delay Map	Humber Link Road Phase 1, A1077 improvements and the Active Travel Scheme	
Increase in Leisure and Visitor Economy	Footfall counts at railway stations Bus Patronage Traffic Counts	Bespoke footfall counts Bus patronage figures from Stagecoach. Bespoke Traffic Counts (e.g., Agilisys or traffic count)	Quarterly post completion of the Station Mobility Hub, Barton-upon-Humber Link Road Phase 1, A1077 improvements and the Active Travel Scheme	NLC

Provisions have been made in the Monitoring and Evaluation (M&E) Plan to track the delivery of these benefits throughout the intervention and post-completion. This included a dedicated resource from NLC which includes Kate Robinson, Place Strategy Investment and Policy Specialist with over 20 years' experience in delivering policy and strategy for regeneration, who will be the lead for M&E activities associated with the Barton-upon-Humber Scheme, and a day-to-day manager for M&E activities for this LUF package of interventions, Sheryle Price-Jones, M&E Funding and Investment Officer which has over 25 years' experience in delivering funding programmes across Yorkshire with most recently leading the M&E activities associate with Scunthorpe Town Deal. Full biographies of the NLC team involved in M&E is presented in Appendix 16: Delivery Plan. A figure of £250,000 throughout the lifetime of M&E, which is predicted to be three years post-completion has been allocated in the cost plan for M&E activities.

### Milestones to Achieve the Intended Benefits

The Timeline below sets out the overall programme for the delivery of the Barton-upon-Humber Scheme interventions combined with the stage gates for approval.

Diagram 6.3.1.2: Overall delivery programme



At each stage gate the following questions will be answered:

- Will the design of the intervention still realise the intended benefits set out in the logic map/Theory of Change?
- Does the intervention generate any more benefits than those originally identified?
- Are there any lessons learned from other Capital Delivery interventions being delivered by NLC?
- Does/Did the intervention still meet budgetary constraints?
- Does/Did the intervention still align with LUF funding objectives?

In the final M&E review, three years post-completion, (in 2027 for the Station Mobility Hub and in 2028 for the Barton-upon-Humber Link Road Phase 1, A1077 Improvements, and the Active Travel Scheme) the following additional questions will be asked:

- To what extent has the overall outcome in the logic model been achieved?
- Have any benefits been identified that were not outlined at the beginning of the intervention?
- What interventions have been most valued by the community?
- To what extent have the interventions achieved societal change?

## Programme

A summary of the tasks required to deliver this package of interventions is presented below. A full programme setting out task durations is presented in Table D P1 to P3 of the Barton-upon-Humber LUF Package Bid Costings Planning Workbook, appendix 12.

Table 6.3.1.3: Summary of task delivery

Activity / Milestones	Completion Date
<b>Project 1 and 2: Barton Link Road Phase 1 and A1077 Improvements and Active Travel Scheme</b>	
Land Ownership - Negotiations to secure landowner agreement for surveys and construction	15/07/2022
Production of highways drawings for construction (RIBA Stage 4 Technical Design)	02/12/2022
Data collection - Topographical Survey	31/08/2022
Data collection - Site Investigation	26/08/2022
Confirmation of route to market - highways engineering work plus active travel, station mobility hub	09/09/2022
Continued Early Contractor Engagement - to identify contractors to tender to <u>YorCivils</u> framework	30/09/2022
Confirmation of Form of Contract	14/10/2022
Development of Tender documents inc. specifications and activity schedule/Bill of Quantities.	30/12/2022
Tender Period	24/02/2023
Tender Evaluation	03/03/2023
Tender Award	06/03/2023
Setting Out for Link Road and A1077 Improvements	13/03/2023
Site Clearance	31/03/2023
Ground works	02/06/2023
Construction of pavements	15/08/2023
Creation of New Junction (A1077)	01/10/2023
Construction of the Barton Link Road Phase 1	31/03/2025
Road markings and traffic signing, street lighting	31/03/2025
Completion of the Barton Link Road Phase 1 and A1077 Improvements	31/03/2025

Activity / Milestones	Completion Date
<b>Project 3: Station Mobility Hub</b>	
Land Ownership - Negotiations to secure landowner agreement for surveys and construction	15/07/2022
Production of highways drawings for construction (RIBA Stage 4 Technical Design)	02/12/2022
Data collection - Topographical Survey	31/08/2022
Data collection - Site Investigation	26/08/2022
Confirmation of route to market - highways engineering work plus active travel, station mobility hub	09/09/2022
Continued Early Contractor Engagement - to identify contractors to tender to <del>YorCivils</del> framework	30/09/2022
Confirmation of Form of Contract	14/10/2022
Development of Tender documents inc. specifications and activity schedule/Bill of Quantities.	30/12/2022
Tender Period	24/02/2023
Tender Evaluation	03/03/2023
Tender Award	06/03/2023
Car Park Extension (already tendered)	30-Sep-22
Procurement of Real-Time Passenger Information	06/03/2023
Development of Real-Time Passenger Information System	05/06/2023
Installation of display units ( <a href="#">in</a> Station)	04/09/2023
Testing of Real-Time Passenger Information System ( <a href="#">in</a> Station)	04/12/2023
Testing of Real-Time Passenger Information System ( <a href="#">outside</a> Station)	02/10/2023
Installation of improved cycle parking Whilst doing <a href="#">other</a> car park works	31/12/2022
Installation of Public Realm Scheme and paving ( <a href="#">to</a> be delivered whilst car park is being delivered)	31/09/22
Completion of Station Mobility Hub Works	02/10/2023

### Interdependencies and Interfaces

The main dependency for delivery is landowner agreement for the areas of the Barton-upon-Humber Link Road Phase 1 and Active Travel Scheme which are not in NLC ownership or control; this amounts to 1.1km of corridor with a width of 20.3m. The land is in the ownership of a private individual. Discussions with this individual has

indicated that NLC would be able to secure the land for the development of the Barton-upon-Humber Link Road Phase 1 in a timely manner without a protracted negotiation.

NLC is seeking confirmation with Network Rail for the enhanced Station Mobility Hub works following previous approval for the station car park extension.

Following landowner agreement which can be achieved at any point before the works are due to commence on site, the critical path for all the work packages is procurement. Details of NLC's approach to Procurement is presented in the Commercial Case and the supporting Procurement Note.

#### Risks and Contingencies

A risk register at a portfolio level and at an individual intervention level is presented in the Barton-upon-Humber LUF Package Bid Costings Planning Workbook appendix 12.

### 6.3.1.4 Summary Table of Highest LUF Risks

Risk Number	Risk Description	Risk Impact	Risk Assessment	Risk Mitigation	Risk Owner
1	NLC does not receive the funding for all of the projects and the money allocated needs to be redistributed.	Will cause delays in production of business cases and commencement of projects	15	LUF Application made the strongest case for each project to receive funding. The Projects will not progress without LU funding or will be rescoped if the full amount of funding requested, is not granted.	NLC
5	Procurement Strategy for Main Contract	May cause delays in Design Stages and Programme. Can also have a risk to cost due to expensive tender prices.	15	Early Contractor Engagement and use of the YORHub package of frameworks of dedicated NLC framework for efficient contractor appointment	NLC
19	Material price inflation due to weak pound	Contractor makes loss, begins to claim	15	NLC will engage with a project manager who is skilled in contract administration. Utilising option C Z Clauses will allow the Contractor to claim for additional costs through increased materials and other items which are impacted by the increasing cost of energy and fuel.	NLC

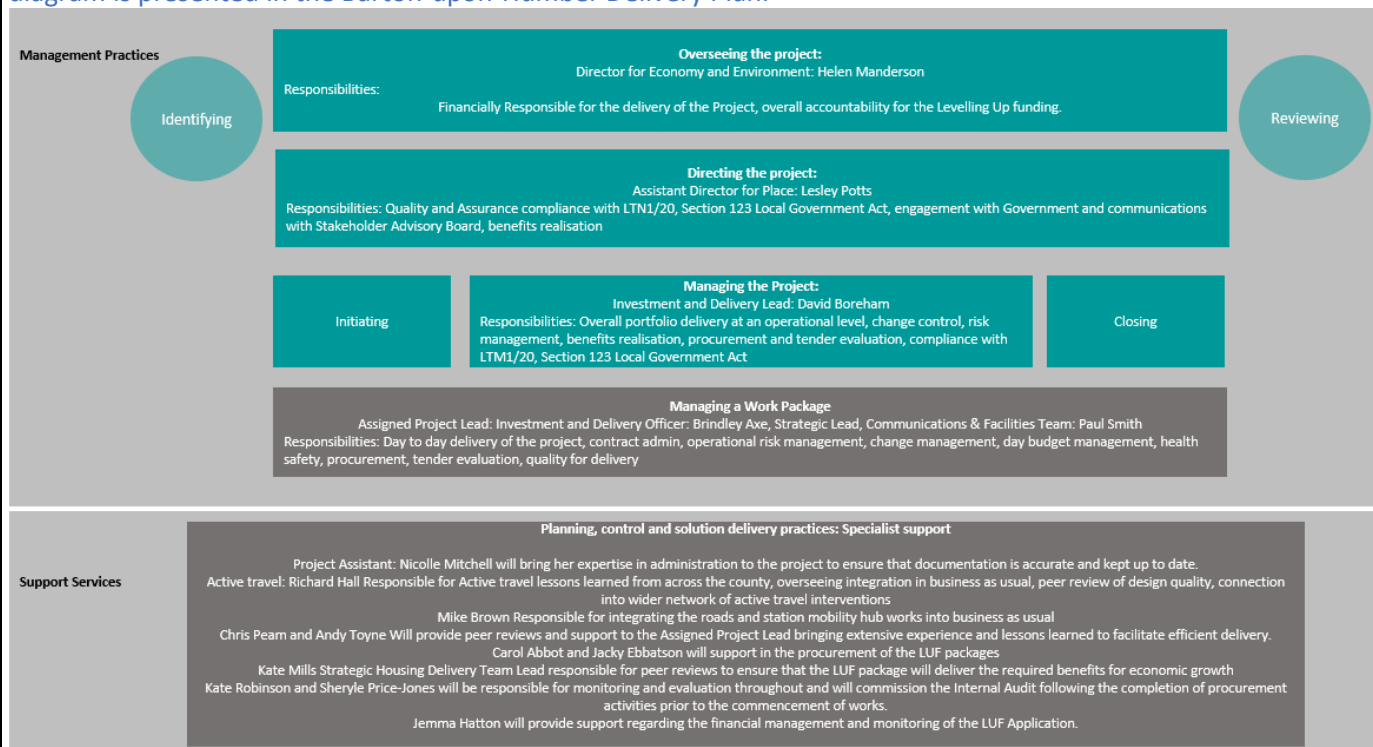
### Roles and Responsibilities for Delivery and Team Skills

The Director for Economy and Environment will hold overall responsibility for the delivery of the LUF Package of Interventions, who will be supported by the Assistant Director for Place, Lesley Potts, who will be the Senior Responsible Officer (SRO), responsible for benefits realisation and ensuring that the intervention complies with local Government regulations and guidance.

Investment and Delivery Lead, David Boreham, will be responsible for Managing the Project. David will be supported by Investment and Delivery Officer, Brindley Axe, Assigned Project Lead. A description of the activities that will be carried out by David and Brindley is set out below:

- Investment and Delivery Lead, responsible for Managing the Project (1 equivalent FTE):
  - Reports progress, issues and problem solves;
  - Undertakes physical checks;
  - Oversees the administration of the application process;
  - Responsible for team and activity management; and
  - Prepares final reports for senior NLC members, DLUHC and Government.
- Investment and Delivery Officer, Assigned Project Lead (1 equivalent FTE):
  - Report to the Senior Officer responsible for Managing the Project;
  - Administer the capital delivery process (approvals/licenses, contract administration and validation, queries, progress monitoring of scheme delivery, payment);
  - Stakeholder Engagement with all stakeholders;
  - Data monitoring (programme monitoring, tracking of legacy requirements); and
  - Integration of the Barton-upon-Humber Scheme into business as usual (engagement with relevant NLC departments).

The full intervention delivery team and roles are shown in the diagram below (6.3.1.5). A larger version of the diagram is presented in the Barton-upon-Humber Delivery Plan:



A skills matrix capturing the areas of expertise across the NLC team is presented below. NLC offer a highly experienced team with a range of expertise from procurement to capital intervention delivery and monitoring an evaluation. Further details of NLC's skills and expertise are presented in **Appendix 2** of the **Project Delivery Plan for Barton-upon-Humber (appendix 15)**.

### 6.3.1.6 Skills matrix

Team Member → Skills	Lesley Potts	David Boreham	Brindley Axe	Paul Smith	Nicolle Mitchell	Richard Hall	Mike Brown	Chris Peam	Andy Toyne	Kate Mills	Carol Abbot	Jacky Ebbaston	Kate Robinson	Sheryle Price-Jones	Jemma Hatton
Place-making, spatial planning and housing	✓	✓	✓		✓					✓					
Understanding of Project Governance	✓	✓	✓	✓	✓					✓	✓	✓	✓	✓	✓
Capital Projects Delivery	✓	✓	✓	✓		✓	✓	✓	✓		✓	✓			
Contractor Engagement		✓	✓	✓		✓	✓	✓	✓						
Stakeholder Engagement	✓	✓	✓	✓						✓					
Defining procurement routes	✓	✓	✓	✓		✓	✓	✓	✓		✓	✓			
Production of tender documents	✓		✓	✓		✓	✓	✓	✓						
Tender Evaluation	✓	✓	✓	✓		✓	✓	✓	✓		✓	✓			
Governance for funding bids	✓	✓	✓	✓						✓			✓	✓	
Engagement with Central Government	✓	✓								✓			✓		
Negotiation	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓			
Monitoring and Evaluation	✓												✓	✓	✓
Financial Management of Funding Bids	✓	✓	✓	✓											✓
Audit	✓	✓	✓	✓									✓		✓

### Stakeholder Engagement and Communications

The table below (6.3.1.7) summarises the engagement NLC has had to date with key stakeholders:

Engagement undertaken	Who engaged?	Evidence of support and how this has informed the LUF interventions
Barton-upon-Humber Link Road consultation	<ul style="list-style-type: none"> <li>Public</li> <li>Wren Kitchens Ltd</li> <li>Local businesses</li> <li>Landowners</li> </ul>	<p>Barton-upon-Humber Link Road has been through extensive consultation over the last three years on the design and alignment of the proposed link road.</p> <ul style="list-style-type: none"> <li>The first stage of consultation identified that the Link Road needed to be delivered to the south of the town and connect to the A15, as this would reduce the amount of traffic going through Barton-upon-Humber. NLC responded to this by preparing a preliminary design for the link road connecting to the A15 and identified preferred junction improvements required on the A1077 through the town</li> <li>Further technical analysis and options on the Link Road were undertaken. At the most recent public consultation undertaken in January 2022 (with 676 responses), the public were asked to provide their preferred route. The preferred route identified within the consultation provides the shortest stretch of new road needed and will see enhancements to the existing road network. The consultation was undertaken online through a survey with paper versions provided within a community hub in Barton-upon-Humber.</li> </ul>



		<ul style="list-style-type: none"> <li>Wren Kitchens Ltd located on the East of Barton-upon-Humber have given their support to the delivery of the link road and confirmed that once completed they will use the alternative route rather than navigating through the centre of Barton-upon-Humber.</li> </ul> <p>The outcomes of the various consultations identified option 1 as the preferred route for the link road, informing the final design of this intervention.</p>
<p>North Lincolnshire Emerging Local Plan (2020-2038) Statement of Consultation</p>	<ul style="list-style-type: none"> <li>Public</li> <li>Local businesses</li> <li>Landowners</li> <li>Developers</li> </ul>	<p>Different stages of consultation have been undertaken as part of preparing the new local plan. They have been carried out through online surveys, roadshows in local communities, paper versions, and through public access computers in local libraries.</p> <p>The most recent consultation was on the preferred options in 2020. This set out that 77% of housing required focused in Scunthorpe, Brigg and Barton-upon-Humber. There were few representations opposing the housing allocations for Barton-upon-Humber. For Barton-upon-Humber, some wanted greater ambition for Barton-upon-Humber to grow and suggested higher housing targets. Responses noted that the growth needs to be supported by appropriate infrastructure, which will help sustain and improve the town's shops and public services.</p> <p>Therefore, this informed the design of the interventions contained in the Barton-upon-Humber Scheme by identifying the necessary infrastructure to be implemented to support the growth ambitions.</p>
<p>North Lincolnshire Integrated Transport Strategy</p>	<ul style="list-style-type: none"> <li>Elected Members</li> <li>SLT, Heads of Service &amp; Service Managers</li> <li>Town &amp; Parish Council's</li> <li>Youth Council</li> <li>Residents</li> <li>Businesses</li> <li>Transport operators</li> <li>Other Public Sector (Emergency Services, Neighbouring Authorities, Safer Roads Humber, Transport for the North, Midlands Connect)</li> <li>Community Rail Partnerships (Barton-upon-Humber and Cleethorpes CRP, North Notts &amp; Lincs CRP)</li> <li>Bus and Rail Passenger Groups (Friends of the Barton-upon-Humber Line, Railfuture Lincolnshire, Transport Focus)</li> </ul>	<p>Online survey on the Integrated Transport Strategy which received 69 responses. Feedback included:</p> <ul style="list-style-type: none"> <li>Cycle routes and public transport seen as a priority, including improving facilities for walking</li> <li>Supporting the regeneration of North Lincolnshire seen as more important objective</li> </ul> <p>The LUF interventions have considered this through improving cycling and walking facilities at a local level to support the regeneration of Barton-upon-Humber.</p>

	<ul style="list-style-type: none"> <li>• Cycling &amp; Walking Groups (Re-revolution, Sustrans, Cycling UK, Living Streets, Lincs Squad, Walk Leaders, Ramblers)</li> <li>• Humber and Wolds Voluntary Car Scheme</li> <li>• Age UK</li> </ul>	
Residents panel	<ul style="list-style-type: none"> <li>• Residents aged 16 or above in North Lincolnshire</li> </ul>	<p>The online panel is made up of local people who are contacted by North Lincolnshire to get a better understanding of residents' views on local issues. Panel members are sent regular surveys asking for views on a range of topics.</p> <p>The latest results (2020) on transport highlighted the need for a connected transport network, the need to improve the safety for pedestrians and cyclists, encourage people to walk and cycle more for shorter journeys, and invest in measures to support sustainable modes of transport such as electric vehicle charging points.</p> <p>This has influenced the LUF interventions through providing a network of active travel routes that connect areas to key infrastructure and services to encourage shorter journeys. Facilities such as cycle parking and electric vehicle charging points have also been integrated at the station hub to improve the passenger experience.</p>

Fifteen stakeholder groups have been identified as needing to be engaged as the Barton-upon-Humber Scheme develops. An engagement plan capturing the frequency of engagement is presented in the Delivery Plan. A summary of the level of engagement for each stakeholder is presented below (diagram 6.3.1.8):



The frequency of engagement ranges from weekly for Ward Members to ad hoc on driven by site activities for the MP. NLC has regular engagement with all the stakeholder groups so it is not envisaged that a bespoke communications plan is required as dialogue with these stakeholders is constant and consistent.

## Consents and Approvals

The table below summarises the consents and approvals required to deliver the Barton-upon-Humber Scheme. Many of the elements of the LUF application do not require express consent as NLC is a Highways Authority and the interventions are within the power that this affords.

The Landowners for the delivery of the Barton-upon-Humber Link Road Phase 1 and the Active Travel Scheme have written a letter of support for the LUF bid stating that subject to negotiation the landowners are keen and motivated to achieve a smooth land transfer on receipt of funding.

Table 6.3.1.9: Consents and approvals

Project Intervention	Consenting Route	Reason
Car park extension	Network Rail consent	NLC will obtain a licence from Network Rail (NR) to carry out works within its land ownership.
Phase 1 Barton-upon-Humber Link Road	Landowner agreement and possible subsequent acquisition	Land currently in private ownership. NLC is progressing a landowner agreement aligned with the part of the route that are not in NLC ownership currently
A1077 Improvements	None required	NLC as Highway Authority empowered by Highways Act 1980 to carry out works or improvements within the Highway
Active Travel Scheme	None Required	NLC as Highway Authority empowered by Highways Act 1980 to carry out works or improvements within the Highway
Public Realm Improvements	None required	NLC as Highway Authority empowered by Highways Act 1980 to carry out works or improvements within the Highway
Covered Cycle Storage	Network Rail consent	NLC will obtain a licence from Network Rail (NR) to carry out works within its land ownership.
Real-Time Passenger Information	Landowner Consent at Rail Station and Highway authority	Private Land ownership belonging to Rail Operator/ NLC as Highway Authority empowered by Highways Act 1980 to carry out works or improvements within the Highway

## Financial Management

NLC operate a process of intervention evaluation based on the HM Treasury five case model, with formal decision making through two overseeing groups and political leadership where required. Financial controls are governed by the Finance Manual which specifies the role and responsibilities of a budget holder and/or project manager including the extent and regularity of budget monitoring and reporting requirements, authorisation of expenditure, coding of expenditure and income, ordering of goods and services, treatment of VAT, and risk management. The Finance Manual also contains the Grant Protocol which specifies how grant funding is managed. This protocol adds to the 'normal' budget holder responsibilities and specifies how grant funding should be managed in respect of record keeping, managing the claims process, the audit process/requirements and general good practice. In addition, Project Managers are supported in their financial responsibilities by a specialist qualified Finance Business Partner who will work in partnership to ensure that general and specific grant conditions surrounding claims and financial reporting are met.

### Engagement with Government

NLC will report quarterly on intervention progress in terms of delivery and intervention spend. This will be reported to the regional Communities and Local Government Unit representative.

Every 6-months NLC will report on the extent to which the benefits of the Barton-upon-Humber Scheme are being achieved as well as the inputs, outputs, and outcomes. This report will also cover any lessons learned and continuous improvement activities to improve the capacity and capabilities of NLC in Capital Delivery Projects. Post-completion of the delivery of the interventions NLC will report to Government annually on the benefits being realised through the Barton-upon-Humber Scheme.

### North Lincolnshire as a Responsible Organisation

The Director: Economy and Environment produces a 6 weekly report covering, amongst other things, risks, service issues, internal audits and business continuity issues for the Economy and Environment Unit. This provides an opportunity for any emerging issues to be identified on a regular basis.

Service Management Team and Departmental Management Team meetings are held on a monthly basis providing an opportunity to discuss any issues to be raised across the unit.

Monthly finance reporting is carried out across the authority via the council's financial systems and a monthly meeting is held with the relevant teams regarding finance issues. Financial risks associated with the LUF bids have been discussed within these meetings.

Risks associated with the bid development has been identified as part of the following routes:

- Weekly progress reports with the SRO and the project lead
- Monthly finance meetings
- Fortnightly meetings between the SRO, the s151 officer and the Director: Economy and Environment
- Regular verbal briefings to the Leader of the Council

**6.3.2** Please demonstrate that some bid activity can be delivered in 2022-23.  
(250 words)

Yes, there will be spend in Financial Year 2022/23 on the production of drawings for construction and tendering for the Barton-upon-Humber Link Road Phase 1, A1077 improvements and Active Travel Scheme. The car park for the Station Hub Mobility Scheme will be delivered in September 2022 with preparation for the EV charging points. There will be spend on the production of drawings for construction and tendering for the Barton-upon-Humber Station Mobility Hub.

**6.3.3** Risk Management: Applicants are asked to set out a detailed risk assessment.  
(500 words)

Further details of how the intervention will be managed, including how risk will be managed and reported is presented in the Barton-upon-Humber Delivery Plan, Appendix 15 of this LUF Application.

#### Approach to Risk Identification at NLC Level

NLC has a Risk Management and Opportunity Protocol which lays out NLC's approach to risk. This is supported by a Risk Management Toolkit.

There is a Corporate Council Assurance Group, which meets quarterly, is chaired by the Deputy Chief Executive, and includes senior managers (including Directors and Head of Audit and Assurance). One of its key roles is to consider key strategic and operational risks. Each service has a risk champion who are responsible for ensuring the registers are kept up to date.

The Audit Committee receives regular updates on the operation of NLC risk management systems on a regular basis. It also approves the Risk and Opportunity Protocol which is reviewed bi-annually. Manager responsible for Delivery will report risks into NLC's structure for review as part of this risk reporting cycle.

#### Approach to Risk Identification at a Project Level

A risk register has been compiled by holding a risk workshop with NLC officers during the production of this LUF application. Risks were identified by all participants with an estimation of the probability of occurrence ranked on a scale of 1 to 5 as was the impact should the risk occur. Both of these scores were multiplied together to give an overall risk score. The Risk Register is presented in the Barton-upon-Humber LUF Package Bid Costings and Planning Workbook along with the key for risk calculation.

#### Risk Register Structure and Mitigation

A detailed risk register has been compiled, appendix 12, which covers risks across a range of topic areas including political, environmental, economic, health and safety, legal and commercial risks. The risks identified cover the project life cycle through the following stages:

- Inception
- Planning
- Execution
- Monitoring and Controlling; and
- Closure.

The risk assessment demonstrated that all potential risks have been carefully considered and cover the whole project lifecycle. The risks have been coded to indicate the severity of the risk should the risk become an impact. Red indicates the most impactful risks whilst green denotes low risk. Mitigation for all risks is also presented in the register along with the risk owner, who is the organisation most capable of managing the risk. The Risk Register is structured to capture the package risks which apply to each intervention with specific risks for each intervention identified towards the bottom of the register.

An element of costs has been attributed to each risk in the register which identifies the quantum of cost associated with the risk ranging from discreet risk to unknown unknowns as well as identifying whether the risk has been captured in the contingency sum associated with the cost build up.

An extract from the Risk Register is presented below with the full risk register being presented in the Barton-upon-Humber LUF Package Bid Costings and Planning Workbook, appendix 12:

Diagram 6.3.3.1: Extract of risk register

No.	Risk Category	Risk Identification & Description	Risk Consequence	Risk Assessment			Risk Owner	Risk Mitigation Plan	Cost	Status	Stage in the Project Life Cycle
				Probability (1-5)	Impact (1-5)	Total					
1	Political/Governance	NLC does not receive the funding for all of the projects and the money allocated needs to be redistributed.	Will cause delays in production of business cases and commencement of projects	3	5	15	NLC	LUF Application made the strongest case for each project to receive funding. The Projects will not progress without LU funding or will be rescope if the full amount of funding requested is not granted.	Discrete Risk Cost	Open	Initiation
2	Political/Governance	Post-COVID pandemic, energy price increases and the war in Ukraine has impacted the construction sector and supply chains, resulting in increased building costs.	Overall cost for construction projects is inflated.	3	4	12	NLC	Through early contractor engagement it has been decided that the contract for tendering will be the NEC4 Engineering and Construction Contract (ECC) Option A with Option C Z Clauses. This will allow cost certainty over things within the contractor's control such as design and cost of staff but there is scope for additional costs to be paid for items which are impacted by energy costs or fuel. This will minimise NLC's exposure to inflated prices but still deliver an element of competitive pricing compared to Open Book (Option F).	Covered in Contingency Value	Open	
3	Political/Governance	Delays in allocated money being issued to the Council (8).	Delays to commencement of projects	4	3	12	NLC	NLC to prepare performance specifications for delivery to be able to tender the Works on receipt of funding.	Discrete Risk Cost	Open	Planning Initiation
4	Technical	Design work takes longer than anticipated due to availability of consultants	Delays to programme and cost inflation	1	4	4	NLC	NLC has engaged Local Transport Projects (LTP) throughout the design development of these projects since inception over 12 months ago. LTP is actively engaged with NLC and will be available to start work on detailed design and drawings for construction on award of LU funding.	Discrete Risk Cost	Open	Planning

## Risk Register as a Tool for Successful Project Delivery

During the delivery of the Barton-upon-Humber Scheme, the risk register will be reviewed every month as part of intervention progress meetings by the office responsible for Delivery of the Project, David Boreham, and a report on the risks will be escalated through the intervention Governance structure. The purpose of the risk register is to track risks and implement mitigation to avoid risks becoming impacts that affects the overall delivery of the intervention.

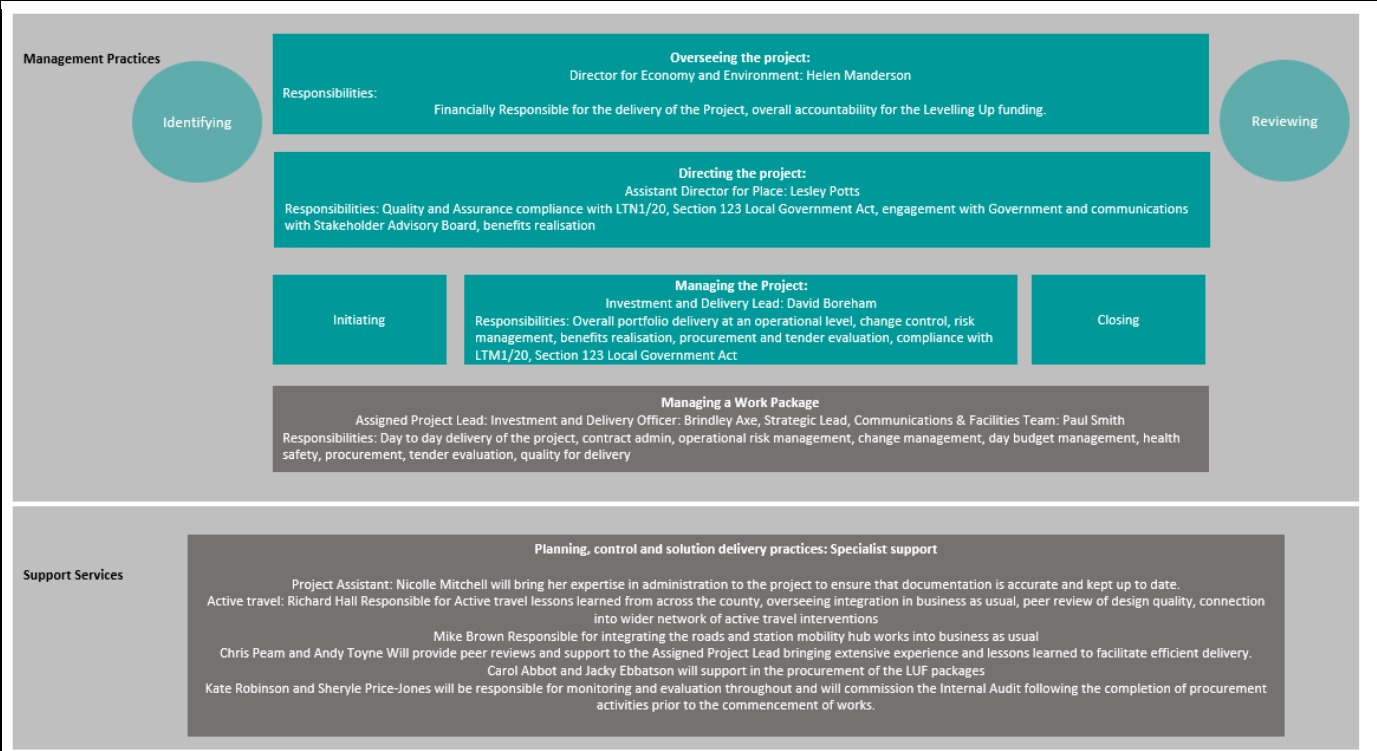
The risk management strategy demonstrates:

- A continuous approach to risk management;
- A thorough approach to identification of risks;
- Active risk avoidance and mitigation;
- Effective communication of risks throughout the delivery team to ensure issues can be managed with an appropriate level of authority; and
- Delivery of the intervention objectives to cost, quality, and time.

The Officer responsible for Managing the Project and the Officer responsible for a Work package will be responsible for the management of risk and risk reporting throughout the delivery of the intervention.

The diagram below sets out the structure for managing the project. A larger version with commentary is presented in Figure 2.1 of Appendix 15: Barton-upon-Humber Delivery Plan.

Diagram 6.3.3.2: Management Structure for LUF based on the Project Lifecycle (adapted from Government Functional Standard 002 Project Delivery)



**6.3.4** Please provide details of your core project team and provide evidence of their track record and experience of delivering schemes of this nature.

Please explain if you are intending to sub-contract any of this work or if a third party is managing the project and not the organisation applying.

(750 words)

## Core Project Team, Skills and Experience

The NLC team is experienced in delivering large Capital Programmes and has delivered in excess £100m of capital interventions in the past ten years. These schemes have seen the delivery of vital enabling infrastructure covering road, flood defences, and rail gauge improvements, as well as construction, school redevelopment and refurbishment, and a series of public realm enhancement schemes. Details of the NLC team and their skills and expertise is presented in Appendix 2 of the Barton-upon-Humber Delivery Plan, appendix 15.

A summary of the skills of the team is presented below:

Diagram 6.3.4.1: NLC Skills Matrix

Team Member → Skills	Lesley Potts	David Boreham	Brindley Axe	Paul Smith	Nicolle Mitchell	Richard Hall	Mike Brown	Chris Peam	Andy Toyne	Kate Mills	Carol Abbot	Jacky Ebbaston	Kate Robinson	Sheryle Price-Jones	Jemma Hatton
Place-making, spatial planning and housing	✓	✓	✓		✓					✓					
Understanding of Project Governance	✓	✓	✓	✓	✓					✓	✓	✓	✓	✓	✓
Capital Projects Delivery	✓	✓	✓	✓		✓	✓	✓	✓		✓	✓			
Contractor Engagement		✓	✓	✓		✓	✓	✓	✓						
Stakeholder Engagement	✓	✓	✓	✓						✓					
Defining procurement routes	✓	✓	✓	✓		✓	✓	✓	✓		✓	✓			
Production of tender documents	✓		✓	✓		✓	✓	✓	✓						
Tender Evaluation	✓	✓	✓	✓		✓	✓	✓	✓		✓	✓			
Governance for funding bids	✓	✓	✓	✓						✓			✓	✓	
Engagement with Central Government	✓	✓								✓			✓		
Negotiation	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓			
Monitoring and Evaluation	✓												✓	✓	✓
Financial Management of Funding Bids	✓	✓	✓	✓											✓
Audit	✓	✓	✓	✓									✓		✓

## North Lincolnshire's Capabilities

### Northern Junction

- £5.4m – 24 months (12 months in design and planning and 12 months on site delivery)
- Greater Lincolnshire Local Enterprise Partnership – Local Growth Fund
- Greater Lincolnshire Local Enterprise Partnership with Monthly reports and quarterly Claims
- Responsible Officers – David Boreham, Investment and Delivery Lead, proposed Officer responsible for Managing the Project for LUF

### The Lincolnshire Lakes Flood Defence Scheme

- Project Value - £13.3m, Duration – 34 months



- Funder - Humber Local Enterprise Partnership – Local Growth Fund
- Reporting - Humber Local Enterprise Partnership – Monthly with Quarterly Claims
- Responsible Officers – David Boreham (Investment and Delivery Lead) Lesley Potts (Assistant Director – Place), proposed Officer responsible for Managing the Project and SRO responsible for Directing the Project for LUF

Case Studies relating to NLC’s delivery capabilities are presented in Section 2 of Appendix 17, the Procurement Strategy as well as in Appendix 16 Case Studies.

### Supplementing Organisational Capabilities

#### Support in Delivery

Additional NEC Project Management and QS Supervisory Support procured using YORConsult professional services framework to support the officers responsible for Managing the Work Package. NLC will undertake an initial procurement exercise in order to bring additional capacity for NEC Project Management and Quantity Surveying purposes who will report to a ‘client side’ Council appointed Project Manager. The additional PM/QS support will be independent of the designer and contractor, to ensure transparency and equity in the management of the contract and subsequent project delivery.

Through the development of the LUF bid the Council has included a 46% contingency within the bid to cover all eventualities from material price fluctuation to the need to bring in additional resources to ensure timely delivery of projects against agreed deadlines.

#### Legal Advisors

NLC has internal legal resource who are able to advise on Subsidy-control issues, however from a resilient perspective, the Council also has a services contract with a Subsidy-control expert who can provide information, guidance, and full detailed assessments when required.

#### Mechanisms for delivering in a timely manner

To deal with any issues in relation to planning permissions, a planning performance agreement will be signed with the local planning authority. This will ensure that the application is dealt with by an assigned planning officer within the timescales dictated for a major planning application – being 13 weeks. Where existing caseloads do not allow for this, additional resource will be brought in to either back-fill or directly deal with the planning application.

**6.3.5** Please set out what governance procedures will be put in place to manage the grant and project.

We will require Chief Financial Officer confirmation that adequate assurance systems will be in place.

For large transport bids, you should also reference your Integrated Assurance and Approval Plan, which should include details around planned health checks or gateway reviews.

(750 words)

The role of Governance is to prioritise, authorise, direct, empower and oversee management, and assure and review performance.

The Governance framework below has been established to monitor intervention delivery which covers:

- Alignment with NLC policies and Government best practice for intervention delivery;
- Ensure requirements for assurance, tracking and reporting are delivered; and
- Provide support to the intervention.

This governance structure is integrated into NLC’s existing governance structure as the Board Members and LUF Working Group are established Boards within NLC that meet regularly to discuss the progress of its capital delivery

programmes. The Terms of Reference for the Strategic Development Team is presented at Appendix 4 of the Delivery Plan in appendix 15.

The diagram below sets out the Governance structure for this LUF application.

**Diagram 6.3.5.1: Governance Structure**



**The Proposed Stakeholder Advisory Panel**

The Proposed Stakeholder Advisory Panel comprises representatives from the local community and businesses who will provide the views of the community in the event that there are intervention changes, for example the need for a Value for Money exercise in the event that the tenders are of higher value than the award grant. The table below (6.3.5.2) lists the members of the Stakeholder Advisory Panel:

Name	Organisation
Martin Vickers	MP
Andrew Percy	MP
Faisal Baig	Chair of CCG
Rob Waltham	NLC Leader
Simon Green	NLC Deputy Chief Exec
Becky McIntyre	Director of Governance and Partnership
Diana Taylor	Chair Bondholders
Julian Free	University of Lincoln
Jo Corney	DWP
Ruth Carver	Chief Exec, Greater Lincolnshire LEP
Duncan Willey	Divisional Director, PPH Commercial
Roj Rahman	Community Representative
Samantha Cook	Hilton by Hampton
Jonathan Evison	Police and Crime Commissioner
<b>Advisors to the Board</b>	
Peter Campey	Area Lead CLGU
Helen Manderson	Director Economy & Environment
Lesley Potts	Assistant Director – Place
Debbie Fray	Service Support Officer

The Proposed Stakeholder Advisory Panel takes its terms of reference from the Scunthorpe Town Deal Board who have responsibility for delivering the Scunthorpe Towns Fund programme, a £20.9m portfolio of capital interventions. Terms of reference for the town deal board is presented in Appendix 5 of appendix 15. The composition of the Stakeholder Advisory Panel for this LUF Application is slightly different to the Town Deal Board as members with a focus on the LUF Application areas have been added to the Board and those with a specific interest in Scunthorpe, removed.

The meetings for the Stakeholder Advisory Group will be held immediately following the Scunthorpe Town Deal Board meetings and will have separate minutes, actions, and papers.

#### Project Board Members

The Board Members for the LUF application include the Officers responsible for Directing, Overseeing and Delivering this Project. This Board will meet bi-monthly (every other month) and discuss intervention progress as well as risks and spending. This meeting will allow for senior input into the delivery of the intervention and allowing for collective problem solving and timely decision making.

#### LUF Working Group Members

The working group contain the support work stream leads who will influence and shape the delivery of the intervention. This group is able to make strategic recommendations to the Board and collectively problem solve

based on the breadth and depth of the membership's experience. The Chair of this Working Group also sits on the Project Board and will provide a written report on monthly basis to this Board.

#### Programme Delivery Group

The programme delivery group provides updates from works on site as well as any risks, stakeholder issues, delays, and intervention progress. This group will report to the Chair of the LUF Working Group monthly.

#### Assurance

The purpose of assurance reviews is to go through a set list of actions to provide confidence to Senior Leaders, in this case those Overseeing the Project and Directing the Project, to demonstrate that the work is being managed in a way that supports safe and successful delivery of the intended policy, strategy and objectives set out in the Strategic Case of the Business Case.

Figure 6.3.5.1 sets out how this LUF application will be managed operationally by Officers experienced in Capital Delivery for Work package delivery and overseen by the officer responsible for Managing the Project. Risk will be managed by both levels of delivery manager. The risk register developed for this LUF application will be maintained throughout design development and tendering and updated monthly or as conditions change on site throughout the delivery. These risks will be communicated to the Senior Responsible Officer Directing the Project and to the Director Overseeing the Project if appropriate.

In addition to risk, the Programme will be reviewed during Assurance reviews to provide the Senior Responsible Officer Directing the Project and to the Director Overseeing the Project confidence that the status of the work is progressing as expected and to communicate the forward plan of intervention delivery activities. The risk and programme reviews will be documented monthly, and any actions logged, assigned to an owner and the actions tracked.

Following the completion of the procurement exercise an Internal Audit will be commissioned by NLC as shown in Figure 6.3.5.1. This function is shared between NLC and North-East Lincolnshire Council so, although this will be an 'internal' audit, there is a degree of external review. The purpose of the Audit will ensure that procurement has been carried out in accordance with the Business Case and aligns with procurement regulations and guidance. The Audit will also ensure that NLC has been appropriate drawing down on the LUF funding award through the submission of receipts to Government.

Following the internal audit, a report capturing any required actions will be produced and it will be the responsibility of the officer responsible for Managing the Project to ensure that any remedial actions identified are implemented.

## Counter fraud, corruption, and anti-bribery

NLC's Anti-Fraud and Corruption Strategy makes it clear that NLC is committed to a zero-tolerance approach to fraud and corruption from both internal and external sources. Where fraud or corruption is suspected NLC will deal with the allegations seriously.

The Fraud Response Plan reinforces NLC's zero tolerance approach to fraud and corruption by setting out the ways in which employees or members of the public can voice their concerns about suspected fraud or corruption and how NLC will deal with such allegations.

The Bribery Act 2010 policy applies to all NLC's activities and employees. NLC ensures that its procedures to prevent bribery are proportionate to the bribery risks it faces and to the nature, scale, and complexity of its activities. It ensures that they are clear, practical, accessible, effectively implemented and enforced. NLC monitors and reviews its procedures designed to prevent bribery and will make improvements where necessary.

## Procedures to avoid Conflict of Interests

NLC operates a process of identifying and checking potential conflicts of interest through related parties' disclosure. All Members, senior officers, budget holders and those with the ability to approve orders are asked to disclose any potential related parties who may have influence over or be influenced by the NLC employee. This information is then used to identify any transactions or potential transactions between the employee and the related party, either the individual or an organisation in which they have a controlling or influential position. This might relate to purchases, rendering of services, agency arrangements, transfer of R&D, license agreements, receipt or giving of grants, provision of finance/loans, guarantees and the provision of collateral security, management contracts, provision of guarantees or the waiving of charges among other events.

## Cyber security, and data management

NLC has implemented an Information Security Programme to ensure adequate levels of protection are implemented, allowing the council to fulfil its compliance obligations and ensure the security of NLC data which needs to be suitably protected and kept secure from a wide range of threats.

As a Local Authority, NLC are required to comply with and achieve PSN Code of Connection and NHS IG Data Protection Toolkits on an annual basis. NLC also hold the Cyber Essentials certification.

NLC security controls include but not limited to; a Cyber User Education Awareness Programme including phishing simulations and monthly cyber training videos, a Patch and Vulnerability Management programme which is reviewed monthly, annual external IT Health Checks and Penetration Testing carried out by an authorised and certified security penetration testing partner, Access controls, antivirus software, email and web filtering controls, Business Continuity and Disaster Recovery plans, information security policies and procedures, technical controls including firewall management, asset management and secure configuration polices, frequent backups and encryption of data in transit and at rest.

NLC has an Information Governance Framework setting out how NLC will comply with data management legislation such as the UK GDPR / Data Protection Act 2018. It defines roles and responsibilities, best practice, and standards for managing NLC's information assets. NLC also comply with external standards and are audited internally achieving satisfactory assurance.

NLC has implemented a mandatory programme of information governance training for all employees and issue regular reminders about the standard of conduct expected.

The NLC data management controls include being open, transparent, and ethical in how data is collected, managed and used, ensuring privacy and confidentiality is respected, ensuring data is effectively managed so that it can be located and accessed when appropriate, ensuring NLC data is of high quality and accurate, having strong governance arrangements to ensure consistency of data management and to ensure those within the Local Authority are aware of and understand their responsibilities.

Code of conduct setting standards for ethical and professional behaviour

The Council's section 151 officer provides approval for the council to accept funds for transport related projects. On receipt of Government grants related to transport projects, the council has a dedicated officer to complete monitoring forms and provide assurance around compliance with the grants.

Communicating Governance to Project Stakeholders

The LUF Stakeholder Advisory Board will be the governance arrangement for driving accountability and decision-making in the delivery of the LUF Programme. The Board ensures the ongoing alignment of the programme; helps to ensure control and review processes; oversees intervention delivery; evaluates progress; and is responsible for intervention quality throughout. Several board members sit outside of the organisation to ensure independent assurance and effectiveness of controls.

The Board comprises of representatives from the local business and education sectors, relevant national government organisations and/or arm's length bodies, local representative organisations and community groups, and local MPs. Membership will be reviewed every year.

The Board works with NLC to provide an appropriate communication portal for both internal and external parties which adheres to NLC's governance standards and policies, including around whistle blowing, conflicts of interest, and complaints.

All meeting agendas and minutes, presentations, Board members and LUF documentation found in the public domain will be published on NLC's website.

Integrated Assurance and Approval Plan

Roles and responsibilities around the assurance of the LUF interventions have been clearly established and the reporting and monitoring tools have been identified and utilised to ensure data captured is complete and consistent. Intervention assurance takes the form of monthly meetings with the Officer Responsible for Delivering the Project and representatives of the day-to-day intervention delivery team including the Senior Responsible Owner as a first line of assurance. The Officer Responsible for Delivering the Project reports on the routine system controls and management information, including but not limited to live Decision Log, Risk Register, Programme, Progress Reports with maintained informed engagement with key internal stakeholders from our Finance, Procurement and Legal Teams.

At the second line of assurance there are a series of processes in place to identify, assess control and mitigate risks and monitor performance. Assurance is provided by the organisations management chain which incorporates the Project Board – the Growing the Economy Funding and Monitoring Group, the Capital Strategy and Asset Management Group, and the Stakeholder Advisory Board.

The LUF Stakeholder Advisory Board is a governance arrangement for driving accountability in relationship to delivery of the LUF Programme. The Board ensures the ongoing alignment of the programme to the vision; helps to ensure control and review processes; oversees v delivery; evaluates progress; and is responsible for intervention quality throughout. Several board members sit outside of the organisation to ensure independent assurance and effectiveness of controls.

In addition to the above, NLC operates a third line of assurance through a series of internal and external audits to ensure the effectiveness of the first and second lines of assurance.

Risk Registers for the LUF will be routinely monitored and regularly updated through the relevant Highlight and Briefing Reports, detailing any areas of concern, and providing mitigation responses. These will be discussed at the Project Delivery Teams and Stakeholder Advisory Board to enable the effectiveness of the management of major strategic risks and significant control issues.

All expenditure of this fund will be in line with the NLC's policies and in support of the Grant Offer Letter and Memorandum of Understanding. The successful LUF interventions will have their own unique cost centre, and all recorded spend will be checked monthly with finance colleagues utilising NLC's budget management software, Collaborative Planning.

**6.3.6** If applicable, please explain how you will cover the operational costs for the day-to-day management of the new asset / facility once it is complete to ensure project benefits are realised. You should also consider any ongoing maintenance and servicing costs.

Please note that these costs are not covered by the LUF grant.

(750 words)

### Barton-upon-Humber Link Road and A1077 Improvements

The operational costs for the day-to-day management of the Barton-upon-Humber Link Road Phase 1 and the A1077 Improvements will come from existing NLC budgets. These newly created roads will be integrated into business as usual and will be subject to an annual inspection along with other 'A Roads' across the County. There will be no additional officer time added to manage these newly created assets as these will be covered by the existing Highway Operations team in accordance with the Well Managed Highways Code of Practice.

Any repairs needed for the first 12 months of the operational life of the link road and other improvements will be covered by the defects liability period and repairs will be the responsibility of the contractor appointed for installation. Following the defects liability period, repairs will be covered by NLC's annual budget for highways maintenance which is part of the Highways Revenue Budget.

### Active Travel Scheme

The operational costs for the day-to-day management of the Active Travel Scheme will come from existing NLC budgets. These newly created active travel routes will be integrated into business as usual and will be subject to an annual inspection along with other active travel routes across the County. There will be no additional officer time added to manage these newly created assets as these will be covered by the existing Highway Operations team in accordance with the Well Managed Highways Code of Practice.

Any repairs needed for the first 12 months of the operational life of the active travel route will be covered by the defects liability period and repairs will be the responsibility of the contractor appointed for installation. Following the defects liability period, repairs will be covered by NLC's annual budget for the maintenance of active travel routes which is part of the Highways Revenue Budget.

### Barton-upon-Humber Station Mobility Hub and Public Realm Improvements

The operational costs for the day-to-day management of the Station Mobility Hub and Public Realm Improvements will come from existing Highways Operations and Neighbourhood Services NLC budgets. This newly Mobility Hub and public realm improvements will be integrated into business as usual and will be subject to an annual inspection along with other public transport infrastructure across the County. There will be no additional officer time added to manage these newly created assets as these will be covered by the existing Highways Operations and Neighbourhood Services team.

Any repairs needed for the first 12 months of the operational life of the station mobility hub and public realm scheme will be covered by the defects liability period and repairs will be the responsibility of the contractor appointed for installation. Following the defects liability period, repairs will be covered by NLC's annual budget for the maintenance of active travel routes which is part of the Highways Operations and Neighbourhood Services.

The Real-Time Passenger Information (RTPI) Systems will be managed by NLC's Public Transport team and from existing budgets. As with the Link Road, A1077 improvements and the Active Travel Scheme any defects that occur within the first 12 months will be covered by the defects liability period and will be the responsibility of the contractor. Following this period, maintenance will be funded through annual NLC budgets.

## **6.4 Monitoring and Evaluation**

*Prior to completing this section please complete the relevant [Costings and Planning Workbook](#) - **Table E – Monitoring and Evaluation***

**6.4.1 Monitoring and Evaluation Plan:** *Please set out proportionate plans for monitoring and evaluation.*



*(1000 words)*

# The Monitoring and Evaluation of the LUF Programme

The purpose of the M&E of the Programme is to provide robust findings to assess the effectiveness and impacts of the LUF application interventions. The M&E will provide accountability to the Department for Levelling Up Housing and Communities (DLUHC) and the DfT, the M&E Programme will also enable learning and capacity building within NLC as the intervention are progressed rolled out, providing early findings to improve the delivery of different interventions. The M&E activities are anticipated the run for three years post-completion to cover the impacts of the interventions.

M&E Activities will be led by Kate Robinson, Place Strategy Investment and Policy Specialist with over 20 years' experience in delivering policy and strategy for regeneration, who will be the lead for M&E activities associated with the Barton-upon-Humber Scheme, and a day-to-day manager for M&E activities for this LUF package of interventions, Sheryle Price-Jones, M&E Funding and Investment Officer which has over 25 years' experience in delivering funding programmes across Yorkshire with most recently leading the M&E activities associate with Scunthorpe Town Deal.

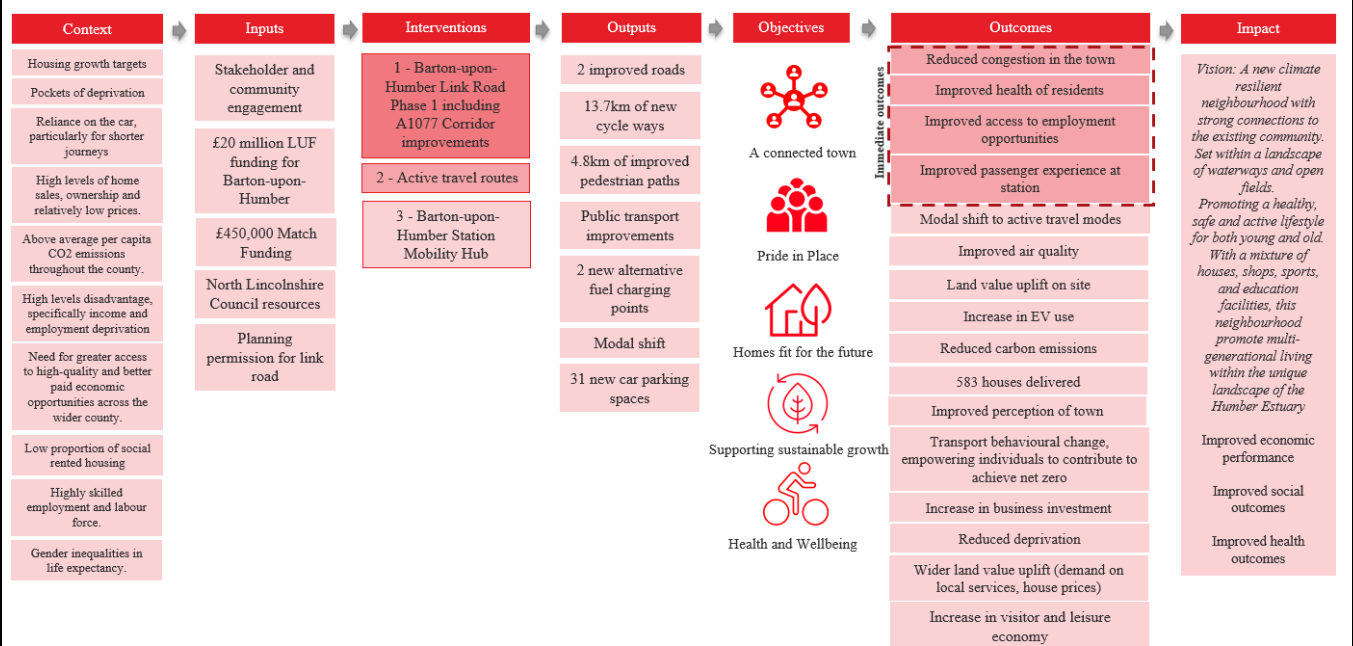
## Monitoring throughout the project

There will be monitoring throughout the projects which relates to project progress and spend. Details of proposals for project monitoring is presented in section 7.5 of the Barton Delivery Plan, Appendix 15.

## Approach to M&E

M&E are key activities at the centre of understanding what works and why. Whilst monitoring can demonstrate progress on meeting certain goals and can guide necessary adjustments in response, evaluation establishes whether overall objectives have been met and the extent to which change has occurred as a direct response to an intervention.

A Theory of Change (ToC) for this LUF application has been prepared to help identify inputs, outputs, outcomes, and impacts; and causal links between those and is presented below. A full-sized version of this ToC is presented in Appendix 8:



Based on the Theory of Change, key research questions have been identified and detailed questions / causal contributions to define the scope for M&E activities. These will seek to test specific causal links through a mixed-method evaluation.

The objectives of this LUF Application are set out below:

**Objective 1 – A connected town**

Barton-upon-Humber will be a well-connected town, utilising its multi-modal connectivity to enable access to key opportunities across the region, connecting people, places, and businesses.

**Objective 2 - Pride in place**

Barton-upon-Humber will be a thriving, attractive town where people are proud to live, aspirations are raised, and there is a high quality of life supporting the empowerment of the community.

**Objective 3 - Homes fit for the future**

Barton-upon-Humber will be a multigenerational town with housing choices that are fit for the future, supporting wider growth in North Lincolnshire.

**Objective 4 – Supporting sustainable growth**

Barton-upon-Humber will support sustainable growth within the town, supporting sustainable development and providing easy access to services within the town.

**Objective 5 - Health and Wellbeing**

Barton-upon-Humber will be a healthy town that promotes active modes of travel, supporting a shift in lifestyle choices, and connecting into the wider green landscape.

These align with the Levelling Up White Paper's long-term plan to level up the UK acts on four missions or focus areas<sup>34</sup>:

- **Productivity:** boosting productivity, pay, jobs and living standards by growing the private sector, enhancing transport infrastructure, digital connectivity and R&D;
- **Quality of life:** spreading opportunities and improved public services, improved education, skills, health and well-being;
- **Pride in place:** restoring sense of community, local pride, securing paths to housing ownership and reducing crime; and
- **Leadership:** empowering local leaders and communities, devolution of power and more resilient institutions.

### Timing of Monitoring and Evaluation (M&E)

The indicative timetable for the M&E Programme is set out below, including which elements of the ToC we will be able to report on in each year:

- **Year one** (completed Quarter 3 2022): develop ToC and M&E framework, gather baseline information. By the end of year one, we would expect to start assessing how the LUF interventions are being delivered (Inputs and activities of the ToC);
- **Years two-three** (2023-5): updates on performance and outputs, preliminary impact assessments, and annual reviews to identify lessons learnt. By the end of year three, we would approximately expect to look at and assess the how and the why elements of the ToC;
- **Year Four to Six and beyond** (2026): final stages of evaluation of this M&E Programme following completion of the LUF interventions. By the end of year four of the current M&E Programme, we would approximately expect to look at and develop a suite of hypothesis to test relation to the ToC.

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<sup>34</sup> Department for Levelling Up, Housing and Communities, 2022. *Levelling Up the United Kingdom*, on <https://www.gov.uk/government/publications/levelling-up-the-united-kingdom>

## Types of Core M&E Activities

The M&E of the LUF Programme will include monitoring, a process evaluation, an impact evaluation, and value for money evaluation, all at the programme level rather than at the individual intervention level. These are described below:

- **On-going monitoring** – the main objective of on-going monitoring is to check whether the implementation of the LUF Programme is going to plan and to identify any barriers preventing the delivery of LUF business cases as planned.
- **Process evaluation** – An analysis of how the LUF Programme is being implemented and how is that contributing to the impacts of the Programme; whether the Programme design is working, and what is working well and why.
- **Impact evaluation** – An objective test of what changes have occurred, the scale of those changes and an assessment of the extent to which they can be attributed to the LUF Programme. This is usually investigated through theory-based, experimental, and / or quasi-experimental approaches.

## Key Evaluation Questions

A set of high-level research questions have been developed for each of the three key M&E activities. They were developed while preparing the ToC. These will be reviewed on an ongoing basis as the M&E progresses. Note that some questions will inform different types of activities simultaneously, for example informing both the monitoring and process evaluation activities. The key research questions are set out below:

Table 6.4.1.1: Research Questions for M&E Activity

	M&E Activity (indicative)	High-level research question
1	Process / Impact/ Value for money	What resources are being devoted to the delivery of the LUF Programme?
2	Process	How is the LUF Programme being implemented and how is that impacting on the delivery of the Programme?
3	Process	What is the impact of the LUF Programme on governance, partnerships and stakeholder behaviour and how is that contributing to the impact of the Programme?
4	Monitoring / Process / Impact	What is the LUF programme delivering and how does this compare to what it expected to deliver in its business cases and why? Are there any factors preventing the LUF programme from delivering what was planned?
5	Impact / Value for money	What is the overall impact of the LUF programme on economic growth in the Barton-upon-Humber and beyond accounting for additionality and displacement, and what combination of factors is driving that?
6	Impact / Value for money	What is the overall impact of LUF on Levelling Up and what is driving that?
7	Value for money	What are the likely benefits, costs, and overall value for money of the LUF Programme?

These high-level research questions are then underpinned by a set of more detailed questions whose causal contributions aimed to be tested during the M&E. The causal contributions are largely based on the assumptions underpinning the ToC, which explain what needs to happen for the outcomes and impacts to be achieved.

Table 6.4.1.2: Detailed questions to test

Key research question	Causal contributions / detailed questions to test
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How much investment are as the LUF Interventions attracting investment once operational?

Increased population growth in Barton-upon-Humber.

Modal shift for transportation choices to low carbon solutions.

Increased house building.

## Key Research Topics

Related to the evaluation questions, are specific research topics that are of particular interest for the evaluation which relate to benefits realisation. The metrics for monitoring is presented in Table E of the Barton-upon-Humber LUF Package Bid Costings Planning Workbook, appendix 12. Metrics are provided for Outputs, Intermediate Outcomes, and outcomes.

## Types of M&E

There will be two types of M&E for this LUF Barton-upon-Humber Scheme:

### Process evaluation

The process evaluation will focus on *how* the LUF Barton-upon-Humber Scheme is being delivered. This will include different phases of the delivery process: application for LUF funding, business case development phase for each of the interventions, implementation, and operational phases.

The process evaluation will also focus on on-going learning and how to improve the delivery of LUF programmes to achieve the objectives set out in each business case, for example, lessons around governance, partnerships, and delivery models. To assess this, the process evaluation is likely to draw heavily on interviews with different stakeholders involved in the LUF Programme, complemented by quantitative data. The timing of the process evaluation will be key to enable learning related to the implementation of the Programme.

### Impact evaluation

The impact evaluation of the LUF programme will focus on assessing a wide range of outputs, outcomes and impacts using a mixed-methods approach, combining a theory-based approach with quasi-experimental methods (testing hypotheses). The impact evaluation will also assess if the LUF Programme is on track to achieving its objectives and realising benefits.

### Approach to Gathering Data

The M&E of the LUF Programme will require a wide range of data sources and indicators which will include both quantitative and qualitative data. The theory-based approach will enable us to combine different sources of information using different methods of analysis to assess impacts as well as the causal links in the TOC.

The M&E Programme will follow a two-pronged approach to data gathering focusing on two types of data:

- **Bespoke data:** small scale datasets that cover specific outcomes or impacts. These are likely to be collected and reported based on bespoke templates created for purpose of this M&E and will include a mixture of quantitative and qualitative data (e.g., surveys, in-depth interviews). Data collected in this category and will be used for both monitoring and evaluation purposes.

- **Contextual data:** larger datasets that are not focused on specific areas and are collected at a national level on a consistent basis. This may include data from organisations like ONS or different government departments and is likely to include granular data at a business level to enable econometric analysis to be undertaken.

## Part 7 Declarations

### 7.1 Senior Responsible Owner Declaration

Please complete [pro forma 7](#) Senior Responsible Owner Declaration.

[Please see proforma 7 at Appendix 2](#)

### 7.2 Chief Finance Officer Declaration

Please complete [pro forma 8](#) Chief Finance Officer Declaration.

[Please see proforma 8 at Appendix 2](#)

### 7.3 Data Protection

Please note that the Department for Levelling Up, Housing and Communities (DLUHC) is a data controller for all LUF related personal data collected with the relevant forms submitted to DLUHC.

The Department, and its contractors, where relevant, may process the Personal Data that it collects from you as part of your application to the LUF, in accordance with its privacy policies. The Department will use the Personal Data provided to contact you, if needed, as part of the assessment, selection and/or monitoring process.

For the same purposes, the Department may need to share your Personal Data with other government departments (OGDs), their Arm's Length Bodies and contractors, where relevant, 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](#).

### 7.4 Publishing

When authorities submit a bid for funding to the UK Government, 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, if the bid is successful they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of the successful bids by UK Government. UK Government reserves the right to deem the bid as non-compliant if this is not adhered to. Please tell us the website where this bid will be published:

## ANNEXES A – C: PROJECT SUMMARIES

These should be completed individually for each component within a **package bid**

### Annex A

<b>Please use Annexes A – C to provide detail on each component project of a package bid. A package bid can have up to 3 component projects.</b>
<i>For each component project please complete this form e.g., annex a would be details for component one, annex b for component two and annex c for the third package component.</i>
A1. Project Name:
Barton-upon-Humber Phase 1 Link Road including A1077 Corridor Improvements
A2. Please provide a short description of this project (100 words maximum)
This intervention will deliver phase 1 of the Barton-upon-Humber link road (1.1km) and improvements to the A1077 corridor. A shared footway and cycleway route will be delivered on both sides, along with landscape buffering. The link road will be accessible by the bus network, aligning with DfT Bus Back Better. This will unlock land adjacent to phase 1 of the link road critical for the delivery of 225 homes allocated in H1P-13 of the NLC Regulation 19 Local Plan. This intervention would support in alleviating congestion in the town centre, particularly HGVs, and would deliver necessary infrastructure to unlock housing land.
A3. Please provide a more detailed overview of the project and how this project aligns with the other projects in the package bid, representing a coherent set of interventions. (250 words)
<p>This intervention will deliver phase 1 of the Barton-upon-Humber Link Road (1.1km) and improve the A1077 corridor. The Barton-upon-Humber Link Road will join the A1077/ Falkland Way to Caistor Road and connect to the A15 Bonby Lodge Interchange via the B1206. Phase 1 of the Link Road will deliver a new junction arrangement on the A1077/ Falkland Way Junction to Caistor Road. The A1077 corridor improvements include improvements to the Holydyke Junction. A shared footway and cycleway route will be delivered on both sides of the Phase 1 link road, along with landscape buffering. The Link Road will also be accessible by the bus network, which will provide public transport access for future housing, aligning with the DfT Bus Back Better strategy. This will unlock land adjacent to Phase 1 of the Link Road critical for the delivery of 225 homes allocated in H1P-13 of the NLC Regulation 19 Local Plan.</p> <p>This intervention would support in alleviating congestion in the town centre, particularly HGVs, and would deliver necessary infrastructure to unlock housing land.</p> <p>Barton-upon-Humber Principal Town Regeneration Package Bid comprises of three interrelated, coherent interventions that prioritise unlocking land for housing, and enabling essential modal shift. The interventions will together deliver a stronger, more integrated transport network across</p>

Barton-upon-Humber, enabling access to opportunities, encouraging sustainable modes of travel, and creating an attractive town centre. The LUF interventions will kickstart the transformation of Barton-upon-Humber and its growth, forming part of a wider vision to create an attractive and resilient town.

A4. Please provide a short description of the area where the investment will take place. If complex (i.e., containing multiple locations/references) please include a map defining the area with references to any areas where the LUF investment will take place.

**For transport projects** include the route of the proposed scheme, the existing transport infrastructure and other points of particular interest to the bid e.g., development sites, areas of existing employment, constraints etc.

(250 words)

The investment is taking place in Barton-upon-Humber, North Lincolnshire. North Lincolnshire is within the Yorkshire and Humber region on the South Bank of the Humber estuary. The Humber region is a major asset for the UK, at the forefront of plans for the decarbonisation of existing industrial and energy sectors and development and deployment of new green technologies. North Lincolnshire is a part of the Greater Lincolnshire LEP and is covered by the Northern Powerhouse and Midlands Engine.

Barton-upon-Humber is the second largest sustainable settlement in North Lincolnshire and is a thriving market town with a population of approximately 12,544 in 2022. Lying on the South Bank of the Humber Estuary, one of the UK's key trade gateways to and from Europe and wider international markets, Barton-upon-Humber is home to the Humber Bridge. This key asset for Barton-upon-Humber, alongside being part of the Humber Freeport, provides easy access to opportunities supporting job creation and innovation across the region. The A15 runs to the West of Barton-upon-Humber and provides strategic connections to Hull in the North, Lincoln in the South, and Humberside Airport. Barton-upon-Humber is also in close proximity to Grimsby and Scunthorpe.

The proposed route of the Barton-upon-Humber Link Road will join the A1077/ Falkland Way to Caistor Road and connect to the A15 Bonby Lodge Interchange via the B1206. Phase 1 of the link road, in which LUF is sought, will deliver a new junction arrangement on the A1077/ Falkland Way Junction to Caistor Road, and improvements to Holydyke Junction on the A1077.

Please see appendix 6 for a location map.

A5. Please confirm where the investment is taking place (where the funding is being spent not the applicant location or where the project beneficiaries are located).

If the project is at a single location, please confirm the postcode and grid reference for the location of the investment.

If the project covers multiple locations, please provide a GIS file. If this is unavailable, please list all the postcodes/coordinates that are relevant to the investment.

**For all projects**, please confirm in which constituencies and local authorities the project is located. Please confirm the % investment in each location.



(250 words)

The LUF is being spent on:

- **The Barton-upon-Humber Link Road Phase 1 including A1077 Corridor Improvements** – The proposed route of the Barton-upon-Humber Link Road will join the A1077/ Falkland Way to Caistor Road and connect to the A15 Bonby Lodge Interchange via the B1206. Phase 1 of the Link Road, in which LUF is sought, will deliver a new junction arrangement on the A1077/ Falkland Way Junction to Caistor Road.  
Postcode – nearby postcode DN18 6LB  
Grid Reference – 53.681687, -0.423432  
% of investment – 46%

The funding will improve the local transport connectivity, supporting the regeneration of the town through unlocking key housing sites and creating an attractive, resilient town.

The Barton-upon-Humber Scheme is within the local authority of NLC, in the Cleethorpes constituency.

Please see appendix 6 for the location map.

A6. Please confirm the total grant requested from LUF (£)

£9,057,189.00

A7. Please specify the proportion of funding requested for each of the Fund's three investment themes:

- a) Regeneration and Town Centre %
- b) Cultural %
- c) Transport %

70% - Regeneration  
30% - Transport

A8. Please confirm the value of match funding secured for the component project.

Where funding is still to be secured please set out details below. If there are any funding gaps please set out your plans for addressing these.

(250 words)

The following public and private funding will be leveraged as part of the Barton-upon-Humber Phase 1 Link Road including A1077 Corridor Improvements:

- **Keigar Homes:** A S106 contribution of £100,000 as part of the housing development scheme situated off Falkland Way, in which the interventions will support
- **A1077 improvements:** A S106 contribution of £250,000

Other funding leveraged as part of the complete Barton-upon-Humber Scheme:

- **Barton-upon-Humber Railway Station:** NLC contribution of £100,000 for the car park expansion at the station
- **Active Travel Routes contribution:** NLC contribution of £25,000 for active travel routes

Therefore, a total of £475,000 of match funding has been secured with, £125,000 from NLC demonstrating their commitment to delivering these interventions and supporting the growth of Barton-upon-Humber.

There is currently no further public funding available for these interventions due to market failure. The purpose of the LUF interventions is to provide the necessary conditions to make it more viable for developers. It is envisaged that associated with the housing allocations there will be S106 contributions and therefore minimised reliance on public sector funding.

#### A9. Value for Money

Please 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. 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, applicants 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.

(500 words)

Link Road provide 3 quantified benefit streams:

Direct Land Value Uplift: £10.4m (link road forms enabling works to unlock site allocations)

Wider Land Value Uplift: £8.8m (high-quality housing delivery likely to increase value of surrounding properties and increase demand on local services, increasing values)

VoT Change: £1.8m (junction improvements and link road forming an alternative route provide journey time improvements)

Sum Benefits: £21.0m

Costs: £8.9m

A10. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be provided at Question 5.5 in the main application. If it is not possible to provide an overall BCR for your package bid, please explain why.

(250 words)

We have provided a value for money assessment.

A11. Where available, please provide the initial and adjusted BCR for this project:

<b>Initial BCR</b>	<b>2.36</b>
Adjusted BCR	2.36

A12. Does your proposal deliver non- monetised benefits? Please set out what these are and a summary of how these have been assessed.

(250 words)

*The journey time savings, with alleviation of congestion at junctions where this effectively forms delay, will provide journey quality benefits that have not been captured.*

*MECs have also not been captured for the journey time saving and addition of potential car journeys with housing development. The overall impact is expected to be negligible, but we include here because we recognise interest in these.*

*We expect some distributional and wider economic impacts given the location of the intervention, but these have not been quantified.*

A13. Does this project include plans for some LUF grant expenditure in 2022-23 ?

Yes

A14. Could this project be delivered as a standalone project or does it require to be part of the overall bid?

This project cannot be delivered as a standalone project and would need to be delivered as a part of a package of interventions. The benefits identified are a package, with active travel and mobility hub investment benefiting existing users but also new residents to the town who will settle as a result of housing land being unlocked.

A15. Deliverability: Please demonstrate that project activity can be delivered in 2022-23?

Yes, there will be spend in Financial Year 2022/23 on the production of drawings for construction and tendering for the Barton-upon-Humber Link Road Phase 1, A1077 improvements and Active Travel Scheme.

The car park for the Station Hub Mobility Scheme will be delivered in September 2022 with preparation for the EV charging points. There will be spend on the production of drawings for construction and tendering for the Barton-upon-Humber Station Mobility Hub.

#### **Statutory Powers and Consents**

A16. 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.

NLC is a Highways Authority and the interventions are within the power that this affords. The Landowners for the delivery of the Brigg Link Road Phase 1 and the Active Travel Scheme have written a letter of support for the LUF bid stating that subject to negotiation the landowners are keen and motivated to achieve a smooth land transfer on receipt of funding.

Table A16.1 Consents and approvals

Project Intervention	Consenting Route	Reason
Car park extension	Network Rail consent	Network Rail own the train station and East Midlands Railway lease the car park area of the train station where some of the works will be undertaken.
Brigg Link Road	Landowner agreement and possible subsequent acquisition	Land currently in private ownership. NLC is progressing a landowner agreement aligned with the part of the route that are not in NLC ownership currently.
Active Travel Scheme	None Required	NLC as Highway Authority empowered by Highways Act 1980 to carry out works or improvements within the Highway
Public Realm Improvements	Non required	NLC as Highway Authority empowered by Highways Act 1980 to carry out works or improvements within the Highway
Covered Cycle Storage	Network Rail consent	NLC will obtain a licence from Network Rail (NR) to carry out works withing its land ownership.
Real-Time Passenger Information	Landowner Consent at Rail Station and Highway authority	Private Land ownership belonging to Rail Operator/ NLC as Highway Authority empowered by Highways Act 1980 to carry out works or improvements within the Highway

A17. Please list separately any outstanding statutory powers consents etc, including the timetable for obtaining them.

No outstanding statutory powers. Landowner agreement anticipated to be obtained by September 2022.

## Annex B

**Please use Annexes A – C to provide detail on each component project of a package bid. A package bid can have up to 3 component projects.**

*For each component project please complete this form e.g., annex a would be details for component one, annex b for component two and annex c for the third package component.*

B1. Project Name:

Active Travel routes

B2. Please provide a short description of this project

(100 words maximum)

This intervention will deliver a town wide network of Active Travel Routes which will include 13.7km of new cycling routes and 4.8km of improved pedestrian routes. These will be delivered along key movement routes through the town such as to schools, key assets, railway and bus station, and employment sites, supporting a modal shift, active lifestyles, and reducing carbon emissions. The network of active travel routes will support NLC's goal to deliver safe and well-connected cycling and walking routes across North Lincolnshire, while also aligning with the UK Governments Gear Change and LTN 1/20 Guidance.

B3. Please provide a more detailed overview of the project and how this project aligns with the other projects in the package bid, representing a coherent set of interventions.

(250 words)

This intervention will deliver a town wide network of Active Travel Routes which will include 13.7km of new cycling routes and 4.8km of improved pedestrian routes. Active Travel Routes are disjointed and limited in Barton-upon-Humber, however a 5km radius from the town centre provides easy access to wider Barton-upon-Humber. Therefore, there is a need to encourage walking and cycling for shorter journeys to connect with the following:

- Key assets – Waters Edge Country Park & Visitor Centre, Humber Bridge, Baysgarth Park and Leisure Centre, railway and bus station
- Local schools - Baysgarth School, Castledyke Primary School, Barton-upon-Humber St Peter's C of E Primary School, Bowmandale Primary School
- Employment sites – Wren Kitchens, local businesses in the town centre
- Shops and key services

The Active Travel Routes will connect into the wider natural landscape, promoting healthier lifestyles. These will be delivered along key movement routes through the town, supporting a modal shift, active lifestyles, and reducing carbon emissions. The active travel routes align with the UK Governments Gear Change and LTN 1/20 Guidance.

Barton-upon-Humber Principal Town Regeneration Package Bid comprises of three interrelated, coherent interventions that prioritise unlocking land for housing, and enabling essential modal shift. The interventions will together deliver a stronger, more integrated transport network across Barton-upon-Humber, enabling access to opportunities, encouraging sustainable modes of travel, and creating an attractive town centre. The LUF interventions will kickstart the transformation of Barton-upon-Humber and its growth, forming part of a wider vision to create an attractive and resilient town.

B4. Please provide a short description of the area where the investment will take place. If complex (i.e., containing multiple locations/references) please include a map defining the area with references to any areas where the LUF investment will take place.

**For transport projects** include the route of the proposed scheme, the existing transport infrastructure and other points of particular interest to the bid e.g., development sites, areas of existing employment, constraints etc.

(250 words)

The investment is taking place in Barton-upon-Humber, North Lincolnshire. North Lincolnshire is within the Yorkshire and Humber region on the South Bank of the Humber estuary. The Humber region is a major asset for the UK, at the forefront of plans for the decarbonisation of existing industrial and energy sectors and development and deployment of new green technologies. North Lincolnshire is a part of the Greater Lincolnshire LEP and is covered by the Northern Powerhouse and Midlands Engine.

Barton-upon-Humber is the second largest sustainable settlement in North Lincolnshire and is a thriving market town with a population of approximately 12,544 in 2022. Lying on the South Bank of the Humber Estuary, one of the UK's key trade gateways to and from Europe and wider international markets, Barton-upon-Humber is home to the Humber Bridge. This key asset for Barton-upon-Humber, alongside being part of the Humber Freeport, provides easy access to opportunities supporting job creation and innovation across the region. The A15 runs to the West of Barton-upon-Humber and provides strategic connections to Hull in the North, Lincoln in the South, and Humberside Airport. Barton-upon-Humber is also in close proximity to Grimsby and Scunthorpe.

A network of 13.7km of new cycling routes and 4.8km of improved pedestrian routes are proposed across the town on key movement routes through the town such as to schools, key assets, railway and bus station, and employment sites, supporting sustainable modes of travel.

Please see appendix 6 for a location map.

B5. Please confirm where the investment is taking place (where the funding is being spent not the applicant location or where the project beneficiaries are located).

If the project is at a single location, please confirm the postcode and grid reference for the location of the investment.

If the project covers multiple locations, please provide a GIS file. If this is unavailable, please list all the postcodes/coordinates that are relevant to the investment.

**For all projects**, please confirm in which constituencies and local authorities the project is located. Please confirm the % investment in each location.

(250 words)

The LUF is being spent on:

- **Active Travel Routes** – A network of 13.7km of new cycling routes and 4.8km of improved pedestrian routes are proposed across the town on key movement routes, supporting sustainable modes of travel and healthy lifestyle choices.  
Postcode – various, please see location map at appendix 6  
Grid Reference – various, please see location map at appendix 6  
% of investment – 50%

The funding will improve the local transport connectivity, supporting sustainable modes of travel, and creating an attractive, resilient town.

The Barton-upon-Humber Scheme is within the local authority of NLC, in the Cleethorpes constituency.

Please see appendix 6 for the location map.

B6. Please confirm the total grant requested from LUF (£)

£9,788,808.00

B7. Please specify the proportion of funding requested for each of the Fund's three investment themes:

- a) Regeneration and Town Centre %
- b) Cultural %
- c) Transport %

70% - Regeneration

30% - Transport

B8. Please confirm the value of match funding secured for the component project.

Where funding is still to be secured please set out details below. If there are any funding gaps please set out your plans for addressing these.

(250 words)

The following public and private funding will be leveraged as part of the Active Travel Routes:

- **Active Travel Routes contribution:** NLC contribution of £25,000 for active travel routes

Other funding leveraged as part of the complete Barton-upon-Humber Scheme:

- **Keigar Homes:** A S106 contribution of £100,000 as part of the housing development scheme situated off Falkland Way, in which the interventions will support
- **A1077 improvements:** A S106 contribution of £250,000
- **Barton-upon-Humber Railway Station:** NLC contribution of £100,000 for the car park expansion at the station

Therefore, a total of £475,000 of match funding has been secured with, £125,000 from NLC demonstrating their commitment to delivering these interventions and supporting the growth of Barton-upon-Humber.

There is currently no further public funding available for these interventions due to market failure. The purpose of the LUF interventions is to provide the necessary conditions to make it more viable for developers. It is envisaged that associated with the housing allocations there will be S106 contributions and therefore minimised reliance on public sector funding.

**B9. Value for Money**

Please 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. 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, applicants 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.

(500 words)

The active travel interventions of upgrading and extending cycleways and pedestrian pathways is expected to uplift the use of active travel and encourage mode shift off local roads. This has been valued using the DfT AMAT model and inputted into Costings and Planning Workbook Table A.

The benefit has been monetised at PV £4.6m for the 20-year appraisal period.

The cost is PV £9.3m.

B10. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be provided at Question 5.5 in the main application. If it is not possible to provide an overall BCR for your package bid, please explain why.

(250 words)

We have provided a value for money assessment.

B11. Where available, please provide the initial and adjusted BCR for this project:

<b>Initial BCR</b>	<b>0.49</b>
Adjusted BCR	0.49

B12. Does your proposal deliver non- monetised benefits? Please set out what these are and a summary of how these have been assessed.

(250 words)

*Please set out the non-monetised benefits, describing what these are and provide a summary of how these have been assessed.*

Distributional impacts have not been captured, nor have health impacts on children.

B13. Does this project include plans for some LUF grant expenditure in 2022-23 ?

Yes



B14. Could this project be delivered as a standalone project or does it require to be part of the overall bid?

This project cannot be delivered as a standalone project and would need to be delivered as a part of a package of interventions. The benefits identified are a package, with active travel and mobility hub investment benefiting existing users but also new residents to the town who will settle as a result of housing land being unlocked.

B15. Deliverability: Please demonstrate that project activity can be delivered in 2022-23?

Yes, there will be spend in Financial Year 2022/23 on the production of drawings for construction and tendering for the Barton-upon-Humber Link Road Phase 1, A1077 improvements and Active Travel Scheme.

The car park for the Station Hub Mobility Scheme will be delivered in September 2022 with preparation for the EV charging points. There will be spend on the production of drawings for construction and tendering for the Barton-upon-Humber Station Mobility Hub.

**Statutory Powers and Consents**

B16. 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.

NLC is a Highways Authority, and the interventions are within the power that this affords. The Landowners for the delivery of the Brigg Link Road Phase 1 and the Active Travel Scheme have written a letter of support for the LUF bid stating that subject to negotiation the landowners are keen and motivated to achieve a smooth land transfer on receipt of funding.

Table B16.1: Consents and approvals

Project Intervention	Consenting Route	Reason
Car park extension	Network Rail consent	NLC will obtain a licence from Network Rail (NR) to carry out works withing its land ownership.
Brigg Link Road	Landowner agreement and possible subsequent acquisition	Land currently in private ownership. NLC is progressing a landowner agreement aligned with the part of the route that are not in NLC ownership currently.
Active Travel Scheme	None Required	NLC as Highway Authority empowered by Highways Act 1980 to carry out works or improvements within the Highway
Public Realm Improvements	Non required	NLC as Highway Authority empowered by Highways Act 1980 to carry out works or improvements within the Highway
Covered Cycle Storage	Network Rail consent	NLC will obtain a licence from Network Rail (NR) to carry out works withing its land ownership.

Real-Time Passenger Information	Landowner Consent at Rail Station and Highway authority	Private Land ownership belonging to Rail Operator/ NLC as Highway Authority empowered by Highways Act 1980 to carry out works or improvements within the Highway
B17. Please list separately any <u>outstanding</u> statutory powers consents etc, including the timetable for obtaining them.		
No outstanding statutory powers. Landowner agreement anticipated to be obtained by September 2022.		

### Annex C

<b>Please use Annexes A – C to provide detail on each component project of a package bid. A package bid can have up to 3 component projects.</b>
<i>For each component project please complete this form e.g., annex a would be details for component one, annex b for component two and annex c for the third package component.</i>
C1. Project Name:
Barton-upon-Humber Station Mobility Hub
C2. Please provide a short description of this project (100 words maximum)
This intervention will deliver an integrated mobility hub at Barton-upon-Humber railway station, including covered cycle parking including 1 cycle charging point, extension to the car park to include 31 new spaces with 2 electrical vehicle (EV) charging points, improved public realm (replacing paving, bus shelter improvements), and real-time passenger information. This will deliver an improved passenger experience, while encouraging sustainable modes of travel, and creating a more attractive welcoming experience into the town.
C3. Please provide a more detailed overview of the project and how this project aligns with the other projects in the package bid, representing a coherent set of interventions. (250 words)
This intervention will deliver an integrated Mobility Hub at Barton-upon-Humber railway and bus station, improving the facilities at the railway station and bus interchange. This will include covered cycle parking including 1 cycle charging point, extension to the car park to include 31 new spaces with 2 EV charging points, improved public realm (replacing paving, bus shelter improvements), and real-time passenger information. Barton-upon-Humber Station Mobility Hub will deliver an improved passenger experience, while encouraging sustainable modes of travel, enabling active

travel, and creating a more attractive welcoming experience into the town. It will also promote greater bus and rail use for commuting through providing safe cycling routes and secure cycling facilities at the station.

Barton-upon-Humber Principal Town Regeneration Package Bid comprises of three interrelated, coherent interventions that prioritise unlocking land for housing, and enabling essential modal shift. The interventions will together deliver a stronger, more integrated transport network across Barton-upon-Humber, enabling access to opportunities, encouraging sustainable modes of travel, and creating an attractive town centre. The LUF interventions will kickstart the transformation of Barton-upon-Humber and its growth, forming part of a wider vision to create an attractive and resilient town.

C4. Please provide a short description of the area where the investment will take place. If complex (i.e., containing multiple locations/references) please include a map defining the area with references to any areas where the LUF investment will take place.

**For transport projects** include the route of the proposed scheme, the existing transport infrastructure and other points of particular interest to the bid e.g., development sites, areas of existing employment, constraints etc.

(250 words)

The investment is taking place in Barton-upon-Humber, North Lincolnshire. North Lincolnshire is within the Yorkshire and Humber region on the South Bank of the Humber estuary. The Humber region is a major asset for the UK, at the forefront of plans for the decarbonisation of existing industrial and energy sectors and development and deployment of new green technologies. North Lincolnshire is a part of the Greater Lincolnshire LEP and is covered by the Northern Powerhouse and Midlands Engine.

Barton-upon-Humber is the second largest sustainable settlement in North Lincolnshire and is a thriving market town with a population of approximately 12,544 in 2022. Lying on the South Bank of the Humber Estuary, one of the UK's key trade gateways to and from Europe and wider international markets, Barton-upon-Humber is home to the Humber Bridge. This key asset for Barton-upon-Humber, alongside being part of the Humber Freeport, provides easy access to opportunities supporting job creation and innovation across the region. The A15 runs to the West of Barton-upon-Humber and provides strategic connections to Hull in the North, Lincoln in the South, and Humberside Airport. Barton-upon-Humber is also in close proximity to Grimsby and Scunthorpe.

The Barton-upon-Humber Station Mobility Hub is located at the existing railway station and bus interchange to the north of the town centre adjacent to the B1218.

Please see appendix 6 for a location map.

C5. Please confirm where the investment is taking place (where the funding is being spent not the applicant location or where the project beneficiaries are located).

If the project is at a single location, please confirm the postcode and grid reference for the location of the investment.

If the project covers multiple locations, please provide a GIS file. If this is unavailable, please list all the postcodes/coordinates that are relevant to the investment.

**For all projects**, please confirm in which constituencies and local authorities the project is located. Please confirm the % investment in each location.

(250 words)

The LUF is being spent on:

- **The Barton-upon-Humber Station Mobility Hub** – This is located at the existing railway station and bus interchange to the North of the town centre adjacent to the B1218.

Postcode – DN18 5QE

Grid Reference – 53.688835, -0.443695

% of investment – 4%

The funding will improve the local transport connectivity, support an integrated multimodal system, and create an attractive, resilient town.

The Barton-upon-Humber Scheme is within the local authority of NLC, in the Cleethorpes constituency.

Please see appendix 6 for the location map.

C6. Please confirm the total grant requested from LUF (£)

£857,045.00

C7. Please specify the proportion of funding requested for each of the Fund's three investment themes:

- a) Regeneration and Town Centre %
- b) Cultural %
- c) Transport %

70% - Regeneration

30% - Transport

C8. Please confirm the value of match funding secured for the component project.

Where funding is still to be secured please set out details below. If there are any funding gaps please set out your plans for addressing these.

(250 words)

The following public and private funding will be leveraged as part of the Barton-upon-Humber Mobility Hub:

- **Barton-upon-Humber Railway Station:** NLC contribution of £100,000 for the car park expansion at the station

Other funding leveraged as part of the complete Barton-upon-Humber Scheme:

- **Keigar Homes:** A S106 contribution of £100,000 as part of the housing development scheme situated off Falkland Way, in which the interventions will support
- **A1077 improvements:** A S106 contribution of £250,000
- **Active Travel Routes contribution:** NLC contribution of £25,000 for active travel routes

Therefore, a total of £475,000 of match funding has been secured with, £125,000 from NLC demonstrating their commitment to delivering these interventions and supporting the growth of Barton-upon-Humber.

There is currently no further public funding available for these interventions due to market failure. The purpose of the LUF interventions is to provide the necessary conditions to make it more viable for developers. It is envisaged that associated with the housing allocations there will be S106 contributions and therefore minimised reliance on public sector funding.

#### C9. Value for Money

Please 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. 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, applicants 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.

(500 words)

No benefits quantified, unquantified benefits set out in C12.

Costs: £0.6 m

C10. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be provided at Question 5.5 in the main application. If it is not possible to provide an overall BCR for your package bid, please explain why.

(250 words)

We have provided a value for money assessment.

C11. Where available, please provide the initial and adjusted BCR for this project:

Initial BCR	0.0
Adjusted BCR	0.0

C12. Does your proposal deliver non- monetised benefits? Please set out what these are and a summary of how these have been assessed.

(250 words)

The proposal includes amenity improvements to the bus and rail station, which is likely to have intrinsic benefit as well as increase the attractiveness to use these facilities and potentially uplift demand.

The proposal also includes some provision to support real time information which cannot be captured here due to double count but also creates value.

C13. Does this project include plans for some LUF grant expenditure in 2022-23 ?

Yes

C14. Could this project be delivered as a standalone project or does it require to be part of the overall bid?

This project cannot be delivered as a standalone project and would need to be delivered as a part of a package of interventions. The benefits identified are a package, with active travel and mobility hub investment benefiting existing users but also new residents to the town who will settle as a result of housing land being unlocked.

C15. Deliverability: Please demonstrate that project activity can be delivered in 2022-23?

Yes, there will be spend in Financial Year 2022/23 on the production of drawings for construction and tendering for the Barton-upon-Humber Link Road Phase 1, A1077 improvements and Active Travel Scheme.

The car park for the Station Hub Mobility Scheme will be delivered in September 2022 with preparation for the EV charging points. There will be spend on the production of drawings for construction and tendering for the Barton-upon-Humber Station Mobility Hub.

### Statutory Powers and Consents

C16. 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.

NLC is a Highways Authority, and the interventions are within the power that this affords. The Landowners for the delivery of the Brigg Link Road Phase 1 and the Active Travel Scheme have written a letter of support for the LUF bid stating that subject to negotiation the landowners are keen and motivated to achieve a smooth land transfer on receipt of funding.

Table C16.1: Consents and approvals

Project Intervention	Consenting Route	Reason
Car park extension	Network Rail consent	NLC will obtain a licence from Network Rail (NR) to carry out works withing its land ownership.

Brigg Link Road	Landowner agreement and possible subsequent acquisition	Land currently in private ownership. NLC is progressing a landowner agreement aligned with the part of the route that are not in NLC ownership currently.
Active Travel Scheme	None Required	NLC as Highway Authority empowered by Highways Act 1980 to carry out works or improvements within the Highway
Public Realm Improvements	Non required	NLC as Highway Authority empowered by Highways Act 1980 to carry out works or improvements within the Highway
Covered Cycle Storage	Network Rail consent	NLC will obtain a licence from Network Rail (NR) to carry out works withing its land ownership.
Real-Time Passenger Information	Landowner Consent at Rail Station and Highway authority	Private Land ownership belonging to Rail Operator/ NLC as Highway Authority empowered by Highways Act 1980 to carry out works or improvements within the Highway

C17. Please list separately any outstanding statutory powers consents etc, including the timetable for obtaining them.

No outstanding statutory powers. Landowner agreement anticipated to be obtained by September 2022.