

LOCAL AUTHORITY MAJOR SCHEMES APPLICATION FOR FULL APPROVAL

Scheme Name	Lincoln Eastern Bypass
Local Authority	Lincolnshire County Council

STRATEGIC CASE

1.1 Has the Strategic Case for the scheme altered in any way since the submission of your Best and Final Funding Bid?

In particular any external developments, changes in local plan, changes in developers plans or any new issues arising impacting upon public or business support for the scheme. If yes please provide details.

The Lincoln Eastern Bypass (LEB) scheme as set out in the Best and Final Bid (BaFB) will form a 7.5km single carriageway road that will link the A158 Wragby Road in the north east of Lincoln to the A15 in the south of the city. The scheme was successful in its BaFB funding application and received Programme Entry in November 2011, and in line with DfT's Transport Business Case requirements this section confirms and summarises the strategic case for the scheme.

The strategic case for the LEB has not altered since submission of the BaFB. The LEB remains an intrinsic part of the Lincoln Integrated Transport Strategy (LITS) and is fundamental in facilitating Lincoln's continued economic development.

As described in the BaFB, Lincoln continues to suffer from a number of transport related problems and issues that have a significant impact on journey reliability, journey times and network reliability throughout the city. They include:

- High levels of congestion from local and strategic traffic movements within the centre of Lincoln;
- Traffic currently using the city centre generates congestion, impacts on air and noise quality, reduces the quality of life for residents, and makes access to jobs and facilities in the city centre more difficult for its residents and those who live nearby;
- A lack of route choice for north-south movements resulting in significant levels of strategic traffic being channelled through the centre of Lincoln; and

YES or NO

No

- There is a lack of alternative river crossings meaning that strategic traffic, including large numbers of long distance HGVs again are forced to converge on the A15 within the city centre.
- This is compounded by limited crossings of the railway line which passes east-west through the city. At-grade crossings of the line are likely to be significantly impacted by any increase in rail traffic facilitated by the recent improvements to the GNGE Joint Line and the delivery of an additional segregated crossing of the line would relieve this issue for strategic traffic.

These problems have a negative impact on the wider Lincoln economy and act as a restraint to regeneration and the city's development aspirations. The problems are forecast to increase and will place further stress on the highway network and have a fundamental impact on the local economy and Lincoln's development aspirations. Failure to provide appropriate infrastructure will mean that Lincoln will not meet the growth or economic targets promoted in sub-national and local plans.

The LEB will be fundamental in tackling these existing transport issues and will act as a catalyst for the further development and implementation of a number of wider initiatives and schemes (as part of LITS), as well as providing the necessary infrastructure to help deal with the transport problems detailed above. The scheme is also an important part of the Draft Central Lincolnshire Local Plan (due for Examination in late 2016) and has three clear objectives, as set out in the BaFB. They remain as follows:

- **Objective 1:** To support the delivery of sustainable economic growth and the Growth Point agenda within the Lincoln Policy Area (LPA) through the provision of reliable and efficient transport infrastructure.
- **Objective 2:** To improve the attractiveness and liveability of central Lincoln for residents, workers and visitors by creating a safe, attractive and accessible environment through the removal of strategic through traffic (particularly HGVs).
- **Objective 3:** To reduce congestion, carbon emissions, improve air and noise quality within the LPA, especially in the Air Quality Management Area in central Lincoln, by the removal of strategic through traffic (particularly HGVs).

The scheme will have an important impact on Lincoln and will achieve the objectives listed above by facilitating sustainable development by improving access to potential growth areas and underpinning LITS. It is also forecast to remove a significant amount of traffic from key routes in the city centre (including HGV traffic) allowing Lincolnshire County Council (LCC) and its partners to 'lock in' benefits for sustainable transport and the environment in the city.

There are also a significant number of additional benefits that the LEB would bring:

- The removal of strategic traffic will provide the opportunity to reallocate road space within central Lincoln and utilise this road

<p>space for the benefit of all types of user making Lincoln a more vibrant and accessible city centre for residents, visitors and businesses;</p> <ul style="list-style-type: none"> • It would contribute to the future development of the major sustainable urban extensions (SUEs), the North East Quadrant (this includes the addition of up to 1,400 additional homes and 5 ha of employment land) and the South East Quadrant (this includes the addition of over 3,500 additional homes in the plan period up to 2036 with a possible 6,000 homes in total). They are essential to ensuring the future social and economic vibrancy of Lincoln, and could not proceed without an outer route on the eastern side of the city. The draft Central Lincolnshire Local Plan has proposals for nearly 37,000 new homes in the plan period to 2036 and these two SUEs, supported by LEB, form key components of the proposals to deliver the Plan. Following the withdrawal of the Central Lincolnshire Core Strategy, the new draft Local Plan has been developed jointly by Lincolnshire County Council, City of Lincoln Council, West Lindsey District Council and North Kesteven District Council and will undergo Examination in Public in late 2016; and • Its development would be symbolic of the local authorities' desire to encourage further investment in development and jobs in the region. <p>The strategic case remains unaltered since the BaFB and, as described above the scheme remains a fundamental part of Lincoln's transport and economic growth strategies.</p>	
<p>1.2. Has the scope of the scheme changed from that described in the Best and Final Funding Bid? <i>If so please provide details, including any changes resulting from conditions attached to statutory powers granted.</i></p> <p>The scope and objectives of the scheme remain unaltered from the BaFB and the intention remains to provide a 7.5km single carriageway road linking the A158 Wragby Road to the A15 Sleaford Road to the south of Lincoln. Since submission of the BaFB, several key milestones have been achieved which confirm the scope of the scheme as described in the BaFB. Planning approval for the LEB was granted on 10th June 2013 under application reference number 2013/0110/CCC, and subsequently amended through Section 73 application 2014/0643/CCC. A further planning permission was secured for a new Non-Motorised User Bridge at Hawthorn Road in October 2014. Both of these permissions have now been implemented although some conditions remain to be discharged.</p> <p>The detailed design process is now complete to support the tendering process and although the design has been refined since the BaFB the key elements and scope of the scheme remain unaltered. Specifically, as with the Preliminary Design supplied at the BaFB, the scheme links into the existing network through junctions with A158 Wragby Road, Hawthorn Road, B1308 Greetwell Road, B1190 Washingborough Road, B1188 Lincoln Road and A15 Sleaford Road. In addition the crossings of the River Witham, Lincoln to Market Rasen Railway line and Lincoln to Spalding Railway line also remain part of the scheme.</p>	<p>YES or NO</p> <p>NO</p>

LCC has appointed Network Rail to take on the design of the bridge that will take the Lincoln to Spalding Railway Line over the LEB and this is now substantially complete.

The key changes to the scheme are set out below:

- Following a Road Safety Audit, the junction with Hawthorn Road has been realigned and a diverge lane added from the LEB to Hawthorn Road. The junction was designed as a standard left in left out junction at BaFB and did not include a diverge lane;
- Following representations during the Orders process, an additional NMU bridge is planned at Hawthorn Road. This required other changes to allow the NMU bridge to be incorporated (these changes are now embedded in the new planning consent);
- The LEB design speed has been increased from 85kph to 100kph;
- Following discussions with Network Rail there has been a change to the design of the Lincoln to Spalding Railway bridge from a two span precast concrete box to a single span steel structure supported on King Piles;
- Alteration of the cutting profile between Washingborough Road Roundabout and Heighington Road;
- The cut off ditches have been removed across the length of the scheme and replaced with filter drains, except in the vicinity of Bloxholm Lane where they remain.
- Reprofiting of vertical alignment and removal of the earthworks bund north of Lincoln Road Roundabout to account for the 132KV overhead cable located at this point; and
- The Lincoln Road NMU Underpass has been extended.

None of the above changes have resulted in any significant overall increase in the capital cost of the scheme from the estimate at the BaFB stage. Importantly, the only change which may impact on the benefits of the scheme is the change of design speed from 85kph to 100kph and this will increase, rather than decrease many of the benefits (i.e. improved journey time savings and vehicle operating cost benefits).

ECONOMIC CASE

2.1 What is the latest BCR of the scheme?

Please provide updated AMCB, TEE and Public Accounts Tables. Unless specifically requested by DfT no new analysis is required, merely the updating of information known to have changed e.g. costs; and reflecting reduced optimism bias where applicable.

The revised TEE, AMCB and Public Accounts Tables are provided in Annex

<p>1. Further Economic Appraisal and Traffic Modelling documentation is provided in Annex 2.</p> <p>The LEB Value for Money (VfM) assessment has been updated to reflect the changes to a number of key variables since the BaFB was submitted. As agreed with DfT (May 2014) the VfM assessment for the Core Scenario has been updated to reflect the following changes:</p> <ul style="list-style-type: none"> • Traffic Growth: Changes in growth in Lincoln between the Base Year (2006) and now (2015) have been reflected in the forecast models. The latest development assumptions are also included as part of this update. The impact of these changes has been reflected in the scheme benefits. • Values of Time: The traffic model has been updated to use more recent WebTAG values of time in order to update the generalised costs parameters for each user class within the traffic model. The latest (distance based) values of time are included as a sensitivity. • TUBA Assessment: The TUBA assessment uses Version 1.9.5 of the software, which was the most recent version at the time of the assessment. The VOT sensitivity uses v1.9.7. • Scheme Costs: The up to date scheme costs have also been used within the revised VfM assessment including Optimism Bias of 3%. <p>These changes have been described in further detail in Updated Forecast and Economic Appraisal Summary Report provided in Annex 1. The associated AMCB, TEE and Public Accounts Tables are also included in Annex 1.</p> <p>The revised BCR for the LEB is 18.435.</p> <p>This demonstrates that the scheme continues to offer very high value for money.</p>	<p>BCR: 18.435</p>
<p>2.2 Please attach an assessment of the Social and Distribution Impacts of the scheme (conducted in line with DfT guidance) including, where appropriate, include details of appropriate mitigations?</p> <p><i>If you have already agreed with DfT that no update is required beyond that included in your BAfB please state here.</i></p> <p>A full Social and Distributional Impact (SDI) assessment was produced in support of the BaFB. The scope and context of the scheme remains unaltered from the BaFB and the design changes described in Section 1.2 will not significantly change the conclusions of the assessment. As agreed with DfT (e-mail from Robert Fox of 16th May 2014) an update of the SDI has not been considered necessary.</p>	

FINANCIAL CASE

3.1 What is your estimate of the total outturn cost of the scheme? Please provide a breakdown of costs using the template below. Please use cost headings consistent with those used in your BAFB, although you may identify the contracted construction price in its own line.

In the column showing the BAFB costs please incorporate any adjustments made by DfT as advised in your Programme Entry letter.

Please ensure that in the risk/QRA cost

- You have removed risks now transferred to the contractor as part of the final tendered price
- You have not included any risks associated with ongoing operational costs
- You have used the P50 value.

Please quote all amounts in £m to three decimal points (i.e. to the nearest £1000)

Please provide detailed cost estimate and QRA as Annexes.

Cost Heading	As per BAFB (including any adjustments advised by DfT)	Currently Estimated Cost
Works Costs (excluding contractor's risk)	£53.812	£52.440
Network Rail (Spalding Bridge – including Risk and Contingencies)	-	£14.475
Land Costs (not including Part 1 Claims)	£2.000	£2.000
Ancillary/Advanced Works Costs (including archaeology)	£2.227	£2.014
Statutory Undertakers Costs	£1.519	£4.786
Rail & Local Authority Costs	£0.586	£0.500
Preparation Costs	£5.192	£7.361
On Site Supervision & Testing	£3.343	£4.277
Base Costs	£68.679	£87.853
QRA	£5.186	£6.086
Contractor's Risk	£2.043	£0.514
Inflation	£13.835	£0.162
Total	£89.744	£94.615

3.2 Please state what inflation assumptions you are using.

Inflation rates for different categories (e.g. general inflation, construction cost, operating cost) should be separately identified.

The inflation factors have been revised for the latest scheme cost estimate and calculated using the TAG Databook (July 2016). The factors are set out in the table below. Inflation has been applied to site supervision and testing costs only as all other costs will not be affected by inflation as prices have been confirmed through the procurement process.

Inflation Factors	2017/18	2018/19	2019/20
General Inflation Factor	1.0190	1.0394	1.0591

3.3 Please describe any significant remaining risks to the current cost estimates?

A Risk Management Strategy and Project Risk Register has been in place since the scheme's inception and updated on an ad hoc basis and at key project milestones through

formal risk workshops.

The LEB's risks have been proactively managed throughout the scheme's development and many of the risks have either been mitigated against or actively managed to ensure that they have not been realised.

The latest major review of risks, including a risk workshop was undertaken in July 2016. The risk register (see Annex 4) details the current remaining risks, including their potential impact (relating to programme and cost) and the mitigation measures. The significant remaining risks to the current cost estimate are as follows:

- Network Rail cancel possession and/or the Network Rail contractor does not meet programme.
- Weather above 1 in 10 year event
- Significant archaeological remains discovered during construction.
- Poor performance of utility companies affects programme
- Design changes to the LEB during the construction phase.
- Ground water infiltration into works causing delay/disruption to earthworks.
- Delay in approval from relevant bodies (including EA, Canals & Rivers Trust) for temporary works including River Witham temporary crossing.

3.4 Please provide a breakdown of the proposed funding sources for the scheme

<p>(a) Local Authority contribution <i>Please include the LA costs incurred or expected to be incurred since Programme Entry (that is the original Programme Entry approval if prior to 2011) excluding ineligible preparatory costs as defined by previous guidance and excluding the cost of any Part 1 Claims.</i></p>	<p>£10.671</p>
<p>(b) Agreed third party contributions <i>This should include only <u>committed</u> third party contributions, Please name each contributor on a separate line and provide evidence of agreement (e.g. a letter from the funder confirming their degree of commitment, timing for release of funds and any other conditions etc).</i></p> <p>Note 1: A Memorandum of Understanding (MoU) was signed in November 2014 between Lincolnshire County Council, North Kesteven District Council, West Lindsey District Council and City of Lincoln Council with regard to them supporting the delivery of the LEB. A prime purpose of the MoU was for the Local Planning Authorities to secure and transfer to LCC the above agreed third party contributions from developers sought under Section 106 of the Town and Country Planning Act 1990 and, if adopted, the Community Infrastructure Levy. The first contributions under this MOU (£893,800) have been secured through the Section 106 agreement for the first phase (circa 450 units) of development for the North East Quadrant Sustainable Urban Extension site. It is assumed, for the purposes of the funding profile in Section 3.5 that at least one similar third party contribution will be secured during</p>	<p>£33.994 (see notes opposite)</p>

both 2018/19 and 2019/20. The remaining third party contributions will be secured post-completion.

Note 2: Whilst major developments and their resulting contributions are yet to be committed, both LEB and the Strategic Urban Extensions are included in the draft Central Lincolnshire Local Plan and LEB is in the draft Infrastructure Delivery Plan. Lincolnshire County Council is therefore underwriting the third party contributions.

(c) DfT funding requested

The funding requested from DfT must not exceed that requested in your Best and Final Funding Bid (BAFB).

£49.950

If the total estimated cost of the scheme is less than that quoted in the Department's Programme Entry letter, the requested contribution from DfT should be reduced by the same proportion.

3.5 What is the estimated funding profile?

- Please assume that the DfT and LA contributions will be in the same proportion in each year from 2012/13 and provide an explanation if this is not the case.
- Although the maximum level of DfT funding will be fixed, profiles across years may be subject to further discussion and agreement.
- Please specify the third party contributor(s) and list each one (if more than one) on a separate line.
- The DfT contribution to costs that have already been incurred should not exceed what was assumed in the BAFB and should not include ineligible preparatory costs (as defined by previous guidance). Please note that the DfT contribution to costs already incurred should, if the scheme is approved, be included in the first quarterly claim submitted to the Department.

£m	Costs already incurred	2016/17	2017/18	2018/19	2019/20	Post-Completion	Total	% of total
LA contribution	£0.000	£0.000	£0.000	£27.227	£14.759	-£31,316	£10.671	11.3%
Third Party contribution	£0.000	£0.000	£0.893	£0.893	£0.893	£31,316	£33.994	35.9%
DfT funding requested	£7.018	£9.159	£20.658	£13.115	£0.000	£0.000	£49.950	52.8%
TOTAL	£7.018	£9.159	£21.550	£41.235	£15.652	£0.000	£94.615	100.0%

3.6 Please indicate the level of flexibility with regard to the phasing of the local contribution of the bid (including the third party contribution), should the DfT have a need to vary the phasing of its own contribution for budgetary reasons.

Please detail the level of change in DfT support per funding year you could accommodate within the project and from which sources any change would be made up.

Lincolnshire County Council is in a position to vary its financial contribution towards the LEB to accommodate DfT requirements. If required LCC would be able to phase and front load their contribution to ensure that the scheme is able to start as outlined within the programme. Alternatively LCC can delay their contributions should DfT require.

3.7 Please explain how the Local Authority contribution will be funded.

Please reference any council decisions allocating the required budget or approving any necessary borrowing etc

LCC's contribution has already been allocated from the authority's existing funds. The Council have agreed that the authority's contribution will be allocated from the Capital Programme (Other Road Improvement Block).

LCC's contribution currently includes for that element of funding that is proposed to be obtained from developments in the Greater Lincoln area, either through Section 106 or Community Infrastructure Levy contributions. The Council has agreed to underwrite any shortfall in developer contributions through borrowing.

COMMERCIAL CASE

4.1 Was the procurement carried out as described in your Best and Final Funding Bid (BAFB). YES/NO

If not please provide a simple explanation of what was different. For Supported Pool schemes, where this information was not requested on the BAFB form, please provide a simple description of the procurement that was carried out.

Given the specific programme constraints for the scheme (predominantly Network Rail's ability to provide early access for the scheme) and the uncertainty surrounding the two Public Inquiries, LCC decided to complete the design without any Early Contractor involvement and then tender the scheme as a build only contract once the Orders had been confirmed. This was felt to be the most cost effective way of progressing the scheme as it allowed several elements to be taken forward consecutively rather than in sequence. A Pre-Qualification Questionnaire (PQQ) exercise was undertaken in late 2015 and a tender list of four contractors was selected in December 2015. This exercise was carried out early to allow tenders to be issued as soon as the uncertainties over the Orders and Network Rail had been resolved.

Three of the four tenderers have proposed some element of 'soft start' to the scheme to ensure collaborative working in accordance with BS11000 and to carry out Value Engineering exercises on the scheme. Tenders for the scheme were issued on 1 June 2016, following confirmation of the Orders and Network Rail's confirmation of an October 2017 possession on their network. (Without this confirmation of a possession an issue of tenders would have placed additional risk on the scheme cost which would have been captured in the tendered values). Tenders were returned on 30 August 2016 and a preferred bidder is due to be confirmed at LCC's Executive on 1 November, subject to a successful final funding application.

4.2 Please state contract type used (e.g. NEC3)

You may have included this information in the BAFB but please state here for ease of reference.

NEC3 Option C

4.3 Was the procurement conducted by appropriately qualified staff in accordance with public procurement law? YES/NO

Yes.

4.4 Please provide details of the firm and final offer for the main contract, including the price and period of validity.

If there are multiple contracts and none can be regarded as the primary contract please explain this on a separate sheet, also addressing the questions below.

Tenderers for the main construction contract were invited to tender on 1st June 2016 and tender submissions were returned on 30th August 2016. The preferred tenderer was announced as Carillion on 29th September 2016 with an assessed tender price of £52.953m with a validity of 90 days when submitted, although the selection of a preferred bidder will mean the tender validity is no longer relevant. The decision to award a contract will be ratified by the Council's Executive on 1 November.

4.5 Is this a fixed price or target price contract?

If target price, please provide details of the pain/gain arrangements

Target Price contract

Share Range	Contractor's Share Percentage
Less than 80%	15%
80% to 95%	25%
95% to 105%	50%
105% to 110%	75%
More than 110%	100%

As can be seen from the table the intention is that the biggest gain share that is paid to the contractor is when the outturn cost is closest to the agreed Target Cost. This incentivises the contractor to produce an accurate Target Cost and to promote a reasonable amount of cost saving suggestions during construction.

4.6 Please provide details of any incentive arrangements or staged payment terms that may affect the total cost or the timing of payments?

None

4.7 Please list the significant risks that are transferred to the contractor, and those that remain with the authority.

At present, no significant risks have been transferred to the contractor. A contractual risk workshop is to be held between LCC and the contractor to develop the Contractual Risk Register. It is hoped that the one of the successes of collaborative working will see a reduction in Risk values as the scheme progresses during construction.

However, the contractor has made an allowance of £513,660 in their tender cost.

See Section 3.3 for remaining significant risks.

4.8 Please describe how you will ensure effective contract management

Include details of reporting and liaison requirements, meeting frequency, interface of contractor and contract manager within internal governance arrangements (you may refer to management case if covered there)

The Project Board has continued to meet monthly during the scheme development and will do so during construction. It is expected that senior members of the contractor's team will join the Board to assist with any issues that arise during construction. (It is likely that Board meetings will be held on site where possible). A firm of independent cost consultants and a dedicated site team will be appointed, reporting to a Construction Project Manager (Barry Drewett) who sits on the Project Board and is supported by an in-house specialist contracts team. There will be regular (monthly) progress and finance meetings on site to review progress against plan and highlight any issues. It is likely that some of the Project Manager's powers under the contract will be delegated to the on-site Construction Project Manager for LCC. Further collaboration will be assisted by co-location of the LCC and contractor's site teams, with a joint vision promoted during collaboration workshops.

4.9 Are there any TUPE issues? YES/NO

If yes please state how many staff involved

No.

4.10 Please provide brief details of procurement arrangements for any works

outside the main construction contract, and what stage these have reached?

There are two main additional elements of work outside of the main contract:

1. Network Rail (NR) have been commissioned to design and construct the bridge that takes the Lincoln to Spalding railway line over LEB. As such NR have procured a Design and Build contract to deliver this bridge, with works commencing in December 2016. Completion is expected in April 2018.
2. During the planning application stage a number of areas along the route were identified as having the potential to contain archaeological remains and as a result a number of planning conditions were attached to the consented scheme. The decision was therefore taken to separately procure a scheme of archaeological investigations in advance of the main works. This would mitigate a significant risk to the scheme of discovering archaeological finds which had the potential to delay construction. These investigations commenced in September 2016.

MANAGEMENT CASE

5.1 Please provide details of the statutory powers you have acquired

Please list separately each power obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers, and any conditions attached to them.

LCC has worked to ensure that the LEB has the planning consent and all of the statutory powers needed to progress the scheme. Details of each of the necessary powers obtained by LCC are detailed below:

- **Planning Permission:** Planning approval for the LEB was granted on 10th June 2013 under application reference number 2013/01110/CCC, and subsequently amended through Section 73 application 2014/0643/CCC. The planning permission was lawfully implemented through the construction of an access track from Washingborough Road part way to the Lincoln to Spalding Railway which has been confirmed in writing by the County Planning Authority. This access track will form part of the permanent access to balancing ponds although will also serve as a construction access for both the main works and those carried out by Network Rail. LCC has discharged all the pre-commencement conditions but this was only done in part for some as information was required from Network Rail and the successful contractor. LCC is now in the process of discharging the remaining elements of the pre-commencement planning conditions relating to the main scheme. The remaining planning conditions are set out in below with more detail provided in Annex 5 and relate to construction process and are either regulatory in nature or require information from third parties. In addition planning permission was granted on 6th October 2014 for the NMU Bridge at Hawthorn Road under reference number PL/0194/14.

As shown in the table below there are 24 conditions attached to the planning permission for LEB of which 14 were pre-commencement conditions and two are prior to use or prior to installation conditions. Regulatory conditions are predominantly those that mainly relate to requirements for the contractor during construction or for requirements for the scheme to be constructed in accordance with the planning submissions.

Of the 14 prior to commencement conditions, 11 have been discharged in full, three have been discharged in relation to the access track alone, and the remaining prior to

use condition has been discharged in part in so far that further details on one Network Rail bridge are pending agreement. Some of the remaining conditions will require input from the main contractor.

Condition	Category	Subject	Discharge status
1	Regulatory	Time Limit	N/A
2	Regulatory	Approved plans/documents	N/A
3	Prior to commencement	Landscaping	Discharged in full
4	Prior to commencement	Bunds	Discharged in full
5	Regulatory	Working Hours	N/A
6	Regulatory	Maintenance of vehicles/ plant / machinery	N/A
7a	Prior to commencement	Written Scheme of Investigation – Archaeology	Discharged in relation to access track. Additional investigations ongoing to discharge remainder.
7b	Regulatory		N/A
7c			N/A
8a	Prior to commencement		Historic Landscape Report
8b			N/A
9a	Prior to commencement	Historic Building Recording	Discharged in full
9b			N/A
10a	Prior to commencement	Permanent structures	Discharged with the exception of the Network Rail works.
10b	Prior to installation	Temporary structures	Application pending appointment of contractor
11	Regulatory	Floodlighting / external lighting	N/A
12	Prior to use	Lighting	Discharged in full
13	Prior to commencement	Method Statement – Greetwell Hollow Quarry SSSI	Discharged in full
14	Prior to commencement	Public/pedestrian access	Discharged in full
15	Prior to commencement	Method Statement – Bats, Water Voles and Grass Snakes	Discharged in full
16	Regulatory	Timing of earthworks	N/A
17	Prior to commencement	Drainage	Discharged in full
18	Regulatory	Facilities for storage of oil/fuels/ chemicals	N/A
19	Prior to commencement	Construction Environmental Management Plan	Discharged in relation to access track, requires input from successful contractor
20	Prior to commencement	Construction Waste Method Statement.	Discharged in relation to access track, requires input from successful contractor
21	Prior to commencement	Contamination	Discharged in full
22	Regulatory	Contamination identified during site works	N/A
23	Prior to use	Acoustic Fence	Application pending, requires installation of fencing
24	Prior to commencement	Giant Bellflower	Discharged in full

- **Statutory Orders:** Following a public inquiry in February 2014 the CPO and SRO were not confirmed by the Secretary of State, although the Bridge Scheme was confirmed. The objections to the scheme were primarily focussed on concerns relating to the stopping up of Hawthorn Road and although the Inspector's report confirmed that there

would be adequate vehicular alternatives it did raise concerns over the safety of a NMU crossing of Hawthorn Road in respect of its proximity to the LEB. The concerns have been fully addressed with an alternative design for the NMU Bridge (which has now received planning approval) and the orders were re-published on the 23rd October 2014. A second public inquiry was held into the orders in August 2015 and both the CPO and SRO were confirmed by the Secretary of State in February 2016.

- Further details of each of the orders is set out below:
 - **Compulsory Purchase Orders:** A CPO has been necessary to ensure that LCC has acquired all the necessary land and interests to guarantee that the scheme is able to proceed. The 2014 CPO is essentially the same as the 2013 CPO.
 - **Side Roads Orders:** The SRO is necessary to enable construction and operation of the scheme by dealing with all necessary access points, rights of way and highways that interact with the LEB. This has been amended from the 2013 SRO to incorporate the changes at Hawthorn Road and a number of other minor changes.
 - **River Witham Bridge Order:** Due to the need for the scheme to bridge a navigable section of the River Witham (as well as the North and South Delph Drains and the Canwick Fen Drain), the LEB also required a bridge order which is a statutory instrument. This Order was confirmed by the Secretary of State in July 2014.

5.2 Please provide details of further engagement since the BAFB with the Statutory Bodies (Environment Agency, Natural England, English Heritage)

Please include evidence of how you have taken account of their views and any requirements for mitigation etc.

Throughout the development of the scheme LCC has worked closely with stakeholders including the Statutory Bodies to ensure that their views are taken into account as part of the LEB's development. Most recently this has taken place as part of the planning applications for the NMU bridge and Section 73 variation (granted January 2014 and October 2014 respectively), development of the detailed design and through the statutory powers process. The result of this has meant that the views of Statutory Bodies have been incorporated into the conditions imposed by the planning approval and where possible accounted for in the LEB's detailed design. Engagement will continue throughout construction of the scheme.

Further details of consultation with each of the Statutory Bodies is set out below:

Department for Transport

The LEB project team has maintained ongoing communication with the DfT over the course of the scheme development since the BaFB was submitted. This has included both formal and informal contact including the Quarterly Monitoring Returns (see Annex 6), face-to-face meetings (the most recent being on 11th November 2015 to discuss modelling and economics) and communication by e-mail and telephone.

The Environment Agency

The Environment Agency was consulted during the planning application process and had no objection to the LEB but recommended that a number of conditions be put in place. These conditions (conditions 17, 18 and 19) covered matters including the submission of details of the proposed flood compensation area, surface water drainage scheme and conditions to ensure that any potential for contamination is correctly addressed and dealt with accordingly. Through subsequent discussion with the EA it was agreed that no flood compensation was required.

A number of design changes have been discussed with the EA and have been approved. In addition formal drainage consents have been granted by the Agency.

Highways England

Highways England had no objection to the scheme and did not provide any further comments. The scheme does not affect any Trunk Roads.

Land is however required from the former British Railways Board (Residuary) Ltd, the assets of which were transferred to Highways England in September 2013. The land cannot therefore be acquired compulsorily as it is now Crown land, discussions are ongoing regarding the acquisition by agreement. An agreement in principle has been reached and early access to the land has been granted.

Historic England (previously English Heritage)

Historic England did not object to the LEB subject to appropriate mitigation being implemented. They did request that specific details of the mitigation should be carefully conditioned and stated that they would welcome the opportunity to advise further on these issues (in particular the matters of archaeology and landscaping). As part of the planning conditions they requested that curation of further historic landscape survey work, archaeological finds and historic building recording be completed in order to provide a permanent and accessible record of this information (conditions 7, 8 and 9). Condition 7 has been discharged in so far as it relates to the access track, with the main archaeological advance works due to commence in September 2016. The remaining planning conditions can then be discharged as this work is completed. Conditions 8 and 9 have been discharged in full.

Lincolnshire Wildlife Trust

The Lincolnshire Wildlife Trust (LWT) initially objected to the scheme due to the impact on local wildlife sites. However after further consultation to discuss mitigation measures and demonstration that there would be a net gain in biodiversity as a result of the scheme they withdrew their objection.

Natural England

Natural England initially objected to the scheme as they were concerned with impact on the Greetwell Hollow Quarry SSSI Site and they required further details of mitigation measures for protected species. Following further consultation with Natural England the mitigation proposals were agreed and Natural England withdrew their objection. In addition four planning conditions (conditions 13, 14, 15, and 24) were added to the planning permission to further ensure that Natural England's initial concerns were dealt with. All of these pre commencement conditions have been discharged.

The Canal and River Trust

The Canal and River Trust did not object to the scheme but wanted to ensure that there was adequate clearance between the navigation and the underside of the bridge. A planning condition (condition 10) was added that requires that detailed designs of all bridges and structures across the River Witham be submitted and approved by the CPA. As noted above, the Bridge Scheme which granted navigation rights under the new bridge has been confirmed. The Canal and River Trust did object to the second set of orders for the scheme but withdrew after further discussions and the signing of legal documentation to protect their assets.

Network Rail

Network Rail was consulted as part of the planning application and did object to the scheme. They identified that a number of specific requirements would need to be met. In particular they identified a number of considerations that would need to be taken into account in the detailed scheme design relating to drainage, boundary fencing, bridge design and construction plans,

lighting and landscaping. These requirements are addressed in several of the planning conditions (conditions 3, 10, 11 and 18).

In addition, LCC has been engaged in ongoing discussions with Network Rail regarding the detailed design of the two railway structures. In particular Network Rail has been commissioned to design and construct the structure under the Lincoln to Spalding railway line.

National Grid

National Grid was an objector to the orders relating to the LEB at the public inquiry. The objection related to the perceived risk that National Grid apparatus (high, low or medium pressure gas pipes / above ground gas services) in the vicinity of the scheme may be affected. LCC discussed the concerns with National Grid to identify the appropriate way forward and the objection was withdrawn. Orders have now been placed for diversions of National Grid infrastructure where affected. In particular the high pressure main to the north of Lincoln Road has been diverted in advance of the main works to reduce the risk of the main being damaged during construction.

The local authorities affected by the scheme, North Kesteven District Council, West Lindsey District Council, City of Lincoln Council and Lincolnshire County Council, signed a Memorandum of Understanding in relation to the scheme with the specific intention of securing funding for the LEB from development (see Section 3.4(b)). Regular meetings are held between LCC and the local authorities and there is a regular interface between the LEB project team and members of the Sustainable Urban Extension Delivery Groups, which have been set up to co-ordinate the planning and implementation of the major development sites included in the draft Central Lincolnshire Local Plan.

Washingborough Parish Council

Washingborough Parish Council was consulted as part of the planning application. The Parish Council welcomed the scheme but sought clarification regarding the drainage design in respect of its proximity to the B1190 and the proposed flood mitigation. The issues raised by the Parish Council were incorporated into the planning conditions (condition 18).

Greetwell Parish Council

Greetwell Parish Council was consulted in relation to the planning application and the revision of the design of the hammerhead junction at Hawthorn Road. The Council commented that they thought the scheme should be upgraded to a dual carriageway but understood the reasons for the scope of the single carriageway LEB.

Reepham Parish Council

Although fully supportive of the scheme in principle, Reepham Parish Council was an objector to orders relating to the LEB at both public inquiries. The Parish Council objected on the grounds that consultation had been inadequate and that little consideration had been given to the redirection of traffic currently using Hawthorn Road. The Council commented that consultation had met all statutory requirements and that there had been sufficient opportunity for the Parish Council to be aware of and to comment on the application. The Council also commented that traffic analysis has shown that there are adequate alternative routes (which the Inspectors agreed with) and that there are expected to be no significant additional queuing problems on either Greetwell Road or Kennel Lane. The relocation of the NMU bridge to the south of Hawthorn Road reduces to some extent the concerns of the Parish Council, although they remain opposed to the partial closure of Hawthorn Road. At the second Public Inquiry however LCC undertook to review the operations of junctions on both roads and schemes are currently being designed to improve these roads. These schemes will be funded from sources other than the LEB budget and are therefore not included in this application.

Cherry Willingham Parish Council

Cherry Willingham Parish Council was an objector to orders relating to the LEB at the public inquiry. The Parish Council objected on the grounds that consultation had been inadequate and that there were likely to be local traffic impacts resulting from the Hawthorn Road junction. The Parish Council also raised concerns around social and economic impacts on the village and about access to schools. LCC commented that consultation had met all statutory requirements and that there had been sufficient opportunity for the Parish Council to be aware of and to comment on the application. The Council also commented that traffic analysis has shown that there are adequate alternative routes (which the Inspectors agreed with) and that there are expected to be no significant additional queuing problems on either Greetwell Road or Kennel Lane, and that reduced traffic on Hawthorn Road is likely to be a significant benefit to children travelling to schools. Additional consultation with the emergency services and the bus companies indicated that they had no concerns over the partial closure of Hawthorn Road, in particular the emergency services highlighted that LEB would improve response times to the eastern villages. The relocation of the NMU bridge to the south of Hawthorn Road reduces to some extent the concerns of the Parish Council, although they remain opposed to the partial closure of Hawthorn Road. At the second Public Inquiry however LCC undertook to review the operations of junctions on both roads and schemes are currently being designed to improve these roads. These schemes will be funded from sources other than the LEB budget and are therefore not included in this application.

5.3 Please provide brief details of your evaluation plans for the scheme and attach your full evaluation plan as an Annex.

An original LEB Monitoring and Evaluation Plan was approved by the DfT in August 2014 with an updated version taking account of a revised programme, was approved by the DfT in July 2016. The document is included as part of this Full Approval submission (see Annex 7). The approved plan follows the fuller evaluation guidance and will assess the scheme across the following elements:

- **Process Evaluation:**
 - **Aim:** To establish whether the LEB was delivered effectively and efficiently as described in the BaFB and to establish whether the LEB achieved the conditions set by DfT.
 - **Elements:** Scheme Build, Scheme Costs, Delivery Process, Delivered Scheme.
- **Impact Evaluation:**
 - **Aim:** To assess whether the LEB delivered the stated objectives and intended outcomes and impacts.
 - **Elements:** Travel Demand, Travel Times & Reliability, Travel Behaviour, Carbon, Noise, Local Air Quality, Accidents, Scheme Objectives
- **Economic Evaluation:**
 - **Aim:** To establish whether the LEB scheme is delivering the economic benefits and value for money described in the best and final bid
 - **Elements:** Impact on the Economy, Outturn Appraisal Assumptions

The monitoring and evaluation programme and timescales follow the fuller evaluation guidance and consists of the following three parts:

1. **Pre-construction Baseline Data Collection:** This will involve collecting all of the pre scheme data that will be used to form the 'evaluation' baseline from which to compare the scheme post construction. The aim will be to complete the pre-construction baseline by spring 2017;

2. **Pre-Opening & Post Construction 1 Year Evaluation:** This will involve producing an initial report based on the pre-construction counterfactual scenario data and data collected one year after the scheme has opened. This will allow the initial outcome and impact of the scheme to be assessed. The aim will be to collect the counterfactual data in 2018 and the post construction data in 2020, one year after the scheme has opened; and
3. **Post Construction 5 Year Evaluation:** This will involve producing a final report that evaluates and summarises the impact of the LEB. This will demonstrate the impact of the scheme once it has become a fully embedded and established part of the traffic network. The aim will be to collect the data by 2024 five years after the scheme has opened.

5.4 Please provide details of your construction milestones below

Please include interim milestones (at least one but no more than 5 or 6) between start and completion of works. If the completion date has slipped from the date estimated in your BAFB please provide an explanation. Please provide a copy of the latest project plan (programme) as an Annex.

The current estimated programme milestones are set out below; the programme is dependent on further discussion with the contractor. Since the BaFB was submitted LCC has achieved a number of important milestones. However, there have been several changes to the programme which have resulted from the following:

- The requirement to submit a single carriageway planning application for the scheme;
- The requirement to undertake additional consultation with the statutory bodies to agree appropriate environmental mitigation measures. This delayed the submission of the LEB single carriageway planning application; and
- The requirement to re-submit the statutory orders following the outcome of the February 2014 public inquiry. This was the result of the need to revise the design of the proposed non-motorised user bridge at Hawthorn Road.

	Date estimated in BAFB	Current estimated date
Approval of BaFB	Dec 2011	Dec 2011
Statutory Orders Published	May 2012	Oct 2014
Public Inquiry Starts	Jul 2012	Aug 2015
Confirmation of Orders	Sep 2013	Feb 2016
Complete Procurement	Feb 2014	Sep 2016
Submit Full Approval Application to DfT	Feb 2014	Oct 2016
Start of works	Apr 2014	Jan 2017
Lincoln to Spalding bridge preparation	May 2015	Dec 2016
Lincoln to Spalding bridge installation	Dec 2015	Oct 2017
Opening date	Nov 2016	Nov 2019
Completion of works (if different from above)		Dec 2019

5.5 Please briefly describe the most significant risk remaining to the above timetable and attach the latest version of your project risk register (if different from the QRA risk register).

The Risk Management Strategy, Risk Register and current QRA are all included in Annex 4. The most significant risks to the above timetable are the same as those described in Section 3.3. The most significant programme risk is Network Rail's delivery of the bridge on the Lincoln to Spalding line. Any delay to provision of this access will delay earthworks movements and thus have both cost and programme implications.

5.6 Do you have a risk management strategy/plan in place? YES/NO

A yes or no answer is sufficient. The documentation does not need to be provided.

Yes. As described in Section 3.3 a Risk Management Strategy has been in place since the project's inception. The risk register has been updated and reviewed at all key milestones through formal risk workshops.

The risk management, assessment and identification processes are continuous and all mitigation measures are regularly reviewed. The following stages in the life of the project are where risks have been and will be assessed and reviewed:

1. Before new Preferred Route Announcement / prior to programme entry (completed)
2. Submission of new Planning Application (completed)
3. During detailed design (completed)
4. Before a Public Inquiry (completed)
5. Prior to final funding (completed)
6. During construction with the appointed contractor

5.7 Have your governance arrangements changed since submission of your BAFB?

If so please provide details, including changes to SRO, Project Manager, Project Board composition, and, in particular, details of how your contractor will fit into your governance structure.

From a Governance perspective the Project has been organised at the following levels:

1. Executive Management
2. Project Board
3. The Senior Responsible Owner
4. Project Assurance
5. Project Manager
6. Delivery Teams

Escalation of issues will transition through these levels, each of which has set levels of authority.

Executive Management

The Executive Management of the project is provided by LCC's Executive Councillor for Highways Transport and IT Councillor Richard Davies) and the LCC Commissioner for Economy and Place (Andy Gutherson). The Executive Management team oversees the management of the programme and acts as the client for the LEB scheme ensuring that it is being delivered in accordance with the project plan and in line with the budget and specified timeframe.

Project Board

The Project Board provides the strategic platform for key decision making and providing guidance on exceptional issues to the Delivery Teams. The Board meets on a monthly basis. Board members include Senior User, Senior Suppliers and Senior Responsible Owner with

input from the Project Manager. The key responsibilities of the Project Board are:

- Agreeing and finalising the Project Plan.
- Liaison between the Delivery Team and Executive Management, Study Partners & Senior Management.
- Overall responsibility for the risk management including the management and mitigation of strategic risk.
- The assurance that the project remains on course to deliver the required quality and to meet the business plan including reviewing resource provision as required.
- The approval and funding for significant changes to the project.
- Responsible for publicity and dissemination of information about the LEB programme and scheme.
- Review, comment and improve on the Project delivery processes and procedures as required
- Resolve issues escalated by the Delivery Team
- Establish formal reporting arrangements and implement an audit strategy as required.

Stakeholders including key development partners feed into the Project Board through the Project Manager.

Senior Responsible Owner

The Senior Responsible Owner (Paul Rusted – Infrastructure Commissioner) for the LEB has the responsibility for the delivery of highways and transportation services and includes the following responsibilities:

- Appointment of the Project Manager and Chair of the Project Board meetings.
- Monitoring and control of progress including ensuring that the project is subject to review at appropriate stages.
- Approve the milestone reports and initiate follow on action as necessary
- Ensure that a project or programme of change meets its objectives and delivers the projected benefits
- Own the project or programme brief and business case.
- Development of the project or programme organisation structure and logical plans.
- Formal project closure
- Post implementation review
- Problem resolution and referral

Senior Users

The Senior Users for the scheme are heads of Highways and Transportation for Lincolnshire County Council. As Senior Users they also represent the views and interest of the following Users who are not specifically on the Project Board, which could include Greater Lincolnshire Local Enterprise Partnership, City of Lincoln Council, North Kesteven District Council and West Lindsey District Council.

As Senior Users they are responsible for the specification of the needs of all those who will use the final product(s), for user liaison with the project team, and for monitoring that the solution will meet those needs within the constraints of the business case in terms of quality, functionality and ease of use.

Senior Supplier

The Senior Supplier for the delivery stages is the Project Director from LCC's delivery partner (contractor). As Senior Supplier they are accountable for the quality of products delivered by the Supplier(s) and have the authority and responsibility to commit or acquire supplier resources as required.

Project Manager

The role of the Project Manager is to manage all aspects of the delivery of the LEB programme and act as the primary contact between the Project Board and Delivery Teams.

The Project Manager (As of January 2012 LCC Senior Project Leader Lee Rowley replaced LCC Senior Project Leader Dave Skeet as the Project Manager) is appointed by the Project Board and is responsible for the following elements of the programme:

- Management of project resources
- Reporting to the Project Board
- Management of the production of deliverables
- Monitoring the project
- Coordination of the Delivery Team
- Primary Contact for the Delivery Team
- Preparing and maintaining the Project Plan/ Stage Plan
- Management of project risks, including the development of contingency plans
- Change control and any required configuration management
- Reporting through agreed reporting lines on project progress
- Identifying and obtain any support and advice required for the management, planning and control of the project
- Managing project administration
- Conducting end project evaluation

Delivery Teams

The Delivery Teams comprise the Design Team and the Site Team. It is anticipated that these Delivery Team Leaders will report on progress on a regular basis to the Project Manager. Project Progress meetings will also be held regularly, every four weeks, to discuss progress, issues, risk, and fees. Attendees include the Project Manager, Senior Supplier and Senior Responsible Owner. The Site Team will be led by the Construction Project Manager (Barry Drewett)

Project Assurance

As part of the delivery of the project there will be a need for independent audit or assurance of the work package delivery. The Project Assurance Role considers the end product of each work package against the work package plan and product specification and confirms to Project Board that it is fit for purpose, through Gateway Review processes.

In accordance with DfT guidance, once full approval has been granted the structure will be developed in more detail at an Inception Meeting. This meeting will be used to confirm the Governance structure and the roles and responsibilities of the entire delivery team including the contractor.

5.8 Please provide details of the results of any project assurance reports since your BAfB, including any resulting action taken or planned.

Please attach a copy of the summary recommendations of the most recent project assurance report.

The LEB has been subject to a Gateway Review prior to the submission of the BaFB in 2011 and a further Gateway Review in December 2013. A summary of the Gateway Review carried out in December 2013 is provided below:

Gateway Review: Dec 2013

Outcome	Action
That Heads of Terms (HOT) be drawn up between the	Establish LCC requirements for levels of

District Councils and LCC to provide reassurance to all that sufficient CIL money will initially be prioritised and committed to the Lincoln Eastern Bypass (LEB) and thereafter to other schemes jointly identified to mutual benefit	certainty and open discussions with District Councils
That the Communications Plan be updated to ensure that regular updates to key stakeholders continue	Update Plan
The Council needs to decide and inform the bidders on its detailed contract award approach and this should include all key stages in the process post invitation to Tender (ITT) and particularly when the preferred tenderer will be selected; subject to Full Approval from the DfT	Will provide a brief explanation within the tender documentation
Before the ITT is finalised a decision should be taken on whether to set an explicit affordability test for the tenders	Although LCC will not specifically include such a clause, tenderers will be directed in IFT to the requirements set out in our DfT funding criteria
That consideration be given to a suitable involvement of a planning officer in the project team to facilitate discharge of planning obligations and fulfil the Local Planning Authority liaison role	LCC planner will be invited to attend planning condition progress meetings. Andy Gutherson to be invited to future Board meetings
That the Council develops more detailed mitigation measures for high probability high impact risks so that such risks receive appropriate senior attention now that the programme is about to move into the delivery phase. This needs to be done before Full Approval	Risk to be discussed at monthly progress and Board meetings. Board to initially focus on strategic risks
That LCC undertakes scenario planning at the interfaces of its design contracts to inform action should a design fault cause a later construction or system failure	PR to establish current liability agreements and then meeting to be held to discuss scenario planning
That Health and Safety is a standing item at all appropriate meetings and that CDM (particularly with regard to design risk) receives appropriate senior attention now that the programme is about to move into the delivery phase	Item will be added to all meeting Agenda. CDM-C has been appointed who has reviewed design elements and has produced Pre Construction Information as part of ITT

A further Gateway Review had been arranged for 4th, 5th and 6th October 2016 and the resulting report will be provided to DfT when available.

5.9 Please provide brief details of major stakeholder and public engagement carried out since the BAFB and further engagement planned during construction.
Please also highlight whether any significant shifts of stakeholder opinion have taken place or new issues have arisen and describe and how you are responding to them.

Since the 2011 Best and Final Bid, LCC have been pro-active in engaging with key stakeholders and the local community and this has informed the development of the scheme design.

Planning Application (2013)

- Planning Application Submitted: December 2012
- Planning Application Validated: January 2013
- Planning Consultation: February 2013
- Planning Committee and Approval: June 2013

Planning Application for Hawthorn Road NMU Bridge (2013)

- Planning Application Submitted: November 2013
- Planning Application Validated: November 2013
- Planning Consultation: November/December 2013
- Planning Committee and Approval: January 2014

Application under Section 73 of the TCPA 1990

- Application June 2014
- Application Validation: June 2014
- Planning Consultation: July/August 2014
- Planning Committee and October 2014

Planning Application for Hawthorn Road NMU Bridge (2014)

- Planning Application Submitted: August 2014
- Planning Application Validated: August 2014
- Planning Consultation: August/September 2014
- Planning Committee and Approval: October 2014

The following statutory planning consultees were consulted:

- The Environment Agency
- Highways England
- English Heritage
- Lincolnshire Wildlife Trust
- Natural England
- The Canal and River Trust
- Network Rail
- Washingborough Parish Council
- Greetwell Parish Council

All the letters received from the stakeholders listed above were in support of the scheme. However the Campaign for Better Transport (CBT) did not accept that the LEB was the most appropriate way of addressing the congestion in the city centre and wished to explore how public transport options could address the problems. Further consultation resulted in the CBT neither supporting nor opposing the scheme.

Public Inquiry (February 2014)

Orders for the scheme were published in July 2013. Copies were sent to those directly affected and to statutory consultees and all of the documents were placed on the LCC website. A large number of objections were received to the Orders. Extensive media coverage took place during the objection period. A public inquiry into the CPO, SRO and Bridge Scheme was held in February 2014 and was primarily focussed on the concerns regarding the stopping up of Hawthorn Road on the western side of LEB, although a number of items related to the impact on farming operations were also examined. Although the inspectors report confirmed that there would be adequate vehicular alternatives following the partial closure of Hawthorn Road, it did raise concerns over a NMU crossing of Hawthorn Road in respect of its proximity to the LEB. The concerns have been fully addressed with an alternative design for the bridge (which has now received planning approval).

Public Inquiry (August 2015)

Officers attended a public meeting organised by the local Parish Councils in January 2014 and further engagement took place with both Cherry Willingham and Reepham Parish Councils. The orders were re-published on the 23rd October 2014. Again, copies were sent to those directly affected and were placed on the LCC website. A second public inquiry was held into the CPO and SRO in August 2015 and again primarily focussed on concerns regarding the stopping up of Hawthorn Road. The Inspector confirmed the conclusions of the previous inquiry that there would be reasonably convenient alternative routes for vehicles but also confirmed that this

would also be the case for non-motorised users due to the new alternative design of the NMU bridge. In preparation for the public inquiry officers from LCC held individual meetings with a number of stakeholders including:

- Hawthorn Road Action Group (objectors to the scheme)
- Lincoln Bypass Action Group (supporters of the scheme)
- Bus companies
- Schools
- Emergency services
-
- Greater Lincolnshire Local Enterprise Partnership
- Lincoln Business Improvement Group
- Lincolnshire Chamber of Commerce
- Local freight companies

A number of the above stakeholders made representations to or at the Public Inquiry

Lincolnshire County Council Lincoln Eastern Bypass Website (2011 – Ongoing)

All key LEB documents and plans (including the BaFB) are available to view through the LEB website which is accessed through the Lincolnshire County Council webpage. The webpage can be found at <https://www.lincolnshire.gov.uk/transport-and-roads/roadworks-and-improvement-schemes/lincoln-eastern-bypass/>.

OTHER

6.1 Please include any further relevant information here, including any specific DfT requirements not covered by the other sections of this form

Lincoln Integrated Transport Strategy

The Lincoln Integrated Transport Strategy was first published in 2006, and updated in 2008, through a partnership of Lincolnshire County Council, City of Lincoln Council, North Kesteven District Council and West Lindsey District Council.

LITS presents a plan for long term transport investment in Lincoln and its surrounding area. It is important to state that the LEB is a fundamental part of the LITS and will facilitate its implementation. The LITS has twelve objectives, nine of which make direct reference to either improving infrastructure, removing traffic from the city centre, reducing accidents and reducing air and noise pollution, all of which will be aided directly by the LEB.

These objectives are:

- To assist the sustainable economic growth of Lincolnshire through transport infrastructure improvements;
- To remove strategic road-based freight from Lincoln and other adversely affected communities through encouraging the use of alternative modes and improving links to the Primary Road Network;
- To ensure that the transport infrastructure meets the needs of existing and proposed developments, especially in the regeneration priorities in the Lincoln Policy Area; including

minimising congestion through the promotion of walking, cycling, public transport and minor highway improvements and parking provision and management;

- To reduce the number and severity of road traffic accidents by reducing the potential for conflict between different modes and improving the facilities for convenient and safe alternatives;
- To increase public transport usage by improving reliability, frequency, journey time and integration of bus and rail services;
- To improve overall air quality and noise levels within the study area, especially in the Air Quality Management Area in Lincoln, by the removal of unnecessary traffic by: removing through traffic; reducing local journeys by car, and; other traffic management measures;
- To protect and enhance the built environment by reducing the adverse impacts from traffic, through improvements to the transport infrastructure;
- To improve the attractiveness and liveability of central Lincoln for residents, workers and visitors by creating a safe, attractive and accessible environment and encouraging healthy travel and lifestyles; and
- To reduce Lincoln's carbon emissions through planning, improving and managing transport.

The LEB will help deliver many of these objectives and enable many of the other key city centre transport and public realm improvements to be delivered. These could include, subject to funding availability:

- Small Scale Walking/Cycling/Public Transport Schemes, such as city centre pedestrian improvements and the Lincolnshire Cycling Strategy;
- Quality Bus Corridors;
- Public Transport Interchange;
- Park & Ride;
- Parking Strategy;
- Traffic Management Measures;
- East-West Link (this scheme is now open to traffic and will be fully completed in autumn 2016);
- Western Growth Corridor Link Road; and
- Relief Road Improvements.

It is important to stress that for the benefits of these schemes to be fully realised the LEB objectives need to be delivered and the high levels of through traffic needs to be removed from central Lincoln. This will enable road space to be reallocated to more sustainable modes.

In November 2012 Lincolnshire County Council commissioned a progress review of the LITS and produced a revised delivery programme for each element. Lincolnshire County Council remains on track to deliver the remaining elements of the strategy.

The review of LITS was published in August 2013, which showed that LITS has had considerable success in delivering many of its objectives, although there was still progress to be made. Since its publication, periodic updates have been made to the programme and funding elements of the progress review. A copy of the latest version of the document, with minor updates in 2016, is contained in Annex 9.

The following schemes form key elements of LITS which will support the delivery of objectives associated with LEB and locking in the benefits of the scheme:

Sustainable Travel Initiatives

The future sustainable travel initiatives within the city, for the period up to 2020, are focussed on the ongoing Access Lincoln project which is currently the subject of a DfT Access Fund Bid.

The proposed Access Lincoln 2017-20 work packages aim to inspire and encourage residents to make more journeys by foot and by bike, specifically targeting those who experience transport barriers to employment and inactive members of the community. These activities clearly align with DfT's two Primary Objectives for the Access Fund. They also support the Strategic Objectives of Lincolnshire's LTP4 – most notably those focused on: assisting the economic growth of Lincolnshire through improvements to the transport network, improving access to employment and key services by widening travel choices, making travel for all modes safer, improving the quality of life and health of residents and visitors by encouraging active travel; and minimising carbon, PM10, and NO2 emissions from transport which contribute to worsening air quality in the vicinity of Lincoln's urban road network AQMAs.

To accommodate the city's anticipated growth, the draft Central Lincolnshire Local Plan designated four Sustainable Urban Extensions (SUEs), or growth quadrants. These mixed-use land allocations will serve as key growth poles for the Lincoln Urban Area to 2036 include:

- North East Quadrant (NEQ) – Greetwell Area
- South East Quadrant (SEQ) – Canwick Heath
- Western Growth Corridor (WGC) – Land adjacent to New Boultham, Birchwood and the Lincolnshire Science and Innovation Park.
- South West Quadrant (SWQ) – Land at Grange Farm, Hykeham

The Local Plan prescribes that these urban extensions must be developed as 'sustainable places'. In transport terms this means ensuring the infrastructure exists to accommodate active travel between new homes, jobs, Lincoln City Centre, and key locations for social, cultural and leisure activities. Several key investments are in the process of being delivered to help unlock this growth but these primarily focus on providing the degree of car and public transport connectivity needed to link large new development sites into existing highway networks.

The Access Fund bid specifically seeks to address this by:

- Developing a strategic cycle network plan, so that future planning applications in the SUE growth quadrants can secure the necessary Section 106 and Community Infrastructure Levy to fill missing walk/cycle route links.
- Extending the city's Hire Bike service in to 8 new residential areas which are along 'growth corridors' adjoining new employment and housing sites.
- Targeting communities, employers, and FE Colleges/ training institutions that are located along 'growth corridors' adjoining new employment and housing locations with the Personalised Travel Planning, workplace travel engagement, jobseeker travel support incentives, and community walking and cycling initiatives described in Section B1. These will specifically promote new and existing dedicated off-street and quiet route walk/cycle routes defined in the city's strategic network.
- Engaging new residents and employees in the SUE Growth Quadrants that are developed during the period 2017-20, to encourage them to embrace Lincoln's emerging walk/cycle culture. Based on extant planning consents this is expected to focus on the North East (where consent for 500 houses has recently been granted) and South East Quadrants, which are due to be unlocked by the LEB.

By targeting new SUE growth areas, and nearby existing residential and employment areas, LCC will seek to reduce existing demand on local highway and public transport networks – as well as engendering a culture of sustainable mobility in new developments – by displacing local car trips in favour of sustainable alternatives (particularly walking and cycling trips).

Work package	Key outputs	Beneficiaries
A: Access Strategy	<ul style="list-style-type: none"> • A strategic walk/cycle network plan for Lincoln • Housing growth areas connected to the city 	Supports all other work packages + legacy for Lincoln

	<ul style="list-style-type: none"> centre and key employment locations by 15 km of signed 'quiet route' cycle routes 40 hirebikes (including e-bikes) sited across 8 new local areas 	Urban Area
B: Access Work	<ul style="list-style-type: none"> PTP travel advice provided directly to employees, apprentices and jobseekers to help them access work and training Jobseekers/apprentices supported with access to jobs and training through PTP, bike loans, and Wheels2Work A new Routes2Work app to highlight cycle routes into the City Centre from residential areas for commuting to work 	<p>9,000 Lincoln-based employees over 3 years</p> <p>900 jobseekers receive PTP, Wheels2Work, and bike loans</p>
C: Access Active	<ul style="list-style-type: none"> 78 pop-up smarter travel surgeries delivered in community centres and Lincoln City Centre Walking Wednesdays and orienteering across Witham Valley Country Park Themed walks to break down barriers, and couch to 5k walk/run mentoring Cycle orienteering events around Lincoln and Couch to 10miles cycle mentoring Web-based cycle challenge, and promotion of Lincoln Sportive and three major walking / cycling festivals in Lincoln 	<p>3,000 people engaged via pop-up travel surgeries</p> <p>1,200 people engaged in walking initiatives and 1,725 engaged in cycling initiatives</p> <p>4,500 people participating in major walk / cycle events</p>
D: Programme Management	<ul style="list-style-type: none"> A clear and cohesively delivered project which is carefully monitored to report progress. A range of marketing collateral to promote all elements of the bid. 	Supports all other work packages

Directly-linked to this Access Fund bid, LCC has included locally-sourced capital match-funding (from Lincolnshire County Council's Integrated Transport Block allocation) to enable the early extension of the existing hirebike service into 8 new residential areas, the introduction of e-bikes to the hirebike fleet, and investment in the first stage of the city's strategic walk/cycle network vision – a 'signed and lined' quiet route network that makes it easier for less-experienced walkers and cyclists to get around.

Quality Bus Corridors

Description: Four Quality Bus Corridors are planned as part of LITS with one completed and a further one partially completed. QBC 1 was completed in Autumn 2011 as part of the High Street Improvement Scheme and included bus lanes, parking and delivery restrictions and bus signal priorities (INEO) on High Street between St. Mark's Street and Dixon Street.

The other three proposed QBCs are:

- QBC2 would be along High Street, St Catherine's and Newark Road from Dixon Street to Brant Road and could also include bus lanes, parking restrictions and signal priorities.
- QBC3 would be along Broadgate, Lindum Road and Wragby Road, but it is anticipated that it would require the introduction of the Lincoln Eastern Bypass to reduce the

congestion on this route and improve journey times to a sufficient level.

- QBC4 would be along Dixon Street, Boultham Park Road and Skellingthorpe Road. Whilst there is little space available for bus lanes, some priority could be given to buses at certain locations, particularly the Skellingthorpe Road level crossing.

Funding and a delivery programme for the three remaining QBCs have yet to be confirmed, however, as stated above the completion of LEB is likely to release capacity in the network which will facilitate the delivery of QBC3.

In addition to the QBCs, since 2004 LCC has been improving bus priority through the introduction of bus telematics including real-time information and providing priority at a number of signalised junctions. There are currently plans and funding to implement further bus priority at four signalised junctions on the soon to be completed East-West Link within the city centre (see below).

Lincoln Transport Hub

This scheme is being led by City of Lincoln Council and will provide a state-of-the-art bus station opposite the railway station, 1,000 multi-storey car park, retail space and a pedestrian plaza. The £30m scheme is funded by the City Council with other funding coming from DfT (£11m) and the Greater Lincoln Local Enterprise Partnership (£2m). Construction has commenced with completion programmed for early 2018.

A new 200 space Cycle Hub is also currently being delivered at Lincoln Central station by East Midlands Trains and ATOC. This addresses existing rail station cycle parking shortfalls, adds capacity to support continued bike + rail travel to and from the station, and complements the investment in the Hub.

Park & Ride

A potential Park & Ride system with potential for sites to the east, west and south of the city. The draft Central Lincolnshire Local Plan identifies related policies for each of the four Sustainable Urban Extensions to consider the delivery of Park & Ride as part of their associated transport packages. Funding for these schemes has not been confirmed but it is likely that funding will come from a number of sources including SUE developers, CIL and bus operators. No timescales for delivery are presently available as proposals for the SUEs are under-development as part of the Local Plan process.

Traffic Management Measures

Brayford Wharf East: Brayford Wharf East has become one-way northbound between St Mark Street and Brayford Street. Two-way traffic flow is being maintained between Brayford Street and Wigford Way to maintain access to Brayford Street car park and Witham Wharf. Additionally a contra-flow southbound cycle lane and northbound cycle lane are currently being constructed. The project is being carried out by Lincolnshire County Council ahead of the construction of Network Rail's new footbridge over the Brayford Wharf East level crossing. Works are expected to be completed by mid-October 2016 and will cost £206k.

Uphill area: A project to investigate improvements to traffic management in the 'Uphill' area of Lincoln city centre is to be commissioned, linked to proposals to enhance the tourism offer of Lincoln Cathedral and the recent substantial improvements at Lincoln Castle. This will include considering the benefits to the Uphill area brought about by the removal of strategic through traffic from the edge of the area by the completion of LEB. The project will also investigate wider traffic management issues in an area which has a highway network based on narrow, historic street patterns.

LEB-related improvements: Two schemes are currently planned in preparation for the LEB

scheme; Greetwell Road and Kennel Lane. The Greetwell Road scheme will include improvements to the Greetwell Road/Allenby Road junction, and safety and drainage improvements on Greetwell Road. The Kennel Lane scheme will improve its junction with the A158 Wragby Road to reduce delays for Lincoln-bound traffic diverted by the closure of Hawthorn Road on the western side of the LEB. These schemes will be funded by the County Council's Integrated Transport Block and will be completed by April 2017

East West Link

The East West Link Road will link High Street at its junction with Tentercroft Street to Pelham Bridge and Canwick Road, linking to St Mark Street and Ropewalk creating a new cross-city route to the south of the railway line that passes through the city centre. This new route will provide an alternative route between the two main bridges over the River Witham and the railway line, enabling High Street, from St. Mary's Street to St Marks Street, to be pedestrianised and the High Street level crossing to be closed to all traffic except that requiring access (this is supported by the new pedestrian bridge – see below). The scheme opened to traffic in August 2016 and will be completed in October 2016. The £22m scheme was funded through the Growth Point Fund and by Lincolnshire County Council.

City Centre Pedestrian Improvements

High Street: As stated above, the scheme ties in with the East West Link. A feasibility report was completed in July 2015 which identified an outline public realm scheme for this area. Detailed design is following key aspects from this report to ensure the area is a high quality public realm scheme to enhance the area and draw more people to this area from the upper High Street.

Lincolnshire County Council is looking to pedestrianise the High Street from south of the level crossing to St Marks Street/Tentercroft Street. The area is in a conservation area and we would look to introduce a quality public realm scheme at this location made up of natural stone, benches, trees and art work.

The project aims to have a transformational impact on the following key areas, as outlined more fully below:

- Improved economic activity (restoring the street as a place to provide an improved trading environment for businesses);
- Enhanced accessibility (creating a legible streetscape);
- Enhanced connectivity (linking together surrounding regeneration activity); heritage appreciation (reframing the medieval church);
- Achieve better social interaction (facilitated by provision of better public space).

The programme for the scheme is to be on site in June 2017 with a construction programme of 6 months. Funding is currently expected to come from LCC's capital budget and total scheme costs are £1m.

Pedestrian Bridges: Two pedestrian bridges over the railway line that dissects Lincoln city centre are being provided by Network Rail. The first bridge, at High Street was completed in summer 2016 and the second, at Brayford Wharf East, is currently in the early planning stages with an expected opening in Autumn 2017. The new footbridges will reduce the risk of misuse by separating pedestrians and rail traffic, reduce pedestrian congestion and improve pedestrian flow around the city. The High Street scheme is supported by the East-West Link which will remove the need for the majority of traffic to cross the High Street level crossing. The schemes have been funded by Network Rail.

Lincoln Southern Bypass

Lincoln Southern Bypass is an 8km bypass road providing a connection between the A46 at its

western end to the A15 and LEB at its eastern end. With the delivery of LEB, the Southern Bypass will complete the orbital ring road of the Lincoln Urban area. The scheme will complement LEB and deliver further reductions in unnecessary through-traffic in the Lincoln urban area and provide a better distribution of strategic traffic around the city. Significant work has been undertaken in developing the scheme proposal to date. A number of consultations have been undertaken to gauge the level of support as well as to improve overall design of the scheme. This has resulted in a preferred route option being identified which has received significant stakeholder support. An application for scheme development funding has been made to the DfT as part of the Large Local Major Transport Scheme process.

Funding: An application for scheme development funding (to Outline Business Case stage) has been made to DfT. Current cost estimates are £99m for a single carriageway scheme and £129m for a dual-carriageway scheme.

Delivery: The timescale for delivery of the completed scheme is spring 2024.

Relief Road Improvements

Description: The revised LITS identified the need for improvements to the both the Northern Relief Road and Western Relief Road. These improvements would primarily involve making the best use of the existing network through increasing the capacity of junctions along the routes to ensure the future efficient operation of these major elements of the highway network. In some locations, improvements may also include improving single carriageway sections to dual-carriageway standard. As the Western Relief Road up to the A46/A57 junction is a trunk road and is managed by Highways England, timescales for delivering improvements on this part of the network are dependent on partnerships with the Highways England. In due course, the Highways England may consider de-trunking this element of its network. Lincolnshire County Council has held initial discussions with Highways England and is looking to continue to work with them through the RIS2 process.

The most recent improvement has been the Teal Park dualling and junction improvement scheme on the A46 Western Relief Road between its junctions with Whisby Road and Doddington Road. This works was funded by Lincolnshire County Council and developers.

More recent study work to support the Central Lincolnshire Local Plan highlighted the potential for increased pressure on the single carriageway sections of the Northern and Western Relief Roads and associated junctions as a result of proposed development in the area. High level analysis has been undertaken on options to improve the junctions however funding opportunities and programmes for delivery have yet to be determined as they are dependent on development timescales.

Funding: The Teal Park dualling scheme cost £26m

Delivery: The Teal Park dualling scheme was completed in January 2013.

Congestion Easing Schemes

Description: A number of congestion easing/pinch-point schemes have been delivered over the past few years which support the flow of traffic through the city centre and urban area. One scheme is of particular note for LEB; the Canwick Road Improvement Scheme. The Canwick Road/Washingborough Road junction is a key intersection to the south of the city centre and will be on the main route between the city centre and the southern extent of LEB. Whilst the improvement scheme improves the operation of the junction, further benefits to the operation of the highway network in that area will be delivered by LEB by the removal of strategic through traffic.

Funding: The scheme cost £3.4m with £1.7m coming from the DfT via the Pinchpoint Fund.

Delivery: The scheme was completed in June 2015 and monitoring & evaluation work is underway.

Lincolnshire Cycle Strategy

Description: The LCC Cycling Strategy presents the County Council's vision for increasing all forms of cycling through to 2030: 'More cycling, by more people, more of the time'.

The overarching aims of the Strategy are:

- More cycling to boost the economy. Supporting sustainable economic growth by reducing traffic congestion, encouraging more local trips and growing our cycle tourism offer.
- More cycling to improve health. Reducing the cost of healthcare by increasing physical activity and improving mental well-being and physical health.
- More cycling to support communities. Providing a safe and accessible environment for people of all ages and abilities to improve access to jobs and services whilst More cycling to benefit our environment. Creating a pleasant cycling environment by reducing emissions and improving air quality.

The Strategy was developed with stakeholders from transport, health, education, sport, road safety and economic development and included an extensive review of data and trends related to cycling across the County and the country. The Strategy draws on best practice from the successful Access LN6 programme and references opportunities for future funding bids from central Government aligning with the Cycling Delivery Plan and Cycling and Walking Investment Strategy.

The Strategy aims to focus delivery via a multi-tier approach with measures delivered County-wide, in the principal urban areas and links between urban areas. The principal urban areas will have an Area Action Plan (AAP) developed that will feature infrastructure and non-infrastructure measures to be delivered through a focused period of investment from a range of funding sources.

A draft Lincoln AAP is under development that aims to develop the cycle infrastructure network in and around Lincoln city centre. The AAP aims to link major origins and destinations across the city, including future development areas, with high quality cycle infrastructure to provide a safe and accessible network for people of all ages. The AAP will aim to lock in the benefits of major highway schemes by utilising the highway space made available through traffic re-routing. Funding for the AAP measures will be sought from local funding streams such as highways, economic development and public health and external funding bids, such as developer contributions, Government funding bids and the GLLEP.

City Centre Signing Strategy

The signing strategy for the city centre and the main radial routes has been reviewed as part of the plans for the delivery of East-West Link and LEB, which will include the reclassification of the A15 and A57. Some elements of the revised strategy have already been delivered as part of the former and the remaining strategy elements will be implemented through the construction period of LEB. Funding for implementing the remainder of the strategy is part of the LEB budget.

New Lincoln Integrated Transport Strategy

The current Lincoln Integrated Transport Strategy was last updated in 2008, although this was based on the majority of the detailed work undertaken for the 2006 adopted strategy. Once the LEB has been completed, LCC considers this would be an appropriate time to develop a new transport strategy for the city and surrounding area and a project is already underway to develop a new multi-modal traffic model for use in this process.

Stakeholder Support

There has been significant stakeholder support for the scheme from a wide range of organisations. This includes:

Public Transport Operators

- Stagecoach Bus: stated that reduced traffic in the city centre will minimise delays and improve their reliability and that the resources saved could be reinvested into increased frequency which will further make public transport more attractive

Emergency Services

- Lincolnshire Police: stated that reduced congestion will improve response times and reduce traffic collisions
- Lincolnshire Fire & Rescue: stated that reduced congestion will improve response times and improve volunteer staff attendance
- East Midlands Ambulance: stated that reduced congestion will improve both response times and reliability of transferring patients between hospitals and the reduction of traffic collisions

Local Enterprise Partnership

- Greater Lincolnshire Local Enterprise Partnership: stated that the LEB will assist businesses in Lincoln and the surrounding areas to become more efficient and productive, to improve links to markets, reduce costs and increase investment and employment prospects. They also stated that for significant volumes of traffic travelling north/south from the Humber Ports and east/west from the East Midlands and South Yorkshire to the East Coast there is no alternative to using the A15 through the city centre.

Business and Enterprise Umbrella Groups

- Lincoln Business Improvement Group: stated that rarely could building a road do so much more than address traffic issues, the outcome of the bypass would have immeasurable benefits for the economy, the community and visitors to the city.
- Federation of Small Businesses: stated that without the LEB the economy of this area is destined to wither, with reduced GVA, stagnant industries and diminishing employment.
- Lincoln Chamber of Commerce: stated that the countywide partnership have for many years recognised that the single most important piece of infrastructure needed in the county is the LEB. Furthermore, the absence of this road is a serious limitation on the ability of the Greater Lincoln Area to fulfil its potential as a principal driver of the county economy.
- Lincolnshire Forum for Agriculture and Horticulture: stated that having to pass through Lincoln causes significant problems for transportation of produce in terms of length and reliability of journeys, resulting in increased costs to distribution companies, which in turn impacts the economic viability of supplying some markets. Increasing access to markets, particularly export markets, would have a significant beneficial effect on the agricultural and horticultural economy in terms of reducing costs and encouraging employment.
- Bailgate Guild: stated that as a result of traffic conditions, Lincoln underperforms in attracting visitor activity. This has a considerable constraint on the contribution that businesses can make to regenerating the local economy and creating new jobs.

Major Individual Businesses or Operations

- Siemens: Road transport has been identified by Siemens as being critical to their business both in terms of logistics and attracting skilled employees to both commute and relocate to Lincoln

- Lincolnshire Co-op: stated that their society has a number of property ownerships which will not achieve their full potential without delivery of the bypass.
- Lincolnshire Agricultural Society
- Denby Transport: conclude that building the LEB would bring significant economic benefits to the city which would lead to job creation and an overall improved quality of life for the citizens of Lincoln
- RASE Distribution Ltd: state that the LEB would help alleviate some of their concerns regarding excessive journey times and delays due to congestion within Lincoln City
- Witham Group: stated that without the LEB many of the larger employers in the outer circle road will be pushed to find other areas to run their businesses which may be in out of town industrial estates which bring little or no investment back into the city.

Visitor/Tourist Organisations

- Historic Lincoln Partnership: stated that the LEB is hugely important to the regeneration of Lincoln Castle if the project is to maximise its economic benefits and draw in many new visitors.
- Lincoln Cathedral: stated that once the LEB is in place there is much that the Local Highway Authority can do to ease the problem of excessive traffic passing past the cathedral.
- Visit Lincoln: stated that the absence of the LEB creates accessibility issues far beyond the city

Educational Establishments

- University of Lincoln: stated that the scale of planned new development at the Brayford Campus could be reduced if transport issues cannot be resolved. Furthermore the LEB could support university expansion or the development of spin-off companies from the university.
- Lincoln College: stated that many of their students are challenged daily by excessive and intensive traffic passing through the city centre.
- Employment and Skills Board: stated that the LEB will ensure greater accessibility leading to better skills provision, greater skills development of our population, higher employment and economic growth.

Health Authorities

- Primary Care Trust: state that the LEB will significantly benefit the health of those who live and work in the city centre and surrounding area
- United Lincolnshire Hospitals: stated that unreliable journey times cause significant operational difficulties and limits their ability to reconfigure health services in the county to achieve the best possible outcomes for patients.

Appraisal

In addition to updating the economic appraisal of the scheme, DfT requested that a commentary was provided on other elements of the Appraisal Summary Table and the likelihood that the impacts have changed since Programme Entry. A supporting Appraisal Summary Update Report is provided in Annex 10.

Economy: Business users & transport providers (Final Funding: Benefit)

Business users and transport providers benefits = £754.928m. This has been updated for the Final Funding Application.

Economy: Reliability impact on business users (BaFB: Moderate)

Using the methodology adopted for the BaFB, this sub-objective has increased to a large

benefit.

Economy: Regeneration (BaFB: Neutral)

Analysis at MSBC stage into the surrounding hinterlands demonstrated that much of the LPA would experience a notable benefit in terms of improved access to jobs and vacancies as a result of the LEB. At the time of the MSBC, it was agreed through dialogue with DfT that a monetised appraisal and supporting Regeneration Report could be scoped out of the assessment and therefore as part of this Best and Final Bid a revised assessment has not been produced.

Economy: Wider Impacts (BaFB: Net Benefit)

The WITA assessment undertaken at the BaFB stage indicated significant benefits across all of the Pessimistic, Core and Optimistic scenarios, equivalent to approximately 20% of the TUBA benefits. The WITA assessment has not been updated for the Final Funding Application but the application of the 20% to the new TUBA benefits indicates wider benefits of £294m compared to £145m at BaFB.

Environmental: Noise (BaFB: Net Benefit)

New Noise analysis has not been undertaken since the Best and Final Bid, other than as part of the Environmental Statement, and the commentary below is a summary from the appraisal undertaken at that stage. The only notable change to have been made to the proposed scheme since the Best and Final Bid stage is the inclusion of additional noise barriers as a condition of the planning permission to reduce noise impacts on future proposed residential developments.

Monitoring of the noise impacts of the scheme will be undertaken as part of the Monitoring and Evaluation process. The noise impact assessment will focus on evaluating whether the forecast traffic noise impacts of the scheme are in line with the actual outcomes. It will also aim to establish whether there have been any unintended adverse or positive impacts resulting from the scheme.

The noise assessment will be completed for both the post construction time periods i.e. one year after opening period and five years after opening. A summary of the approach for assessing the noise impact is provided in the Monitoring and Evaluation Plan (Annex 7).

Environmental: Air Quality (BaFB: Net Benefit)

The air quality appraisal has not been updated for the Final Funding Application.

High level analysis of the level of traffic relief of the city centre resulting from LEB undertaken for the Final Funding Application shows a higher level of relief than shown in the BaFB, which is likely to result in improvements to air quality.

The Monitoring and Evaluation of the scheme will include an air quality assessment. The assessment will utilise data from the existing City of Lincoln air quality monitoring sites located throughout the city. These form part of the City's regular monitoring activities and will allow the impact of the scheme on air quality within the centre of Lincoln to be assessed.

In line with the LEB objectives the evaluation will focus on the impact on air quality within central Lincoln as one of the primary aims of the scheme is to remove strategic through traffic (particularly HGVs) from the centre of the city. The assessment will be completed prior to construction and then repeated for the two post construction periods (i.e. one and five years post construction).

Environmental: Greenhouse gases (Final Funding: Benefit)

Through new traffic modelling the greenhouse gas emission calculations have been updated.

The proposed scheme is predicted to lead to a decrease in carbon emissions over 60 years of approximately 320,527 tonnes. The analysis also shows that this will equate to a net present value of benefits of £14.934m. This analysis has been updated for the Final Funding Application.

Environmental: Landscape – (BaFB: Moderate Adverse)

The BaFB appraisal identified noticeable impacts associated with the crossing of the Witham valley and formation of new cutting slope to the southern escarpment. Loss of hedgerows would be substituted in the medium term. There have been no significant landscape amendments to the scheme since BaFB therefore the score for this sub-objective will remain unchanged.

Environmental: Townscape – (BaFB: N/A)

The proposed scheme is almost wholly located within open countryside or on the periphery of small settlements whose overriding character is more closely aligned with the adjoining landscape. The BaFB concluded that this sub-objective is not relevant to the decision making process and an appraisal of this sub-objective has not been undertaken.

Environmental: Historic Environment – (BaFB: Slight Adverse)

Work has commenced on the scheme of investigation required by a number of planning conditions. No further significant archaeological finds have been made to date above those highlighted in the BaFB.

Environmental: Biodiversity – (BaFB: Slight Adverse)

No further adverse impacts have been identified since the BaFB.

Environmental: Water Environment – (BaFB: Slight Adverse)

As stated above, the Environment Agency was consulted during the planning application process and had no objection to the LEB but recommended that a number of conditions be put in place. These conditions (conditions 17,18 and 19) covered matters including the submission of details of the proposed flood compensation area, surface water drainage scheme and conditions to ensure that any potential for contamination is correctly addressed and dealt with accordingly. Through subsequent discussion with the EA it was agreed that no flood compensation was required.

A number of design changes have been discussed with the EA and have been approved. In addition formal drainage consents have been granted by the Agency.

Social: Commuting and other users (Final Funding: Benefit)

Commuting and other user benefits = £734.915. This has been updated for the Final Funding Application.

Social: Reliability impact on commuting and other users

Using the methodology adopted for the BaFB, this sub-objective has increased to a large benefit.

Social: Physical activity (BaFB: Slight Beneficial)

The NMU overbridge at Hawthorn Road has been inserted into the scheme since the BaFB and this will provide additional provision for cyclists, pedestrians and equestrians.

Social: Journey quality (BaFB: Large Beneficial)

The BaFB appraisal found that the LEB would remove strategic traffic from Lincoln City Centre and provide a less stressful alternative route for journeys travelling north and south through Lincoln. Specifically this would likely impact a significant number of journeys. There have been

no significant changes to the scheme since BaFB that would affect the journey quality assessment.

Social: Accidents (Final Funding: Net Benefit)

The analysis shows that as a result of the LEB there will be significant safety benefits over a 60 year period resulting in quantified benefit of £18.88m. There will be an increase of 7 fatal casualties over 60 years but a decrease of 46 serious casualties and 632 slight casualties. This has been updated for the Final Funding Application.

Social: Security (BaFB: Neutral)

The LEB will not contain a formal surveillance system. The route (including the NMU route) will be open with few concealed areas and contain neutral informal surveillance features. The LEB will reduce congestion on other areas of the network and reduce the level of slow moving traffic on key city centre routes. The BaFB appraisal found that the impact on security will therefore likely be balanced out by improvements to other areas of the network and that any overall security changes are unlikely. There have been no significant changes to the design since the BaFB.

Social: Access to services (BaFB: Neutral)

No additional public transport services will be developed as part of the LEB programme and therefore the direct impact on public accessibility to services is neutral. There are no planned changes to routings or timings of the current public transport network that form part of the LEB Delivery programme. A limited number of school bus services will need to be diverted but the major bus operators support the LEB scheme in general as the wider benefits for the bus network outweigh the minor disbenefits of diverting a limited number of school bus services.

There are also no planned changes to key service location (e.g. health, education or other services) as a result of the LEB programme although the development of the Sustainable Urban Extensions may provide improved local services. It is also important to note that following the completion of Step 0 SDI analysis DfT agreed with the conclusion that no further screening is required.

There have been no changes to the scheme since BaFB that would affect this sub-objective.

Social: Affordability (BaFB: N/A)

Affordability (including vehicle operating costs) will be reflected in the scheme's BCR. The overall Lincoln Integrated Transport Strategy targets affordable transport of which the LEB is a fundamental element. In addition following the completion of Step 0 SDI analysis it was agreed with DfT that no further screening is required to assess personal affordability.

Social: Severance (BaFB: Slight Beneficial)

The only significant change since the BaFB that would affect severance is the inclusion of the NMU overbridge at Hawthorn Road, which will reduce severance caused by the scheme for pedestrians, cyclists and equestrians between the Lincoln urban area and nearby villages. The scheme will therefore have slightly increased benefits in comparison to the scheme at BaFB. The BaFB looked at flows on Lindum Road, Melville Street and Canwick Road through the city centre and predicted reductions in flow as a result of LEB of 18.64%, 18.35% and 11.7% respectively. This assessment has been re-run for the Final Funding Application and the equivalent figures are 16.96%, 18.77% and 12.81%; the benefits in terms of severance are therefore broadly similar between the BaFB and Final Funding Application assessments.

Social: Option values (BaFB: Strong Beneficial)

There have been no significant changes to the scheme since BaFB that would affect this sub-objective.

SENIOR RESPONSIBLE OWNER DECLARATION

As Senior Responsible Owner for Lincoln Eastern Bypass I hereby submit this request for Full Approval to DfT on behalf of Lincolnshire County Council and confirm that I have the necessary authority to do so.

I confirm that Lincolnshire County Council has acquired all the statutory powers (Traffic Regulation Orders excepted) necessary to construct the scheme.

Name: PAUL RUSTED	Signed:
Position: INFRASTRUCTURE COMMISSIONER	

SECTION 151 OFFICER DECLARATION

As Section 151 Officer for Lincolnshire County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Lincolnshire County Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution at section 3.4(a) above
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested

Name: P. MOORE	Signed:
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CONTACT DETAILS FOR FURTHER ENQUIRIES

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Alternative Contact: Position: Tel: E-mail:	David Walton Highway Client Services Manager 01522 552935 David.walton@lincolnshire.gov.uk

SUMMARY OF ANNEXES REQUIRED

Annex No	Description	Form Ref
1	Revised TEE, AMCB and Public Accounts Tables	2.1
2	Economic Case Annexes Annex 2.1 – Economic Appraisal Report (Draft) Annex 2.2 – Forecast Report (Draft) Annex 2.3 – Value of Time Technical Note Annex 2.4 – Local Model Validation Report Annex 2.5 – Present Year Comparison Technical Note Annex 2.6 – Mode Choice Technical Note Annex 2.7 – Variable Demand Model Report (To follow)	2.1
3	Detailed cost estimate	3.1
4	Quantified Risk Assessment	3.1
5	LEB Planning Conditions (Remaining Conditions)	5.1
6	Quarterly Monitoring Return – September 2016	5.2
7	Monitoring and Evaluation Plan	5.3
8	High Level Project Plan (Programme)	5.4
9	Lincoln Integrated Transport Strategy Progress Review	6.1
10	Appraisal Summary Update Report	6.1