

Business Case for Funding Single Local Growth Fund

Project Name	Lincoln Central Transport Hub
Applicant name	City of Lincoln Council

Project Details					
Project Sound Bite	This key City project will bring together a new bus station combined with a revitalised transportation concourse, connecting to the Science and Innovation Park, a new pedestrian footbridge and car park to facilitate major city centre redevelopment.				
Project Location	St. Mary's Street LN5 7EQ/Tentercroft Street LN5 7DB, Lincoln				
Project Start Date	Financial Completion Date		Practical Completion Date		
August 2014	2017		2017		
Project Funding Summary					
	SLGF (a)	Public Match Funding (b) – please state	Private Match Funding (c) Please state	Totals (d)	Contribution Rates (a)/(d) x 100
Capital	11,000,000	7,150,000	4,150,000	22,300,000	49%
Revenue		15,000(bridge maintenance)		15,000	Nil
Totals	11,000,000	7,165,000	4,150,000	22,315,000	49%

Project Proposer	
Contact Person	Kate Ellis
Organisation	City of Lincoln Council
Position in organisation	Assistant Director
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Delivery Partners				
Will you work with other organisations to deliver this project?	YES	X	NO	
<p>If YES, please state The City of Lincoln Council will work with Lincolnshire County Council and Network Rail to deliver this project.</p> <p>Other partners will include the Lincolnshire Co-operative Society, BIG (Business Improvement Group), Stagecoach and other private sector partners.</p> <p>All payments made will be in compliance with State Aid de minimus regulations and all OJEU processes will be delivered in accordance with requirements.</p>				

Strategic Fit
<p>Project Description</p> <ul style="list-style-type: none"> • Please provide a full project description including:- • Briefly explain what the project will do, why SLGF is required and what you will spend the funding on. • What assets are being purchased through the project? • Where and when will the project be delivered? • How will it be delivered and operate? • If the project relates to capital investment activity can you: (a) describe the timescale for securing planning permission; (b) confirm the RIBA stage achieved at the point of submitting this outline application; (c) confirm when you intend to go out to tender; and (d) confirm anticipated start on site. • Describe in detail the deliverables (e.g. Tendering, recruitment, marketing, project delivery, work completion phases, events etc.) of the project and set timeframes against each deliverable. <p>This project is viewed as key to sustaining a quality and welcoming access and arrival to this historic City. This objective supports key existing and planned City Centre regeneration development projects aimed at economic development and growth, including ; Waterside Shopping centre refurbishment; Lindongate retail, office and residential development; Heritage based Castle Revealed project; and the planned University based Science and Innovation Park. The latter includes the development of a Technology Centre to support innovative business with links to the existing incubation and start up services already being developed by the University.</p> <p>The Lincoln Central Transport Hub project will be delivered through a collaborative partnership with the City of</p>

Lincoln Council, Lincolnshire County Council, Network Rail, Stagecoach and the Lincolnshire Co-operative Society. No further assets are required to be purchased to deliver the project as all the land has been assembled to enable its delivery. All of the land falls within the ownership/control of the City of Lincoln Council, Lincolnshire County Council, Lincoln Co-operative Society and Network Rail and an agreement is already in place with the partners allow development to proceed.

Key partners are East Midlands Trains who also enjoy a leasehold interest over part of the site and Stagecoach East Midlands, who operate the County's bus service.

Stagecoach East Midlands who's head office if in Lincoln is the region's largest bus operator who:

- Run 500 buses, employ 1,400 people, carrying 52 million passengers each year over 22 million miles.
- Have eight bus depots in Lincoln, Hull, Grimsby, Gainsborough, Skegness, Scunthorpe, Worksop and Mansfield. They also have a small outstation with eleven buses in Newark.
- The Lincoln Depot has 87 buses based in Great Northern Terrace in Lincoln. 217 staff work from this site, 163 are drivers, 41 are maintenance staff and cleaners, and 13 are supervisory and clerical staff.
- Currently, 85% of the Lincoln bus fleet is low floor, wheelchair accessible and the last of the step entry buses are planned for replacement before the end of the 2014/15 financial year. (The step entry buses are used mainly on school services)
- Carry around 6.8 million passengers each year in the Lincoln area and the depot's buses cover just over 3 million miles.
- Over 80% of journeys on the city bus network are people travelling from a stop near to home into the city centre. Within the urban area routes are concentrated on providing reasonably direct, frequent bus services from the main residential areas into the City Bus Station.
- Around 35% of bus journeys in Lincoln are made by people using concessionary travel passes, which offer free travel to older people and those with disabilities.

By comparison the Mansfield depot carries 7 million passengers a year over just over 3 million miles, which makes it a similar model to Lincoln. Mansfield opened a brand new bus station in March 2013 . After 6 months of operation they have seen:

- 3.5% increase in patronage usage on a weekday (7am to 7pm)
- 6% increase in patronage usage on a Saturday (7am to 7pm).
- 2.7% Increase in bus reliability the percentage increase of buses on time between the old and new bus station.
- Introduction of a Sunday service on one of the routes (Route 53a)

As most bus routes to the City are run commercially, a new and modern purpose built and integrated travel facility incorporating a bus and train station side by side will provide a more aesthetically pleasing first

impression of the City and much improved travel experience.

The project will deliver the following GLLEP priorities and drivers for growth as set out in the Strategic Economic Plan:

- Make the most of Lincolnshire’s attractiveness to investors through protecting what we have, improving connectivity, and increasing housing
- Sector-specific schemes that give businesses the confidence to invest
- Area-based schemes that unlock housing developments, improve transport, and increase the vitality of our area
- Investing in transport infrastructure to reduce bottle necks and improve connectivity
- To drive the growth of the area’s three defining and strongest sectors that offer the most competitive advantage:
 1. Agri-food
 2. manufacturing
 3. visitor economy
- To grow specific opportunities identified as future defining features of the area:
 1. Health and care sector
 2. Low carbon initiatives
 3. Ports and logistics centres so that they are nationally important
- To drive this growth by putting expansion into new markets, modern telecommunications, infrastructure improvements and the skills of individuals and business owners at the forefront of what we do
- To promote Greater Lincolnshire as a place for sustainable growth through improved transport infrastructure to connect us with national and international markets, enabling wider enjoyment of our world-class heritage sites, culture and strong communities.
- To recognise the need for new housing for the existing local population and those moving to the area, and to support balanced housing and economic development through promoting the area’s capacity to deliver high-quality growth.

Pre-development meetings and design work has been undertaken with the project team (including key partners, stakeholders, project architects, highways and planners and our project consultants) and scheme plans and elevations were submitted with the Outline Planning Application, and are included as part of this bid.

As a result of these consultations we are confident that the project is deliverable and achievable in the timescales outlined below:

The timetable for delivery of the project is:

Element of work	Date
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Outline planning permission obtained	8 th October 2012
Detailed planning application submitted	August 2014
Tender documents out for applications	August 2014
Planning approval obtained	November 2014
Tender awarded	November 2014
Commence construction of Phase 1	January 2015- July 2016
Commence construction of Phase 2	July –Dec 2016
Commence Phase 3 and 4	January to December 2017

The project will be delivered in four phases:

Phase 1:

To construct a new multi-storey car park with 850 spaces. The site for the proposed car park is already used as a level surface car park and the project will further increase parking provision in this area by approximately 200 spaces. Our project consultants have estimated that this phase will cost £11,000,000

Phase 2:

The existing footbridge which was originally constructed in the late 1800's provides a pedestrian link to the Tentercroft Street area of the City. This footbridge is in a poor state of repair and is no longer fit for purpose and not DDM compliant.

A new fit for purpose footbridge will be provided enabling linkages to the surrounding residential area where people currently feel disconnected from the city centre. Connections to the car park via the footbridge along with other public realm improvements in the area will be provided offering a more welcoming visitor experience of the city. Our project consultants have estimated that this phase will cost £1,300,000

Phase 3:

A new bus station adjacent the existing train station replacing the current bus station which is no longer fit for purpose. Stagecoach East Midlands have in recent years improved the quality, accessibility and frequency of its network coverage of its bus service in other cities such as Grimsby and Mansfield. The Lincoln bus station is now outdated and due to its open plan design offers little shelter from the elements for people. It can also act as a meeting place for gangs to gather thus creating an unwelcome and intimidating experience for passengers particularly elderly and vulnerable passengers.

Once investment has been secured, the bus station will be demolished allowing better use of the site in the redevelopment of the area for retail, office, restaurant, leisure and residential development.

The train station concourse will also be revamped to create a more welcoming space for bus parking and train customers. Our project consultants have estimated that this phase will cost £9,000,000

Phase 4:

Concourse works to the train station providing improved pathways for pedestrian linkages. Our project consultants have estimated that this phase will cost £1,000,000

The project will unlock barriers preventing development of the wider retail areas of the city such as the Lindongate development. (a mixed use retail led development with planning permission for retail, office and residential accommodation) Potential investors have been unable to provide the funding required to deliver the transport hub, as a result of economic viability issues, which is essential to enable the development of these retail areas of the city.

Increased pedestrian access from the new footbridge over the railway will assist people navigating around the city and connecting with both the city centre retail area feeding up to the cathedral quarter, but also providing a better linkage with the Sincil Bank residential area in Park Ward, south of the High Street which is currently difficult to access. The existing footbridge is in poor condition and inconveniently sited and is not DDA compliant.

The project will be delivered on the existing railway station car park adjacent to the train station the spaces from which will be provided as a replacement within the proposed multi storey car park on the opposite side of the railway. The site is located within the city centre within a retail area of the city. The existing bus station which is based within a retail area will be demolished and the area will be freed up for the realignment of future retail, employment and housing development.

Outline planning permission was granted on 8th October 2012 for the demolition of the existing bus station and the development of the Lindongate retail scheme, a new bus station, multi-storey car park, footbridge over the railway and highway infrastructure and public realm improvements. It is proposed that a full detailed planning application be submitted by August 2014 with a view to gaining full planning approval by November 2014. This will allow construction work to commence in January 2015 with completion of the works due in late 2016/2017. Site plans and sketch elevations for the scheme are included, together with photographs of the existing bus station, train station and existing footbridge.

The overall project costs include a bus interchange facility, a connecting footbridge, railway station connections, additional car parking provision and public access route improvements. Specifically the project will :

- Deliver the priority within Local Transport Plan 4 (East/West link implications/relationship)
- Establish Lincoln as the primary urban centre for Lincolnshire in line with the Central Lincolnshire Growth Strategy
- Enhance the Greater Lincolnshire LEP link to area priorities and growth strategy for Lincoln
- Improve Infrastructure links to LN6 projects and improving connectivity with surrounding districts
- Connect with the railway station and services to London and other key centres
- Act as a Catalyst in unlocking development for future investment of the Lindongate, Cornhill, Sincil Street, St Mary's Street and market retail areas of the city centre, identified as key intervention sites within Lincoln's City Centre Masterplan
- Relocate the existing bus station which is an enclosed 1960's concrete construction unlocking barriers to future private sector investment.
- Provide a new bus station and facilities building adjacent the existing train station to provide a central

transport hub

- enable a low carbon facility with use of latest technologies and providing a base for potential bio-fuel bus facilities
- include a multi-storey car park for approximately 850 spaces (150 of which will be replacement spaces for the area of car park within the train station site to be used for the new bus station) We are currently awaiting the final version of the Car Parking Strategy which will be available in June 2014 to confirm final numbers of spaces for the car park.
- Provide a fit for purpose pedestrian footbridge over the railway lines to provide the linkages from the area between the main shopping district and the surrounding deprived residential area who currently feel disconnected to the city centre.
- contribute to the quality of the public realm and will enhance the area as a whole. (pedestrian walkways and associated works)
- visitor experience enhanced including travel and tourist information and travel options
- provide strong linkages to the proposed Lincoln Tentercroft Growth Corridor enabling additional car parking provision, unlocking employment space and housing - hub will provide opportunities for affordable transport and access to job opportunities
- Internal train station improvements currently underway with indicative plans being developed for the external areas of the train station.
- Information hub to include the city attractions and travel options
- A dedicated bus service transporting passengers from the city centre to the historic uphill area of the city, supporting the £2.5 million investment into Lincoln Castle and the new Magna Carta exhibition opening in 2015

The project will be delivered through the collaborative partnership working between private and public sector organisations, specifically City of Lincoln Council, Lincolnshire County Council and Network Rail.

The construction contracts for the bus station, footbridge and car park will be tendered for through the council's procurement process.

The bus station will be operated by a third party organisation which will be tendered for. The multi-storey car park will be part of the City Of Lincoln Council's existing car parking stock and will be operated by the City Of Lincoln Council's car parking services. The footbridge over the railway will be maintained by Lincolnshire County Council. Network rail will be involved in operational issues.

Project Objectives

- What is the project going to achieve, the project's objectives should be **SMART** i.e. specific, measurable, achievable, realistic and timebound.

The project will:

1. Create a fit for purpose transportation hub which will enable affordable transportation options to be further developed and increased, responding to the needs of our residents by December 2017.

2. Provide a positive and welcoming experience for visitors into the city allowing easier accessibility in and around the city centre including the historic uphill area of the city supporting the city's tourism sector.
3. Provide a crucial link, including walkways and cycle paths, into the city centre for people living in the surrounding residential area who currently feel disconnected from the city and its commercial and retail facilities; and,
4. Successfully connect road, rail and pedestrian links within the heart of the city contributing directly to future economic growth.

The project will also support the wider objectives of the City Centre Masterplan (CCMP) by:

1. Unlocking barriers to future development to secure the long term economic growth and vitality of the City centre;
2. Supporting the objectives identified by the Greater Lincolnshire Local Enterprise Partnership and the programme of improvements identified in the Transport Strategy for the Lincoln Area 2008 in providing a new public transport interchange, walking, cycling and public transport improvements, uphill and city centre management schemes;
3. Enabling and encouraging people to participate in Lincoln's cultural activity underpinning economic growth of the city's tourism sector; and,
4. To free up high profile retail and commercial land to attract local and national operators and investment to the city centre to retain and enhance the vitality of the retail areas of the city centre.

An open market approach was taken for the redevelopment of the entire site, including delivery of the new transport hub over recent years. However investment has not been forthcoming and as a result it is clear that the scheme is unlikely to progress unless the transport hub element is taken forward within its own right Potential investors are more likely to view the area as a more viable growth opportunity if access and connectivity to and from the city is strengthened by the introduction of a bespoke transport facility

Linkage to SEP Programme and relevant Plans

Describe how the project will link to and deliver against requirements of:

- The SEP
- Other relevant local economic strategies, national plans and strategies

Linkage to SEP Programme:

- Will drive the growth of the areas visitor economy.
- Will enhance investment interest in the city and thus have a direct impact on employment levels
- Will support sustainable economic growth by providing an improved transport infrastructure by increasing the potential for services for national and international markets
- Will create the right environment for visitors to one of Britain's world class Heritage Cities.
- Having a central transportation hub for the city will increase the viability of housing growth numbers projected for the area, in particular within the proposed sustainable urban extensions
- The scheme will encourage emphasis on customer care skills on arrival to the city providing a more

welcoming and convenient experience. i.e. meet and greet, knowledge of facilities and attractions, technology based information about the city and travel updates.

- Current facilities act as a barrier to economic growth creating congestion and unclear routes into the city.
- The transport hub will provide an opportunity for innovative design whilst maintaining and promoting a low carbon approach to construction.

Local strategies and plan and strategic documents:

Local Transport Plan 4 2013 (east-west link implications/relationship)

Lincoln Growth Strategy

Driving forward our destination (destination management plan for Lincoln)

Linking Lincoln – Lincoln City Centre Masterplan (key intervention site)

Focus 2013 ‘Tentercroft Street Car Park Study’

Lincoln Transport Strategy

Lincoln Car Parking Strategy – Improved parking, increase in the provision including the consolidation of some of the existing city centre parking provision.

LEP Infrastructure Plan and prioritisation of support for the Visitor Economy

Strategy for Lincoln’s markets

Enquiry by Design Princes Foundation 2005-2007

Need and Demand
Why is this project needed?

The scheme is required to:

- Replace the existing bus station which is no longer fit for purpose
- Unlock barriers to future development of the wider area
- Provide an up to date and integrated transportation hub providing much need pedestrian linkages to the south of the city
- Providing potential for increased local national and international services and investment within the city to secure future economic growth in line with our projected population increase
- Enhancing affordable transport provision for the local area in response to local need and demand
- Respond to tourism requirements positively impacting directly on the local visitor economy
- Encourage further development of the Lindongate and Cornhill areas of the city centre which would be severely constrained without this project being developed
- Consolidation of land in city centre where the land values are at a premium and this will provide a more efficient and better use of the land.
- Re-location of the existing railway footbridge to provide the link between the Lincoln central transport hub and the new car park and beyond into the city centre and into the Park ward area
- To allow Lincoln to realise it's full economic growth potential which is currently constrained by restrictive transport opportunities or routes.

Why is public sector funding needed? Give details of other funders approached and their responses and explain why SLGF is the minimum required for the project to go ahead?

Whilst the city has managed to weather the recent economic climate reasonably well, in order to attract higher yields to potential investors and encourage confidence from retailers to invest in Lincoln's economic growth, funding is required to provide a central transport hub which will unlock and enable development of the central and eastern city centre area. This would enable an attractive and easily accessible city centre including a retail area which promotes improved activity, connectivity and walkability and will open up the city centre retail area.

An open market approach has been unsuccessful, and future economic growth for the city centre will be severely constrained should a new transportation hub not be delivered.

The Lincolnshire Co-operative Society and other potential investors have expressed interest in the scheme, however viability has always been a recurring issue in driving the scheme forward because of the need to relocate the bus station and create an integrated transport hub.

This is a catalyst project - necessary to demonstrate the viability and reality of the CCMP proposals. At this point private sector investment is improbable as the infrastructure investment must precede other investment sites which will ultimately be delivered in partnership or be led by the private sector.

The project will also support the objectives of the Lincoln university and partners in delivering a new Science and Technology Park which is planned to include a new Technology Centre to provide a link in the growth chain of innovative business incubation and development.

Transport projects are funded through several sources. These are

- LTP settlement for maintenance –which funds roads maintenance and cannot be used for new developments
- LTP settlement for integrated transport –this is c£5m and it covers small scale improvements particularly for lighting, footways, cycleways, etc. It is not of sufficient scale to cover the schemes that the LEP would want to promote.
- Local majors programme –the Local Transport Board has recommended that this budget -£11.7m- is allocated to the Grantham southern relief road. The overall road scheme is c£60m, so county council borrowing plus developer contributions will make up most but not all of the remainder.
- Transition scheme –this budget of £50m will fund roughly half of the costs of the Lincoln eastern bypass, the remainder to come from developer contributions that are intended to be bankrolled by the county council
- Sustainable transport fund –this will fund specific developments in Lincoln and, if the application is successful, Skegness. However, the funding is for sustainable transport schemes and is small scale therefore not being big enough to finance LEP priorities
- Pinchpoint programme –this will fund two specific schemes, both of which need to be completed before March 2015 and therefore are not within the timescale of the strategic economic plan

In summary, the various transport funds are already committed. They either do not meet the objectives of the LEP, or they are already committed to financing part of schemes that are priorities to the LEP. County Council borrowing is already being used significantly to support schemes that fit with the LEP's priorities. Developer contributions are being pursued, but because of the length of payback and the high cost of infrastructure, they can only make up part of the funding package.

Therefore, single local growth fund is needed for this scheme

What evidence has been undertaken to demonstrate the need, demand or impact of this project?

- Local transport plan 4 (east-west link implications/relationship)
- Engagement of local bus companies and rail network to include letter's of support from Lincolnshire County Council, Network Rail and Lincolnshire Co-operative Society have been received and is attached.
- Need for improved infrastructure highlighted within the SEP for Greater Lincolnshire and Growth Plan for Lincoln
- A retail study carried out in 2013 in relation to the Local Plan highlighted the need for future investment in the retail sector across the city from small niche retail to national investment
- High quality transport connectivity is crucial to support a competitive city
- The recent Drivers Report identified the need to strengthen affordable transport options.
- Lincoln Parking Strategy Study identified a need to rationalise car parking stock within the city and highlighted the need for provision of a central transport hub as a key element for its implementation.
- City Centre Masterplan development work (2005 – present)

Why should the project be funded by the SLGF ie would this project go ahead anyway?

The scheme should be funded to unlock barriers to allow the development of the wider area to attract

economic growth. Although discussions have taken place with other potential investors, viability has prevented them investing in the project, and the scheme will not proceed without SLGF funding.

Option Analysis

- Describe what would happen if:
 1. No SLGF funding was available
 2. If you were to receive reduced SLGF

If no SLGF funding was available the scheme will not proceed.

The scheme is dependant upon receiving full funding as it is not an elemental scheme and providing a reduced provision is not feasible or an option.

Estimated Deliverables (Outputs/Results/Impacts), Costs and Funding

Project Deliverables

How will the outputs and results support the delivery of the project's objectives described address the issues identified?

The scheme will provide a better use of the site for the surrounding areas utilising brownfield land to further enhance the wider area including the nearby development of the east west link, creating new employment and housing.

Increased connectivity around the city centre and south of the city will be provided by the scheme together with more options for travel and tourism information and transport into and around the city.

The hub will improve rail, bus, pedestrian and cycle linkages across the city and beyond.

The current bus station, which is no longer fit for purpose is on a city centre retail site which when demolished will allow the reconfiguration and more efficient use of the bus station site and the land and buildings surrounding it. This will enable the growth of the retail and employment provision in the city centre in a sustainable location. The relocation of the bus station is currently the stumbling block in allowing the Lindongate scheme to progress both physically and in terms of its viability.

A new modern intermodal transport hub would provide a more welcoming and much enhanced travel experience for residents and visitors to the City. It would make travel into and out of the City more accessible and more enjoyable and allow people visiting the City on business to enjoy a one stop entry to and exit from the City and underpin sustained economic growth for the City by opening up links into the Greater Lincolnshire area via rail access to the northern ports and into Europe

A new bus station will provide state of the art facilities which will would be modern, clean, light and safe and deliver a modal shift towards the use of the bus station services which can only benefit the city on a number of fronts.

Some of the benefits the project will deliver are:

Economic growth	✓
Social equality and improved access	✓
Increased parking facility	✓
Safer travel	✓
Quicker and easier travel	✓
Supporting carbon reduction measures	✓
Provision of a DDA compliant facility	✓
Better linkages to the city centre/ Improved pedestrian accessibility (Lincoln Tentercroft Growth Corridor)	✓
Improved visitor experience	✓
A new modern intermodal transport hub	✓

Project Impact

What is the project impact of the Project?

A centralised transportation hub providing:

- Rail, bus and taxi transportation around the City;
- A new fit for purpose bus station adjacent the existing train station;
- Improved pedestrian access and links around the city;
- Having a recognised and easy to access transportation hub;
- Improved and increased car parking provision which will serve the transportation hub and thus the city centre;
- A fit for purpose footbridge as part of the scheme over the railway providing connectivity and linkage from the transportation hub to the south of the city and its residents in that area;
- A direct impact on the viability and future investment potential of the city centre and in particular the proposed Lindongate, St Marks and Cornhill retail areas of the city;
- Unlocks barriers for future delivery of affordable housing and student accommodation sites in the area;
- Potential to include a Cycle hire station at the hub to allow the day hire of cycles; and,
- This scheme will unlock the land to allow the Lindongate development and increase the tourism in the city which will in turn provide additional employment opportunities in the city.

Jobs will be created both in the short term in the construction industry during the building period, and in the

longer term future as the scheme will unlock barriers that have thus far prevented potential investment allowing economic growth in the Lindongate, Cornhill and St Marks retail areas of the city.

Indicative Costs						
	Previous Years 2014/2015	Year 1 2015/16	Year 2 2016/17	Year 3 2017/18	Future Years	Total
Proposed Capital Costs	5,575,000	15,610,000	1,115,000			22,300,000
Proposed Revenue Costs				15,000		15,000
Total						22,315,000
SLGF Capital	2,756,083	7,673,233	570,684			11,000,000
SLGF Revenue						
Total						
Other funding	2,818,917	7,936,767	544,316	15,000		11,315,000
Which of these funds are committed?						
LCC and the City of Lincoln Council funds as part of match are committed						

Indicative Economic Outputs				
	Short term 2015/16 to 16/17	Medium Term 2017/18 to 18/19	Long Term 2019/20 to 2020/21	Rationale
Number of Jobs Created	32	8	2040	40 jobs – Construction related jobs during the build phases Indirect impacts: 414 (40FTE) – Temporary Construction jobs during build of Lindongate. 2000- Jobs created as a result of Lindongate development
Number of Jobs Safeguarded		20		20 – Retention of staff from bus operation
Creation of new Businesses			15	Indirect impacts through Lindongate development
Number of Businesses expanding				
Numbers of Business Supported				
Hectares of new Employment land	3.26 hectares			3.26 – hectares made available by removal of old bus station
Number of Housing units	0			
Financial Leverage – broken down into public sector leverage and private sector leverage	£11,315,000			£11,315,000 drawdown of match funding to the project

Skills – please state				
Others please state				
Brownfield land reclaimed	2680.51 sq mts			2681.51 sq mts (reclamation of Brownfield land at Tentercroft Street Car Park.
(A1 & A3) Retail use development (Lindongate)			393,000 sq ft	Indirect impact. Unlocking Lindongate site through relocation of Bus Station.
(C1 & C2) Residential & Hotel use development (Lindongate)			145,000 sq ft	Indirect impact unlocking Lindongate site through relocation of Bus Station

Project Management Capacity and Risk
Describe the resources, knowledge, expertise and skills that you and any delivery partners have to deliver the project.
<p>The City of Lincoln Council is a successful and very experienced organisation in terms of project development, management and delivery of large capital and revenue schemes working with a wide range of partners. This is based on its experience, for example, in delivery of the redevelopment of the Lincoln Drill Hall, The Terrace, Think Tank Innovation centre, Public Realm and City centre Masterplan etc.</p> <p>The Council has recently completed some significant building projects in respect of car park refurbishments and for a new bridge within the City. The Council's project management arrangements are a mixture of in house staff and specialist consultants procured using existing framework contracts to ensure full compliance with public procurement regulations. The Council has wide experience to ensure that the most appropriate construction contract is in place to meet project objectives and to minimise risk.</p> <p>The Council work with Procurement Lincolnshire in respect of major project procurement and has access to a wide range of skills and disciplines under this arrangement.</p> <p>Responsibilities of the City of Lincoln Council are as follows:</p>

- Administrative elements of the project
- Contractual with funders
- Making claims
- Reporting outputs
- Overall project management to ensure successful delivery

On a strategic planning scale, the City of Lincoln Council is helping project manage an ambitious growth strategy for the area. Along with Central Lincolnshire partners, the Council is helping to set a framework to enable delivery of approx 18,000 houses over the next 20 years. Within the Lincoln area a significant proportion of these houses will be in 3 Sustainable Urban Extensions which the Council is in the process of planning for and ensuring the appropriate infrastructure accompanies the growth.

Encs:

- Transport Hub layout plan
- Sketch elevations of Transport Hub
- Photographs
- Letter of support from Stagecoach
- Letter of support from County Highways
- Letter of support from COLC Leader & Chief Executive
- Letter of Support from Lincolnshire Co-operative (via Banks Long and Co)