

Lead applicant organisation

Preston City Council

Provide bid name

Active Preston: Transforming Our Community Infrastructure

Enter the total grant requested from the Levelling Up Fund

£20000000

Investment themes

Regeneration and town centre 0%

Cultural 57%

Transport 43%

Provide a short description of your bid

We will deliver two projects, supporting Preston's City Investment Plan (CIP) ambitions for a healthier, more inclusive, liveable and sustainably connected

city. The package includes:

- Regeneration of Preston's major parks. A cross-city project focusing on Ashton, Moor, Waverley and Grange Parks, providing higher quality and more accessible sporting, community, public realm, heritage and safety infrastructure improvements.
 - New and enhanced active travel infrastructure, including a replacement River Ribble cycle and pedestrian bridge, route improvements across the city centre and a Mobility Hub at Preston Bus Station. The outcome will be an active travel network that better serves and connects communities, businesses, education, transport, and cultural/leisure assets, including its major parks.
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Provide a more detailed overview of your bid proposal

Preston is one of the UK's newest cities and is the largest city in Lancashire. Preston is firmly established as a major centre for employment and services, playing vital economic and social roles for businesses and communities across the county. Preston is a city which takes pride in its rich history but is now a modern and vibrant place rich in opportunity, committed to positive change and to making its economy work for all its communities. The deep-rooted challenges and barriers to economic and social progress which need to be tackled are understood. The city has a clear and ambitious 15-year City Investment Plan (CIP) centred on its people and focused on sustainable and shared prosperity.

The CIP is framed around some clear strategic objectives and priorities, including:

- Strengthening economic resilience post Covid-19 by supporting investments which support local economic growth, employment, placemaking and attracting inward investment.
- Delivery of distinctive, diverse, and innovative arts, cultural and leisure facilities
- Safeguarding and enhancing Preston's historic fabric and heritage assets, while maximising the quality and use of the city's parks and open spaces
- Reducing deprivation and improving the health and wellbeing of all communities
- Creating a well-connected and accessible city that supports low carbon journeys and green travel with excellent walking, cycling and public transport infrastructure
- Tackling the impacts of climate change and supporting the shift to a sustainable and low carbon/clean growth economy
- Increasing city centre living and retaining and growing Preston's working age population and graduates.

Preston's package bid will deliver a more healthy, inclusive, liveable, and sustainably connected city. The projects are aligned and mutually reinforcing, and directly contribute to the priorities of our City Investment Plan. The package includes:

- Project 1: Regeneration of Preston's major parks: A cross-city project regenerating Ashton, Moor, Waverley and Grange parks. Delivering significant benefits to Preston's resident communities, they will provide high quality and accessible sport and community facilities, enhanced public realm, safeguarded heritage and improved safety infrastructure.
- Project 2: New and enhanced active travel routes and infrastructure: Delivering new and enhanced active travel routes and infrastructure for cycling and walking across central Preston and to areas beyond it, including a replacement River Ribble bridge and a Mobility Hub at Preston Bus Station.

The active travel project fills key gaps in east-west and north-south active travel provision for the benefit of its residents, commuters and leisure users. The project connects all our LUF investment proposals and will achieve a more coherent, safer and useable network connecting communities, improving links to jobs and education facilities, transport nodes, and cultural/leisure assets including four of our city's parks. We will improve active travel options across the River Ribble to the South Ribble borough, linking residents to the major

Lancashire Central employment development (Leyland) and to routes east to Samlesbury, the site of BAE Systems, the AMRC and the proposed new £5

Our bid complements and enhances our Transforming Cities Fund (TCF) investment at Ringway/Friargate North, Towns Fund at the Harris Quarter, Heritage Lottery Fund (HLF) at the historic Moor Park, and Local Growth Funding for the AMRC at Samlesbury and supporting public realm linking the Rail Station and city centre at Fishergate.

Project 1 (Parks) will invest in four parks (see Appendix A – Figure 3 for overview plan):

- Ashton Park: a major re-design and renewal of 32-hectare Ashton Park in the west of the city. We will enable Ashton Park to become a major community facility for sport and physical activity, delivering a new 3G pitch, 1 full-size grass pitch, 2 large and 3 small junior grass pitches. We will develop a new Pavilion for joint sporting, community and charity use. We will improve park foot and cycle paths, linking to existing and proposed routes across the city, along with access roads and parking, soft landscaping (including tree and shrub planting), and site lighting to improve safety.
- Moor Park: the final phase of the regeneration of a 40-hectare Grade II listed Victorian Park, the oldest and largest of Preston's public parks. Building on a HLF phase 1 investment, the LUF investment will and restore its historic Serpentine Lake, de-silting and reinstating features including its original lake scale, bridges, railings and Loggia structures, and provide new water fountains. We will improve accessibility and entrances; restore horticultural features and plant new trees; improve play areas and public toilets, upgrade the events stage and improve interpretation and park furniture.
- Waverley Park: located in St Matthews ward and serving Fishwick and Ribbleton wards (with the majority of neighbourhoods(LSOAs) in these wards in the top 10% most deprived in the UK) we will regenerate the park and deliver much needed new sporting facilities. This includes an upgraded MUGA, a new play area and skate park; a new bicycle 'pump-track' and a new football pavilion. We will improve entrances and security infrastructure, accessibility and parking, provide new pathways and widen/re-surface existing pathways, create new wildflower meadows and plant trees and deliver new wayfinding and furniture.
- Grange Park: a park in the east of Preston providing informal and formal spaces for recreational sport, walking and play. With access to Grange Valley nature reserve and as the site of Ribbleton Hall, the park has significant local social and heritage value. We will deliver accessibility and lighting improvements to its Heritage and Interpretation Centre building to support it for community use, improve the visitor experience and night-time safety.

Project 2 (Active Travel) will (see Appendix A Figure 3 for overview plan):

- Improve Friargate South's public realm and segregate cycling including works along Cheapside, linking into the Harris Quarter. While 'Friargate South' is an important retail street and its poor quality continues to be a barrier to new occupiers investing. The works will mirror the Transforming Cities (TCF) funded scheme which is currently on site along Friargate North and link to the installation of a bi-directional segregated cycleway along Ringway also funded by TCF. Taken together this will deliver an enhanced north-south active travel corridor, with connections onwards north to the university campus (UCLan), parks and other assets, including the proposed new Ribble Bridge Crossing .
- Install 700m of new bi-directional segregated cycle track to LTN 1/20 standards on Avenham Lane/Queen Street. This will bridge a key gap in the city's east-west cycling corridor by linking on-carriageway routes through a traffic-calmed 20mph zone west towards Preston Station. It will also enhance links to the Preston Guild Wheel active travel route, Avenham Park and the routes south across the River Ribble via the proposed new Bridge Crossing. It will also connect east to the S.278 funded cycling infrastructure work at Cardinal Newman College and Lancaster University's new Maths School, and the 'Quietway' cycle link

through Fishwick Parade to Waverley Park.

- Replacement of the existing Old Tram Bridge with a new bridge across the River Ribble re-establishing a former cycle way into Avenham Park and linking

to the Preston Guild Wheel (a 21-mile foot/cycle path encircling the City). It will also connect into the N-S and E-W cycle routes (highlighted above), the Guild Wheel and the national cycle network (NCR6, NCR622 and NCR55), providing connections to residential and employment areas within the neighbouring

borough of South Ribble. The existing bridge is currently closed and structurally unsound.

- Installation of a new Mobility Hub for secure cycle parking at Preston Bus Station serving both residents and visitors to the city. The Cycle provision at the mobility hub here links bus travel with National Cycle Route 6, enabling easier mode switching.
-

Provide a short description of the area where the investment will take place

The maps, plans and visualizations in the project brochure (Appendix A) and the GIS files (Appendix C) highlight the locations of Preston's proposed LUF investments. The four parks – Ashton, Moor, Waverley and Grange Parks - and the locations of the four active travel interventions are all identified. The maps and plans in Appendix A highlight their spatial locations in relation to one another, as well as the inter-connection between both existing and proposed active travel routes and enhanced accessibility to key locations and assets, including parks, within Preston.

The four parks (LUF interventions 1-4 in Appendix A) are spread across the immediate city area, with Ashton Park west of the city centre, Moor Park to the north and Waverley and Grange Parks towards the eastern side of the city. As highlighted by our analysis and evidence base (see additional evidence and mapping in Appendix S), the parks are a key local green space and community asset. They serve some of Preston's most deprived residents and neighborhoods, in particular neighborhoods with worse than average health conditions and outcomes.

The proposed active travel routes (LUF interventions 5-8 in Appendix A) bridge gaps in east-west and north-south active travel provision serving the city centre and key assets and locations across the wider Preston area. Through new and enhanced active travel projects connecting to existing and proposed routes, this project connects all of Preston's LUF investment proposals and will deliver a more coherent, safer and useable network for walking and cycling in Preston.

Optional Map Upload

Appendix A Project Brochure - Maps & Visuals (1).zip

Does your bid include any transport projects?

Yes

Provide a short description of the transport project

The transport project is an Active Travel project with corridors, with a bridge link and a mobility hub at the central intersection. There is scope for active travel growth in Preston - 37% of journeys in Preston are under 2km (compared to 18% regionally).

The Active Travel project is fully aimed at increasing cycling and walking in Preston City Centre by creating segregated cycle lanes, reducing severance caused by highways and the 'at risk' Ribble Crossing to South Ribble, providing secure cycle storage facilities and through public realm improvements, making Preston a more attractive city to spend time in.

In developing and costing the proposed active-travel routes and infrastructure, LCC has considered the following standards: LTN 1/20 (Cycle Infrastructure Design), CD 143 (Designing for walking, cycling and horse riding) and CD 195 (Designing for cycle traffic). In addition, the following were also adhered to:

- Guidance on the use of tactile paving surfaces
- Cycling by Design (Transport Scotland - issued after LTN 1/20 and includes additional items like Cyclops junctions).

- Inclusive Mobility (DfT guidance)
- LTN 1/07 – Traffic Calming
- LTN 1/95 – Assessment of Pedestrian Crossings
- LTN 2/95 – Design of Pedestrian Crossings

Appendix A, Figure 8 sets out the route which will:

- Improve Friargate South’s public realm and segregate cycling. ‘Friargate South’ is an important retail street but poor quality is a barrier to new occupiers investing. The works will mirror the Transforming Cities scheme underway along Friargate North and link to the installation of a bi-directional segregated cycleway along Ringway. It will deliver an enhanced north-south active travel corridor, with connections onwards to the university campus, parks and proposed new Ribble Bridge Crossing .
- Create 700m of new bi-directional segregated cycle track to LTN 1/20 standards. This will bridge a gap in east-west cycling corridor by linking on-carriageway routes through a traffic-calmed 20mph zone west towards Preston Station. It will enhance links to Preston Guild Wheel active travel route, Avenham Park and routes south across River Ribble via the new Bridge. It will connect to Cardinal Newman College and Lancaster University’s Maths School, and ‘Quietway’ cycle link through Fishwick Parade to Waverley Park.
- Replace the closed Old Tram Bridge with a new bridge across the River Ribble re-establishing a former cycle way into Avenham Park and linking to Guild Wheel (a 21-mile foot/cycle path encircling the City). It will connect into N-S and E-W cycle routes, Guild Wheel and national cycle network (NCR6, NCR622 and NCR55). This will link to Samlesbury and National Cyber Force Headquarters and major employment site Lancashire Central.
- provide secure cycle parking at Preston Bus Station for residents and visitors The mobility hub links bus travel with National Cycle Route 6, enabling easier mode switching. It will reduce significant levels of bike theft at the bus station.

Letters of support from UCLan and NCF are at Appendix M. The letter from NCF states:

“Our facilities at Samlesbury will bring highly skilled and well paid jobs to the area. A substantial proportion of our current workforce does not hold a driving licence; We are therefore wholly committed to the development and sustainment of sustainable transport solutions. Links from Preston to Samlesbury will be key. In the short term, a substantial proportion of our workforce will commute through Preston –requiring onward transportation to Samlesbury via all modes, including active travel. We therefore support your LUF proposals to develop an active travel network that better serves the local community. Specifically, anything that facilitates travel from Preston to Samlesbury via sustainable methods, is key to our longer term success.”

Appendix A, Figure 8 sets out linkages with completed, on-site and proposed highway and active travel improvements.

The BCR is over 2.4 and the project will deliver:

- continuous and safe pedestrian and cycle corridor
- bicycle security
- link National Cycle Routes (6, 622 & 55), South Ribble & Central Preston.
- 1 bridge
- a mobility hub for up to 20 bikes
- 4,375 sqm new public realm
- 700m segregated cycle lane
- c.1km of new or improved pedestrian paths
- c.1km of new or improved cycle ways

Provide location information

Location 1

Enter location postcode	PR2 1HR
Enter location grid reference	350949, 430294 (SD 50949 30294)

Percentage of bid invested at 37%

the location

Optional GIS file upload for the location

Appendix C Active Preston LUF Parks.shp

Location 2

Enter location postcode

PR1 6AY

Enter location grid reference

354069, 430994 (SD 54069 30994)

13%

Percentage of bid invested at the location

Optional GIS file upload for the location

Appendix C Active Preston LUF Parks.shp

Location 3

Enter location postcode

PR1 4TT

Enter location grid reference

356064, 430257 (SD 56064 30257)

Percentage of bid invested at the location

7%

Optional GIS file upload for the location

Appendix C Active Preston LUF Parks.shp

Location 4

Enter location postcode

PR2 6EQ

Enter location grid reference

357266, 431441 (SD 57266 31441)

Percentage of bid invested at the location

1%

Optional GIS file upload for the location

Appendix C Active Preston LUF Parks.shp

Location 5

Enter location postcode

PR1 2BJ

Enter location grid reference

353925, 429483 (SD 53925 29483)

Percentage of bid invested at the location

8%

Optional GIS file upload for

the location

Location 6

Enter location postcode	PR1 1HB
Enter location grid reference	354145, 429723 (SD 54145 29723)
Percentage of bid invested at the location	1%
Optional GIS file upload for the location	Appendix C Active Preston LUF Travel routes.shp

Location 7

Enter location postcode	PR1 4HP
Enter location grid reference	354581, 429299 (SD 54581 29299)
Percentage of bid invested at the location	4%
Optional GIS file upload for the location	Appendix C Active Preston LUF Travel routes.shp

Location 8

Enter location postcode	PR1 8JT
Enter location grid reference	354167, 428636 (SD 54167 28636)
Percentage of bid invested at the location	29%

Percentage of bid invested at the location

Optional GIS file upload for the location	Appendix C Active Preston LUF Travel routes.shp
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Select the constituencies covered in the bid

Constituency 1

Constituency name	Preston
Estimate the percentage of the bid invested in this constituency	86%

Constituency 2

Constituency name	Ribble Valley
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Estimate the percentage of the bid invested in this constituency

Select the local authorities covered in the bid

Local Authority 1

Local authority name	Preston
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86%

Estimate the percentage of the bid invested in this local authority

Local Authority 2

Local authority name	South Ribble
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14%

Estimate the percentage of the bid invested in this local authority

Sub-categories that are relevant to your investment

Select one or more cultural sub-categories that are relevant to your investment

Arts and Culture
Visitor Economy
Sports and athletics facilities
Heritage buildings and sites
Other Cultural

Describe other cultural sub- category

Parks and green space; accessible community facilities

Select one or more transport sub-categories that are relevant to your investment

Active Travel

Provide details of any applications made to other funding schemes for this same bid that are currently pending an outcome

There are no other funding bids in development or submitted for this scheme, or variants of this scheme, which would have an impact on LUF investment requirements.

Provide VAT number if applicable to your organisation



Bidders are invited to outline how their bid will promote good community relations, help reduce disparities amongst different groups, or strengthen integration across the local community

1. Preston's Parks are a central part of our Active Preston bid. We aim to create more attractive, safer and appealing spaces where our communities will

meet, engage in sporting and leisure activities together, socialize and spend time with families and friends in an outdoor setting. The diversity of Preston's communities is one of the city's major strengths and its most distinctive features. Our focus on spaces and infrastructure which are open and accessible to all residents will ensure that residents from all backgrounds have the opportunity to come together, with a breadth of activities and facilities that offers something for everyone. Encouraging and facilitating community engagement is therefore a critical part of the rationale for our projects. This is reflected in project outputs and outcomes in which increasing the useage of Parks by our communities is a key measure, which will capture how community engagement and participation in sports, leisure and events changes, and how this is reflected in their wellbeing.

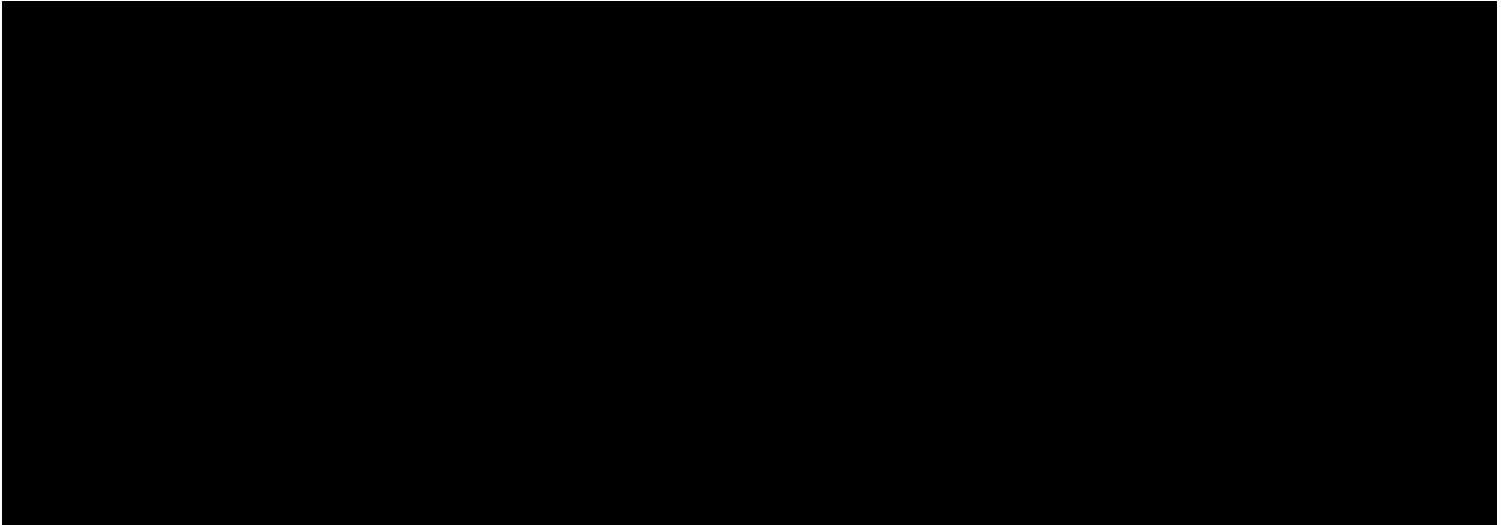
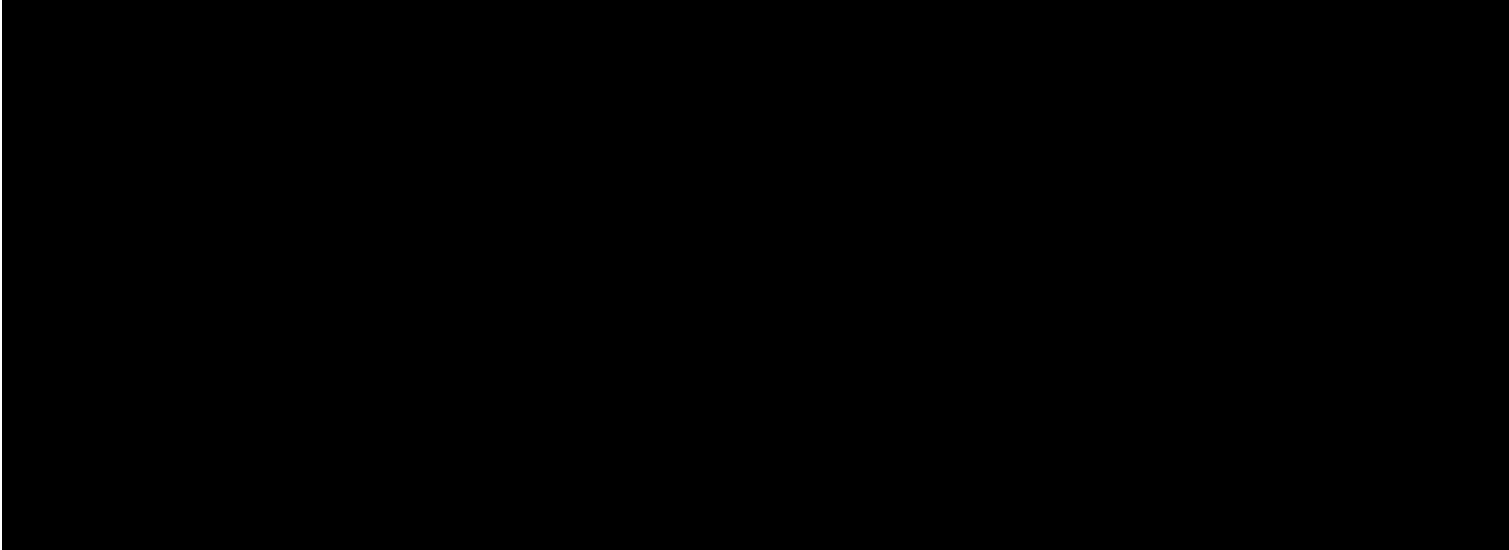
2. Both our Parks and our Active Travel investments will contribute to tackling economic disparity in our city. By investing in new facilities and infrastructure in our Parks, we will create high quality leisure environments which are, by their nature, accessible and low cost. In central locations in Preston, they will not require car travel or long public transport journeys to reach them, and they are located in or close to some of our most deprived communities, providing residents of those areas with leisure and community facilities at low or zero cost. By providing through our Active Travel investments better quality, safer and attractive walking and cycling routes to our Parks, across Preston city centre and to the edge of our city we are tackling barriers to movement that include both the costs of having to travel by vehicle and the discouragement of options to travel by foot or by bike that stem from the quality of the existing infrastructure.

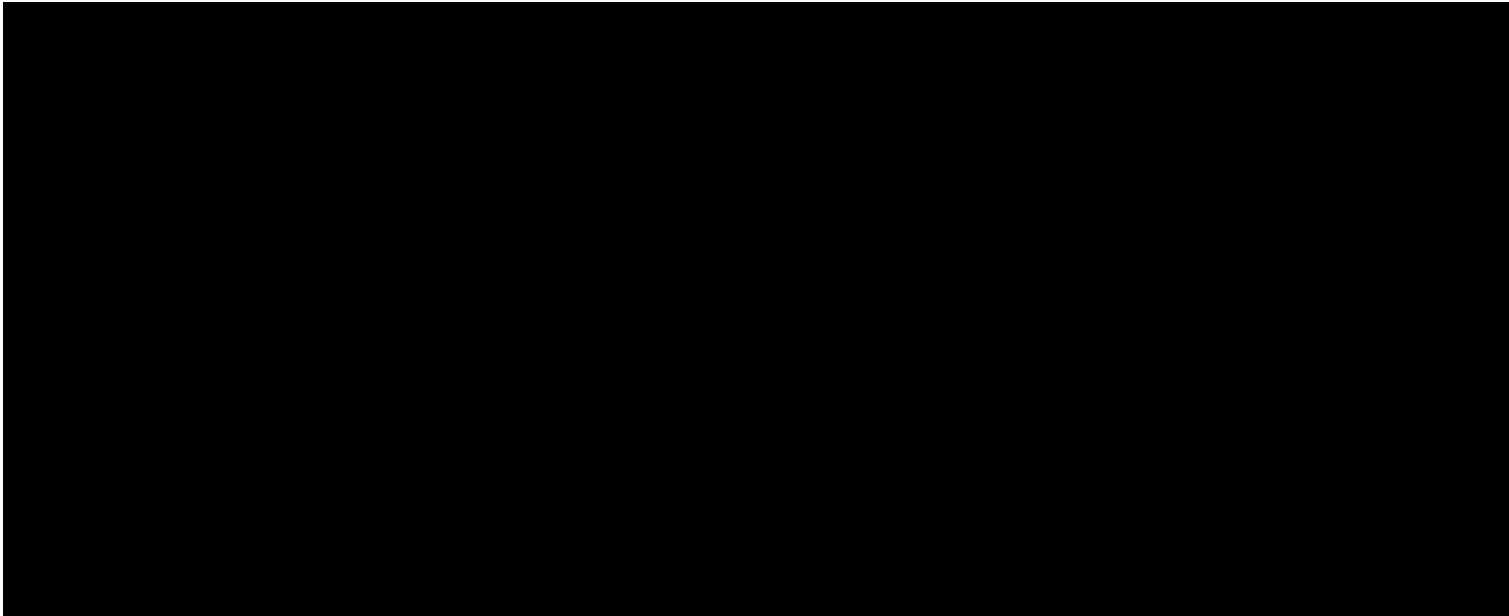
3. A key objective behind Active Preston is to deliver measurable

improvements in the health and well-being of our communities. Our key interventions for both our Parks and Active Travel projects are intended to provide many more opportunities for residents to benefit from more time outdoors, more exercise and activity that promotes better physical and, in turn, mental wellbeing. By attaching priority to improved health and wellbeing, we are committed to tackling what is both a symptom of disparity and one of its underlying causes.

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

Yes





Will you be disbursing the funds as a potential subsidy to third parties?

No

Has an MP given formal priority support for this bid?

Yes

Full name of MP

Sir Mark Hendrick

MP's constituency

Preston

Describe what engagement you have undertaken with local relevant stakeholders. How has this informed your bid and what support do you have from them?

The Council's approach is to put stakeholder engagement right at the centre of its regeneration ambitions. In the development of the City Investment Plan (CIP) which has informed Preston's LUF package, there has been robust and extensive stakeholder engagement, which ensured a clear understanding of the area's issues, needs, challenges and opportunities, underpinned by views of the local community. The feedback from the #MyTown initiative, as well as an on-line survey which reached out to all communities in the City helped inform the CIP.

The feedback from the CIP engagement, coupled with stakeholder engagement in the Transforming Cities fund, Parks & Open Space and Playing Field Strategies and at a more detailed level the Ashton, Moor, Waverley Parks Masterplans, have all combined to inform Preston's LUF proposals package. This engagement has been robust and wide-reaching involving consultation with a variety of key stakeholders, including interest groups, community/voluntary groups, colleges / the university, local businesses, elected members, national and regional bodies, and members of the public.

A stakeholder audit has also been undertaken, producing a defined (but not exhaustive) list of those who are fundamental to engage with. Many of the key stakeholders have already been engaged with at a high level, but this will be extended at the project's delivery phase. The exercise established the key target audiences, which included:

- +Key City Stakeholders, such as LCC, Towns Fund Board, UCLAN, South Ribble Council, the LEP
- +Key Interest groups at national /regional level, such as, Active Lancashire, Sustrans, Football Foundation, the FA, The Gardens Trust, Historic England, Environment Agency, River Ribble Trust
- +Local Interest / Community Groups – such as park users, sports groups, cyclist groups, Friends of the Guild Wheel, Friends of the Parks
- +Businesses/Membership/ Partnership organisations – Preston Partnership, Chamber of Commerce
- +Equality and Inclusion and Cultural Groups, including Disability Equality North West, BAME, faith groups
- +Residents, Community and Residents groups

The engagement in the formulation stage of Preston's LUF package and its key components has shown demonstrative support for the proposals as follows:

- Significant support for re-establishing a bridge crossing over the River Ribble has been exhibited by an original online petition (c.3000 signatures) and then a subsequent formal petition (946 signatories) served on the Council for a replacement of the Old Tram Bridge to form part of Preston's LUF bid in March 2022.
- A design competition for a replacement of the Old Tram Bridge was run in early 2022 by a group of local campaigners which raised the profile and engendered community support. The competition attracted over 300+ entries, and participation from 4 schools.
- The draft masterplans for the 3 parks (Ashton, Moor and Waverley) were the subject of extensive engagement and gained the endorsement of the Friends of the Parks, Football Foundation, Sport England, Historic England and various community and interest groups.
- Engagement on the LUF proposals with various key City stakeholders, including the Local MP's, Preston Partnership/Towns Fund Board, UCLAN, the LEP, County Council, EWEC, South Ribble BC, NCFHQ. They have formally outlined their full support– see letters in Appendix M.
- Various local, regional bodies and national bodies were consulted on the LUF proposals, such as Active Lancashire, Football Foundation, the FA , Sustrans, the Guild Wheel, the Friends of the Parks and their support attained. See Appendix M.

This platform of engagement will be built on at the delivery phase. Working

with PCC Communications Team, we will seek to utilise our retained engagement specialists (Groundswell Innovation) and use a mapping exercise to assess stakeholders level of interest and influence which will dictate the method of engagement. We will update our 'Active Preston LUF Project' web page (www.preston.gov.uk) on a regular basis and deploy a wide variety of tools appropriate to the audience, ranging from face-to-face meetings, exhibitions, newsletters, social media channels, as well as more innovative virtual methods, such as, webinars/ online platforms to maintain two-way dialogue with stakeholders. See PCC Delivery Plan for more detail -Appendix J

Has your proposal faced any opposition?

There has been no opposition to the proposals in the bid. Preston's preferred proposals for a LUF bid was made public in April 2022.

There is significant and growing support for a Ribble Bridge Crossing. Campaigners/ the Friends of the Old Tram Bridge had lobbied in the past for the reconstruction of the bridge of a replica trellis style (after its closure in 2019) but this is unfeasible and in practical for cost and deliverability reasons. There has been subsequent support, evidenced by a petition in March 2022 for a new replacement bridge to be constructed so connectivity is restored and for this to form part of Preston's Levelling Up bid. Our proposals have therefore responded to this community interest for a new bridge link, with a concept design that is feasible and deliverable within budget and LUF timescales.

With respect to the Parks project, the Masterplans form the basis for the Park LUF proposals, which have been the subject of extensive engagement and have the support of both community and key interest groups, such as the Football Foundation.

The active cycle route proposals also builds on extensive current/ past works by Lancashire County Council in the city centre, where a design and materials palette has been established and supported by a wide range of stakeholders, including Disability Equality NW & Visually Impaired Forum.

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

No

Which parts of the project do you not have statutory responsibility for?

Preston City Council does not have statutory responsibility for a number of the key elements within the Active Travel project, as set out below:

- The new Ribble Bridge Crossing
- Friargate South, including Cheapside as part of the N- S Cycle Corridor.
- The bi – directional segregated cycle at Queen Street / Avenham Lane as part of the E- W Cycle corridor

The relevant responsible authority is Lancashire County Council (LCC) and we have the support/consent of the relevant responsible authority. See attached Proforma 1 in Appendix N.

Who is the relevant responsible authority?

Lancashire County Council

Support/consent of the relevant responsible authority

Do you have the support/consent of the relevant responsible authority?

Yes

Pro forma upload (if required) Appendix N Proforma 1 LCC.pdf

Provide evidence of the local challenges / barriers to growth and context that the bid is seeking to respond to

The challenges that the bid aligns to are outlined below. The rationale behind how these challenges influenced the development of package elements are detailed further in Appendix D – Theory of Change while further background evidence (including mapping) is included in Appendix S.

Highly Deprived Communities

Preston is the 46th most deprived area of 317 UK Local Authorities. Health and Living Environment deprivation is most contributory, with economic inactivity due to long-term sickness being higher in Preston (31%) than the North-West (28%) and Great Britain (25%).

The City Centre, Fishwick & Frenchwood, Ribbleson and St Matthew's are LSOAs in the top 10% most deprived nationally. Bid interventions are purposefully situated, acknowledging high deprivation LSOAs:

Poor Health & Wellbeing outcomes

Preston's health profile is generally worse compared to regional and national averages.

- Life expectancy (Male=77, Female=81) lags against national levels (Male=79, Female=83)
- 27% of adults and 32% of Children and young people are inactive compared to 25% nationally
- 67% of Preston's adults are overweight/obese (64% nationally)
- 28% of residents have high anxiety, the second highest proportion in Lancashire districts.

Sports facilities and updated walking and cycling infrastructure will increase physical activity opportunities, improving Preston's health profile.

Parks do not meet resident or FA conventionalities

Preston is a key location of grassroots football but suffers in terms of pitch quantity & quality:

- Least community football pitches in Central Lancashire (68 pitches, 24%)
- Shortfall in 3G/ grass provision to meet current/future needs, exacerbated by the loss of UCLAN's community pitches (6.5 match equivalent overlay).
- 36% of adult pitches, 58% of youth pitches, and 30% of junior pitches are 'poor' quality
- Ancillary facilities are 'poor' at Ashton and Moor Park, and 'standard' at Waverley.

56% of Open Space Assessment respondents found the quality of Central Lancashire parks unsatisfactory. The quality of Grange Park extension was the lowest scoring site in Central Lancashire.

Preston's Local Facilities Football Plan (LFFP) identified Ashton, Moor and Waverley Park to be key locations of required investment. LFFP improvements and amenity recommendations from the Parks and Green Spaces strategy made up core elements of the package bid.

Travel congestion surrounds the City Centre

Preston has a large net inflow of ~23,000 commuting trips. Commuter trips by car (66%) are most prevalent. This, coupled with a near-capacity highway network has resulted in significant congestion. This has contributed to Preston being one of 10 English cities with the highest per capita emissions in the UK,

and accentuated severance of the active travel network.

Missing links to South Ribble and no dedicated cycling provision between the Guild Wheel and the City Centre creates safety issues for cyclists sharing road space with motorised vehicles. Pedestrians are excluded or forced to use poor quality crossings.

The Walking and Cycling corridors, Cycling Mobility Hub and the new Ribble Bridge Crossing will:

- create a continuous pedestrian and cycle corridor
- create a safer environment conducive to cycling
- improve bicycle security
- link National Cycle Routes (6, 622 & 55), South Ribble & Central Preston.

Declining condition of cultural assets

The Old Tram Bridge is a cultural asset for Preston and links with the Old Tram Road (an historical track forming a 'greenway'). In 2019, the bridge exhibited 200 structural defects, ensuing its closure. Nearly 3,000 people signed a petition for the Council to repair the landmark. Without intervention, Preston's cultural asset will disappear, cutting off an arterial route to the South City Region growth zone.

Moor Park is also a grade II* listed site. Recent HLF works began its restoration, but elements of the park are still in disrepair, prohibiting pride of place. The Parks and Green Spaces Strategy identified a set of restoration improvements, which have been intertwined into the bid as phase 2 restorations:

- Reinstating Serpentine Lake
- Increasing tree stock
- Restoring the Southeast historic entrance and stone flag paving
- Upgrading the events stage area

High prevalence of Crime & ASB

Preston's crime rate in April 2022 was 127.6 per 1,000 population. This is above the Lancashire-14 average (79.4), the North-West (87.1) and England (77.6). Preston's ASB offences are also the second highest in the Lancashire-14 (8,433).

Public realm improvements in the City Centre and lighting improvements within Ashton & Grange Park will contribute to addressing this challenge, particularly ASB, which is shown to be concentrated surrounding these sites.

Explain why Government investment is needed (what is the market failure)

Government investment is needed because the infrastructure needed in Preston to address these challenges and barriers has features of a public good (non-excludability and non-rivalry) which means it would not be delivered if left to the market. Specifically:

- The regeneration of the parks and their facilities, and their enhanced use as sporting, leisure, heritage and community facilities that are open to all, would deliver a range of placemaking, health, wellbeing and community cohesion benefits which would be felt broadly by all users, and as such, are examples of public goods. It is unrealistic to identify a way to capture revenue from those beneficiaries deriving value from it, given they are public spaces, and impractical and unethical to exclude those who do not pay from benefitting. As a result, the market will not solve this challenge of addressing aged and lower quality park infrastructure.

- The new and improved active travel routes and replacement bridge, which will create a more coherent, connected and safer active travel network across the city centre linking key locations and assets, as well as close gaps in existing provision, will be free and open to all users with no restrictions. The only basis on which the private sector would invest in the scheme is if users could be charged for use which is neither practical nor desirable, or if it was linked directly to private development which is not the case. There is therefore no incentive for the private sector to deliver these specific active travel

enhancements.

- The pedestrian and cycling infrastructure and public realm which would be improved through this project is also a common property resource, owned and maintained by Lancashire County Council. It is non-rivalrous in that it would not dwindle in supply as more people used it and non-excludable in that it would be very difficult to prevent people who have not paid from using it.

The investment will also tackle negative externalities associated with existing transport options in Preston and the city's parks and sporting/community infrastructure.

- While Preston has been developing a network of cycling and walking routes in recent years, including the Preston Guild Wheel (a 21-mile path encircling the city) and connections through to the city centre, the active travel network remains poorly interconnected, with missing links. The city suffers from severance both in the city and across the River Ribble; worsening city centre congestion due to cars being the dominant transport mode and a growing resident and business base; as well as worsening issues over reliability, noise, air quality and travel times. These issues will persist and worsen further unless provision of alternative sustainable public transport and active travel options are delivered to meet the increasing demands being placed on the city's existing road and transport infrastructure.

- A high proportion of the city's park's sporting and playing pitch infrastructure, including pitches and ancillary facilities (e.g. changing facilities) are assessed as 'poor' (Central Lancashire Playing Pitch Strategy Assessment, 2019), with a significant under-supply of well-drained quality grass pitches, allowing higher rates of utilization, and 3G pitches and changing facilities. For example, Ashton Park's changing facilities have been closed as they are not fit for purpose, while the park's playing pitches are now predominantly closed for general use. Given the reduction in quality and capacity, this has negative impacts on local residents, players and teams in terms of constrained and low-quality local playing capacity, as well as additional travel costs and time. Investment in Preston's parks infrastructure and facilities will also enable PCC to improve the quality of other park facilities, as well as better tackle and address incidences of ASB/Crime within the parks, which impact and can shape negative perceptions of the parks.

In addition, both projects will also generate positive externalities:

- Improvements to the public realm and pedestrian/cycling infrastructure will generate positive externalities if they encourage more trips to be taken by foot or bike instead of cars. This includes environmental benefits such as improved air quality and health and wellbeing benefits, which could reduce healthcare costs.

- The interlinked health, wellbeing and community cohesion benefits which are central to PCC's ambitions for the Parks regeneration project are not priced by the market and are also examples of positive externalities. These benefits cannot be readily captured or have revenue derived from them, and the mutually reinforcing effect of these benefits mean they cannot easily be captured by individual organizations acting in isolation.

Explain what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers

Active Preston, Preston's LUF package bid, will deliver a more healthy, inclusive, liveable, and sustainably connected city.

Following a process of project submissions, review and options workshops by key officer groups, the finalized package of investments was selected. It has been designed to be high impact and outcome focused, in order to be the optimal solution to tackle the identified challenges and barriers. The component projects are also well aligned and mutually reinforcing, directly contributing to the priorities of Preston's City Investment Plan, as well as other

existing strategies and masterplans. The challenges/barriers have been summarised in the bid and are far reaching, but include:

- Preston continues to suffer from higher-than-average levels of deprivation and poor health outcomes. Evidence shows that around 20% of LSOAs are in the 10% most deprived nationally, with higher than average levels of inactivity, obesity and lower life expectancy.
- Preston requires significant investment in its parks and sporting/community infrastructure. There is an under-supply in pitches, a high proportion of pitches are assessed as poor quality, the parks changing facilities are either closed or poor quality, alongside low overall satisfaction ratings with the city's parks.
- Preston suffers from high levels of congestion and poor-quality active travel options and networks, blighting by severance and missing links. Investing in active travel infrastructure is critical to changing behaviours/use, improving the environment and providing residents with a viable alternative to the car.

Outlined below are some of the key components the project will deliver, but in summary Preston's package will focus on:

- The regeneration of Preston's major parks. This is a cross-city project investing in regenerating Ashton, Moor, Waverley and Grange parks. Delivering significant benefits to Preston's resident communities, with those communities served by the parks being some of Preston's most deprived. The project will deliver high quality and accessible sport and community facilities, enhanced public realm, while safeguarding heritage and providing improved accessibility and safety infrastructure.
- New and enhanced active travel routes and infrastructure: Delivering new and enhanced active travel routes and infrastructure for cycling and walking across central Preston and to areas beyond it, including a replacement River Ribble Bridge and a new Mobility Hub at Preston Bus Station.

In meeting the needs of residents, communities, businesses and visitors, as well as the priorities of the City Investment Plan, the headline objectives for the package of projects include:

- Improving the physical and mental health and well-being of all our communities by increasing levels of physical activity including walking, cycling and sporting activity, encouraging social engagement and participation, and improving air quality.
- Creating a well-connected, safe and accessible city that supports low carbon journeys with excellent walking, cycling and public transport infrastructure;
- Strengthening Preston's economy by improving active travel access to employment, education, cultural assets and visitor attractions, and by increasing footfall;
- Changing perceptions of Preston as a place to live (including a sense of pride for residents), work, visit and invest in by creating a more attractive and liveable city with high quality public realm and heritage infrastructure;
- Tackling the impacts of climate change by reducing CO2 emissions from transport in Preston.

Active Preston is designed to deliver against these objectives through the mechanisms set out in the Theory of Change. This is rooted in the analysis PCC has undertaken on the scale of additional park users, sporting participants and active travel users arising from the proposed investments (e.g. estimates and modelling undertaken by Strategic Leisure, Jacobs). In addition, the development of the bid has also been informed by the body of evidence on the economic, social, health and wellbeing, and environmental benefits and value associated with investing in active travel and parks/community infrastructure.

The scale of the parks project is significant, delivering regeneration and investment across four key parks. More detail on all elements can be found in the costings workbook, but in summary the following will be delivered:

- 4 parks will be improved
- 8 high quality football pitches (grass and 3G) will be delivered
- 2 new sport pavilions, including community spaces, will be constructed
- 1 MUGA, Skate Park, Bicycle pump track
- A restored park lake and heritage assets

- Improved play areas
- Improved events spaces
- Improved accessibility & lighting
- New trees planted

Similarly, the active travel project is extensive and will deliver a range of new and improved routes, public realm improvements, a new river crossing and a cycle mobility hub. More detail on all elements can be found in the costings workbook, but in summary the following will be delivered:

- 1 new bridge
- 1 new mobility hub (20 cycles)
- 4,375 sqm of new public realm
- 700m of segregated cycle lane
- c.1km of new or improved pedestrian paths
- c.1km of new or improved cycle ways
- Road converted to cycle and pedestrian ways
- New trees planted

Upload Option Assessment report (optional)

How will you deliver the outputs and confirm how results are likely to flow from the interventions?

The appended Theory of Change (Appendix D) document illustrates how the outputs and outcomes will be delivered through the capital investment in Preston's bid, in line with the Delivery Plan. The outputs and short-term outcomes flow naturally from the interventions and are supported by a strong evidence base. A strong evidence base and best practice modelling assumptions underpin our longer term outcomes.

Theory of change upload (optional)

Appendix D - Logic Model & Theory of Change.pdf

Explain how the component projects in your package bid are aligned with each other and represent a coherent set of interventions

The Levelling Up fund provides PCC with the opportunity to take its plans for economic recovery within the city to the next level, building on the positive steps made over the last decade. The city is at an unprecedented stage in its development and building on both past and current investment programmes, the Council's LUF bid proposals are focused on supporting the City's growth and recovery (post covid) through high impact projects and creating a liveable, healthy, sustainably connected City which brings real quality of life benefits to its local communities.

Preston's bid is focussed on delivering two projects which will transform parks and active travel infrastructure in the city and contribute towards the city's wider placemaking ambitions. This investment will ensure that core elements of the city's underpinning and critical infrastructure are fit for purpose to meet the needs of a growing city.

The two component projects are fully aligned and complementary. Together, they will have a wide reach across the city, including serving Preston's deprived communities. They will play a key role in supporting the city's

ambitions for increased levels of walking and physical/sporting activity, tackling aged and poor-quality sporting and park provision, sustainable travel and connecting communities and key locations, (including parks, sports, education, transport nodes, employment locations).

The active travel project fills key gaps in east-west and north-south active travel provision. The project has been designed to acts as the 'glue' which connects our LUF investment proposals. It will deliver a more coherent network better serving and connecting residents and communities, and

Set out how other public and private funding will be leveraged as part of the intervention

Match funding will lever additional investment to support 'Active Preston'. Our approach to match is backed by a strategy set out elsewhere in our bid. In summary, the following sources of match funding have either been secured, or have in principle support from funders. In total, match funding of £4.098 million is identified.

ACTIVE TRAVEL PROJECTS

- £1.0 million from Lancashire County Council (see support letter in Appendix H). This has in principle support.
- £0.238 million from PCC's capital programme with in-principle support subject to full Council approval if bid is successful

PARK REGENERATION PROJECTS

- £0.6 million PCC Section 106 monies ringfenced for Ashton Park with in principle support, subject to timing draw down & pending further approvals and a successful bid for LUF and Football Foundation funds.
- £0.14 million of secured from PCC's capital receipts from land sale.
- £0.09 million from PCC's Leisure budget
- £0.24 million from PCC's Leisure capital budget
- £0.1 million secured from S.106 developer monies ringfenced for Waverley Park.
- £0.15 million from Fishwick and St. Matthews (FAM) Big Local Partnership for Waverley Park, with in principle support from the Group (See Appendix H Letter of Support).
- £1.54 million from the Football Foundation with in principle project support and subject to successful LUF bid (See Appendix H Letter of Support).

In addition to the match funding we have secured or will secure to support our programme, we anticipate that 'Active Preston' will open up opportunities and stimulate interest leading to future investment from sources including:

- Local football teams who may seek investment in future to enhance the Parks' playing pitches, their equipment and built facilities. Examples across the UK have been highlighted to the bid team of clubs securing Football Association and related small grant funding to develop the game.
 - UK Government and other funding for the further development of sustainable transport as the UK accelerates towards its Net Zero objectives.
 - Fund raising by organisations such as Friends of the Parks to support future improvements to facilities in the four parks.
-

Explain how your bid aligns to and supports relevant local strategies and local objectives for investment, improving infrastructure and levelling up

This response had been structured in a table form. Given constraints on the use of table formats within the Portal we have followed updated guidance and refer you to our response to this question (4.4.1) in Appendix T.

Explain how the bid aligns to and supports the UK Government policy objectives

The bid aligns to the 3 themes within the Levelling Up White Paper and supports the UK target in achieving Net Zero carbon emissions by 2050. The bid also supports the following LUF missions:

- Transport Infrastructure: Replacement of the Old Tram bridge, cycle route improvements, and the provision of a cycle mobility hub will contribute to new

or updated active travel links in and around Preston.

- Health & Wellbeing: Walking and cycling corridors will encourage active travel, improving the health and wellbeing of Preston. This will be supported by park improvements including new / improved sports and leisure facilities that increase physical activity and improves wellbeing benefits.
- Pride in Place: The bid will restore elements of Preston's heritage through improvements to Moor Park and the replacement of the Old Tram Bridge with a new Bridge. Quality public realm improvements in the Parks and along Friargate South in the city centre will also support a sense of pride.
- Crime: Additional site lighting at Grange and Ashton Park aims to deter the pockets of higher ASB which exist in the LSOAs of each park.

These themes and missions are intertwined within further UK Government policy objectives. This alignment has been summarised in a table format – please see our response (Q4.4.2) in Appendix T.

Alignment and support for existing investments

Where applicable explain how the bid complements or aligns to and supports existing and/or planned investments in the same locality

Our bid is designed to maximise other existing and planned investments in Preston. Please see the table in Appendix T (Q4.4.3) which highlights the investment, the scale of investment and how it aligns with the LUF bid.

Explain how the bid aligns to and supports the government's expectation that all local road projects will deliver or improve cycling and walking infrastructure

The Active Travel project is fully aimed at increasing cycling and walking in Preston City Centre by creating segregated cycle lanes, reducing severance caused by highways and the at risk Ribble Crossing to South Ribble, providing secure cycle storage facilities and through public realm improvements, making Preston a more attractive city to spend time in.

In developing and costing the proposed active-travel routes and infrastructure, LCC has considered the following standards: LTN 1/20 (Cycle Infrastructure Design), CD 143 (Designing for walking, cycling and horse riding) and CD 195 (Designing for cycle traffic). In addition, the following were also adhered to:

- Guidance on the use of tactile paving surfaces
 - Cycling by Design (Transport Scotland - issued after LTN 1/20 and includes additional items like Cyclops junctions).
 - Inclusive Mobility (DfT guidance)
 - LTN 1/07 – Traffic Calming
 - LTN 1/95 – Assessment of Pedestrian Crossings
 - LTN 2/95 – Design of Pedestrian Crossings
-

Confirm which Levelling Up White Paper Missions your project contributes to

Select Levelling Up
White Paper
Missions (p.120-21)

Transport Infrastructure
Health
Wellbeing
Pride in Place
Crime

Write a short
sentence to
demonstrate how
your bid contributes to
the Mission(s)

'Active Preston – Transforming our community infrastructure' aligns to the following missions of the 2022 Levelling Up White Paper:

Transport Infrastructure:
A new bridge(as a replacement of the Old Tram bridge), cycle route improvements, and the provision of a new mobility hub for secure cycle

parking, will contribute to new or updated active travel links in and around Preston. This will increase Preston's accessibility, with improvements particularly surrounding the City Centre and leading into South Ribble.

Health & Wellbeing:

The Active Preston Package bid provides a great opportunity to encourage physical activity and improve Preston's Health profile. Additional and improved walking and cycling routes will encourage route accessibility and usage, directly improving the health and wellbeing profile of Preston. This will be supported by park improvements as the second component of the package bid through increased sport participation and general park usage.

Pride in Place:

The bid will restore elements of Preston's heritage through improvements to the listed Moor Park and the replacement of the derelict Old Tram Bridge, which is located on the edge of the Grade II*Avenham Park. Quality public realm improvements in the Parks and along Friargate South in the city centre will also support a sense of pride. However, all improvements within the bid aim to improve residents' perceptions of Preston, quality of place and improve Preston's standard of living.

Crime:

The incorporation of additional site lighting at Grange and Ashton Park aims to deter the pockets of higher anti-social behaviour which exist in the LSOAs of each park.

Provide up to date evidence to demonstrate the scale and significance of local problems and issues

+Highly deprived communities

Preston is the 46th most deprived area of 317 UK Local Authorities. 19% of Preston's LSOAs are in the top 10% most deprived nationally.

Health and Living Environment deprivation are most contributory, with economic inactivity due to long-term sickness being higher in Preston (31%) than the North-West (28%) and Great Britain (25%). Life expectancy is 10.5 years lower for men and 8.7 years lower for women in the most deprived vs least deprived areas of Preston.

+Parks do not meet resident or FA conventionalities

Preston has the least community football pitches in Central Lancashire (68 pitches, 24%) and a shortfall in 3G/grass provision to meet current and future need. There is a 6.5 match equivalent overplay, the highest in Central Lancashire. All other areas are able to meet current & future demand. The loss of UCLAN's pitches for community football use has exacerbated this issue. Pitches also suffer in terms of quality, particularly drainage issues. Ancillary facilities were 'poor' at Ashton and Moor Park, and 'standard' at Waverley. None were 'good'.

56% of Central Lancashire Open Space Assessment respondents found the quality of Central Lancashire parks unsatisfactory. The quality of amenity greenspace at Grange Park extension was the lowest scoring of 295 of Central Lancashire Open Spaces.

+Travel congestion surrounds the City Centre

Preston acts as a large importer of labour, with a net inflow of ~23,000 commuting trips. Commuter trips by car (66%) are significantly larger than rail (1%), bus (11%) or walking and cycling (16%). This is higher than regional (43%) and national (40%) averages.

In the context of a highway network that is reaching capacity, this has resulted in significant congestion. Journey time data shows peak morning speeds of less than 20mph across central Preston, including major A59, A6 and A5085 routes.

Congestion has contributed to Preston being one of 10 English cities with the highest per capita emissions in the UK, and accentuated severance of the

active travel network. The active travel network is already poorly interconnected, with missing links to/in South Ribble and no dedicated cycling provision joining the Guild Wheel to the City Centre. This creates safety issues for cyclists sharing road space with motorised vehicles. Pedestrians are excluded from these routes or forced to use poor quality crossing facilities.

There is substantial scope for active travel growth given 37% of journeys in Preston are under 2km (compared to 18% regionally).

+Declining condition of cultural assets

The Old Tram Bridge is a cultural asset for Preston, previously attracting ~400 users a week. In 2019, 200 structural defects were found, ensuing its closure. Avenham Bridge in private ownership, was opened as a temporary alternative but now faces structural issues, potentially forcing its closure.

More than 3,000 people have signed a petition for the Council to repair the landmark tram bridge to re-establish this link across the River Ribble and a further petition (946 signatures) in March 2022 called for the Council to secure a new bridge crossing. Without intervention, Preston's historical link and asset will disappear forever, cutting off an arterial walking & cycling route to/ from the South City Region growth zone.

(Grade II* Listed) Moor Park is also a site of importance for Preston and nationally. It was integral to historic events such as the King's Commission of Array, The Battle of Preston, WW1/2, and more recently has hosted large cultural events such as Radio one's big weekend, attracting over 35,000 people. However, a number of key elements of the park are in disrepair, prohibiting it from serving its full potential and function of generating pride of place.

+High prevalence of Crime & ASB

Preston's crime rate in April 2022 was 127.6 per 1,000. This is above the average for the Lancashire-14 (79.4), the North-West (87.1) and England (77.6).

In the year to May 2022, Preston had the second highest number of offences (8,433) in ASB compared to the Lancashire-14. The LSOAs which the parks of the bid sit within made up 16% of Preston's ASB offences (1,375) from April-21 to March-22.

Demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues

PARKS PROJECT:

The following provides an overview of key data sources that informed the analysis of local issues and challenges and provides a brief explanation on their appropriateness.

- IMD 2019 – local LSOA statistics on multiple deprivation (overall IMD and sub-domains including health) provide a robust source of information to understand areas of need within towns and cities
- ONS Annual Population Survey data provides the most robust source of local authority level data on economic inactivity and allows comparisons between other areas.
- Crime statistics draw on the latest data from ONS, LCC community dashboards and other available local sources.
- CLOG Active Lancashire reports provide extensive and up to date analysis of health and socio-economic data for Preston and other Lancashire districts on a comparable basis drawing on ONS, NHS and Sport England data.
- Central Lancashire Playing Pitch Strategy (PPS 2019) provides the most up to date analysis of the playing pitches in Preston. It outlines the quality and standard of provision and issues/barriers.
- Central Lancashire Open Space Assessment (2019) provides the most up to date analysis of the parks in Preston
- LCC (2019) report on the quality and condition of the bridge provides the latest summary.

- For current Park user data, PCC does not undertake general surveys of park users. HUQ were commissioned to provide 3 years of data. HUQ's Community

Vision product was used to estimate park footfall, dwell-time and origin based upon mobile phone/app data. Park level data granularity was essential to ensure PCC has an accurate understanding of each park's current footfall/users and provided a robust baseline for the parks. This product focuses on analysis of mobile phone data which tracks location within the parks' boundaries. This service has been used by DLUHC as part of the LUF prioritization of places analysis.

- While not recorded formally the parks saw an upsurge in use during the COVID pandemic.

ACTIVE TRAVEL PROJECT:

The following data sources used as evidence for the need for change combine national data sources and statistics and local observations, making the data fully relevant to the Active Travel project. Data sources include:

- Census 2011 - local LSOA statistics on car ownership and journey to work allowing comparison to national and regional figures.
- Indices of Multiple Deprivation (2019) – LSOA statistics allowing comparison to national and regional figures.
- Teletrac (2018) – provides journey time data for individual road links. Data available nationally, allowing for wider comparisons.
- Sustrans cycle routes – showing the current extent, and thereby missing, cycle routes by type.
- Pedestrian and cyclist counts – undertaken on proposed corridors and across Preston city centre in September/October 2019.
- Vehicle counts – Automatic Vehicle Counts and Manually Classified Counts give traffic volumes and mode splits on routes into Preston.
- STATS-19 – Central source of accident data tailored to corridors.
- Preston AQMAs – as registered with DEFRA.
- PCC data on tram bridge users based on the latest survey prior to bridge closure.
- Geographical analysis of population – enables the population within a given distance of a location or corridor to be estimated

Demonstrate that the data and evidence supplied is appropriate to the area of influence of the interventions

PARKS PROJECT:

The data used in the analysis of the issues and challenges which are being addressed focus on the latest available local data at both a sub-Preston level (e.g. LSOA or ward level data), as well as at the Preston local authority level. Analysis of the latest socio-economic indicators, including demographic, health, labour market, economic, deprivation, crime represent the best available data to understand the local issues at local and city level.

In terms of park user data, PCC does not undertake general surveys of park users. HUQ were commissioned to provide 3 years of data. HUQ's Community Vision product was used to estimate park footfall, dwell-time and origin based upon mobile phone/app data. Park level data granularity was essential to ensure PCC has an accurate understanding of each park's current footfall/users and provided a robust baseline for the parks.

ACTIVE TRAVEL PROJECT:

The Active Travel project is aimed at increasing walking and cycling trips into and across Preston and into South Ribble. Walking and cycling journeys are mostly short distance <5km (National Travel Survey data) for which local counts around Preston City Centre provide sufficient evidence of activity levels.

The Preston and South Ribble wider analysis of deprivation, car usage, commuting patterns and air quality is area specific and detailed down to LSOA areas.

Wider benefits for long distance trips outside of Preston or South Ribble are not expected outcomes for this project.

Provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems

Despite some recent investment, Preston's active travel network remains poorly interconnected and suffers from severance both in the city and across the River Ribble. Sustainable public transport and active travel options are required to meet the increasing demands being placed on the city's existing road and transport infrastructure. Poor connectivity constrains the ability of residents and visitors to access to Preston's green spaces. A high proportion of the city's park's and playing pitch infrastructure are assessed as 'poor', with a significant under-supply of well-drained quality grass pitches and 3G pitches and changing facilities.

The package of investment in Preston's active travel network and parks infrastructure will enable more people to access green spaces more frequently and for longer periods of time whilst promoting healthier lifestyle choices, generating the following quantifiable impacts.

PROJECT 1: Parks

/Wellbeing associated with use of local park or green space.

The wellbeing valuation method, set out by the Fields in Trust, derives a monetary value from the positive association between green space usage and life satisfaction. Utilising baseline footfall data from HUQ and uplift projections from Strategic Leisure, it is anticipated that the investment will attract an additional 90,381 visits to Ashton, Waverley and Moor Park per annum.

/Reduction in GP-related medical costs

Also set out by the Fields in Trust, secondary health benefits in terms of improvements in general health associated with park and green space usage translates into cost savings to the NHS in terms of reduced GP visit frequency. Again, utilising HUQ and Strategic Leisure inputs, it has been assumed that an additional 45,190 people will visit the parks multiple times per week which reduces their cost to the NHS.

/Participation in sports and cultural events

As set out by the Department for Culture, Media & Sport, there is a monetary wellbeing impact that can be placed on engaging in culture and sports. The impacts of this investment have been derived from PCC's programme of cultural events which will attract an additional 10,335 number of attendees to the parks per annum and Strategic Leisure's forecast which estimates there will be an additional 78,484 individual sporting activities occurring in the parks per annum.

/ASB crime reduction

Enhanced lighting and amenity improvements in Preston's Park network is expected to lead to a 45 fewer incidences of anti-social behavioural crimes per annum. Utilising the Unit Cost Database from Greater Manchester Combined Authority, the economic value of this reduction has been quantified.

/Direct GVA

Direct Gross Value Added will also be generated through increased employment opportunities within the parks, including 6 FTE café workers, 1 FTE social enterprise worker, 2 FTE workers at the Serpentine Lake and 0.5 FTE workers in horticultural maintenance. These have been quantified in line with the Place Based Analysis chapter of the HM Green Book.

/Social value

Post completion, the infrastructure delivered across Preston's parks will facilitate 243 additional regular volunteering opportunities and 79 additional social / community groups which have been monetized using the HACT Social Value Toolkit.

PROJECT 2: Active Travel

/Uplift in walking and cycling trips

Walking and cycling trips are forecasted using regional and national comparator schemes based on the proposed improvements. Across the corridors an increase of 376 daily cycle trips and 4,254 daily walking trips is forecast.

/Quantifiable AMAT benefits

The impacts on Congestion, Accidents, Noise, Physical Activity, Journey Quality, Air Quality and Greenhouse Gas Emissions have been quantified using the DfT's Active Mode Assessment Tool (AMAT) (See Appendix E). These have been brought about by making active travel choices more appealing, safer and with better connections between existing walking and cycling routes to create a wider coherent network.

Describe the robustness of the analysis and evidence supplied such as the forecasting assumptions, methodology and model outputs

A robust forecasting model built on a series of assumptions has been established to quantify the benefits and costs of the scheme and determine the VfM being achieved.

All methods and assumptions follow Government publications and guidance, including:

- HM Green Book (2022)
- DLUHC Appraisal Guide (2016)
- DfT AMAT (2022)
- DfT, Transport Appraisal Guidance (2021)
- LUF Round 2 Guidance (2022)
- HCA, Additionality Guidance (2014)
- HM Treasury, GDP Deflators (2022)

All detailed assumptions are presented in the relevant BCR explanatory notes, a summary of model and assumptions is presented below:

Project 1: Parks

Wellbeing associated with use of local park

- Fields in Trust, Revaluing Parks and Green Space (2018) states that the lower bound per additional park visit is £8.47 (£,2018).
- It states that values are derived "in strict adherence to HM Treasury Green Book".

Reduction in GP medical costs

- Fields in Trust, Revaluing Parks and Green Space (2018) states that the reduction in GP visits by park users presents an aggregate Exchequer cost saving to the NHS of £3.16 per-person (£,2018).
- See above statement.

Participation in sports and cultural events

- DCMS, Quantifying and Valuing the Wellbeing Impacts of Culture and Sport (2014) states that the value per sporting activity is £10.84 (£,2014) and the value per cultural activity is £46.75 (£,2014).
- It is stated that values fall under: "the technical definition of monetary value used in CBA and the Green Book".

Crime reduction

- GMCA, Unit Cost Database (2019) states the economic cost of each crime is £1,175 (£,2017).
- The methodology was developed by GMCA and is adopted as supplementary guidance to the HM Green Book.

Direct GVA

- GVA per FTE job by sector (£,2018) is sourced from Lancashire LIS:

Evidence Base (2019).

- The inclusion of employment effects is in line with A2: Place Based Analysis of the HM Green Book which states place based analysis is required for

“proposals with an objective that is specific to a particular place or area or type of area”.

Social value

- HACT, Measuring the Social Impact of Community Investment (2014) states that the wellbeing value of regular volunteering is £3,199 (£,2018) and being a member of a social group is £1,850 (£,2018).
- HACT guidance states that “the values are consistent with HM Green Book”.

Project 2: Active Travel

Uplift in walking and cycling trips

- Cycling and walking surveys on key movement corridors was undertaken in autumn 2019. Where possible, these surveys were used for estimating current cycling and walking demand along active travel corridors.
- Where suitable observed data unavailable, the Propensity to Cycle Tool was used to estimate cycle to work demand in 2011 and factored-up to total daily demand in 2019 using NTS purpose splits and AMAT annual background growth of 0.75%.
- Use of national and local comparator schemes to derive uplift factors is consistent with TAG A5.1. Other assumptions within AMAT are consistent with NTS and DfT literature review findings.

The mode choice logit model for the mobility hub estimates uplift of public transport users to the MSOA containing Preston Bus Station from a baseline calculated using the top 10 Census journey to workflows, NTS and NTEM data. Mode of access to the bus station is assumed to be similar to that surveyed at Manchester Metrolink stations. Impacts are monetized only for new users to avoid overstating benefits by including existing users who are unlikely to perceive a benefit from the mobility hub.

Explain how the economic costs of the bid have been calculated, including the whole life costs

Costs have been estimated and align with those set out in the financial case. This covers all capital costs including, construction, design, professional fees, risk/contingency and inflation.

PROJECT 1: Parks

In line with HM Treasury Guidance, the scheme costs use the following methodology:

- Estimation of outturn prices
- Adjustment to real prices
- Adjustment for Optimism Bias
- Discounting costs to 2022 values

The BCR explanatory note (Appendix F) provides a detailed breakdown of each step in the process of determining the economic case.

+Outturn Costs

As presented in financial case.

+Real Costs

The base cost estimates do not consider the real increases in costs over time and needs to be adjusted to account for the effects of the general level of inflation in the economy.

Inflation has been estimated using the Business Cost Information Service ‘All-in TPI’ and has been removed from the economic appraisal as set out in the BCR explanatory note.

* Optimism Bias (OB)

OB has been applied to the capital costs, to account for potential overruns. To estimate OB, HM Treasury’s Green Book OB Guidance was followed. The recommended OB uplift for the scheme (standard building project) is between

2% and 24%. A full OB assessment has been carried out starting at the upper bound and adjusting based on the level of mitigation, with the results showing a mitigation of approximately 66%. A rate of 8.16% has been applied to all costs.

+Discounting

A discount factor of 3.5% per annum has been applied to all scheme costs incurred.

+Summary of Present Value of Costs

After the adjustments set out above, the PVC of Public Sector Costs is £11,543,955 and is £2,220,073 for Private Sector Costs.

PROJECT 2: Active Travel

Outturn costs were developed in 2022 by PCC/LCC highways team. The BCR explanatory note (Appendix G) provides a detailed breakdown of each step in the process of determining the economic case

+ Adjustment for Risk and OB

Following TAG A1.2 2022, a base cost has been identified excluding the Quantified Risk Assessment (QRA) and including an allowance for OB. This is compared to the base cost plus QRA, and the higher value of these methods taken to fully reflect potential risks.

The Active Travel project is considered to have data requirements fulfilling TAG Stage 2 appraisal and is subject to 23% OB.

+Rebasing

TAG Unit A1.1 CBA reaffirms the need to account for inflation. Failure to do so would distort the results by placing too much weight on future impacts, where values would be higher simply because of inflation. A 2022 base year is used for the LUF2 application, with rebasing across the spending profile using the GDP Deflator index.

+Discounting

The scheme cost estimate has been discounted to the preferred LUF base year of 2022 using rates from TAG Databook (2022):

- 3.5% pa, from base year 1 to year 30
- 3.0% pa, from year 31 to 75

+Market Prices

The aggregate scheme costs are converted from factor costs to market prices using the TAG indirect tax correction factor of 1.19.

+Maintenance / Operational Costs

Maintenance and operational costs are those considered above and beyond activities which will be absorbed within existing maintenance regimes. Maintenance activities identified relate to the net difference between a do minimum scenario of demolishing the Old Tram Rail Bridge and a 60-year maintenance schedule of a reconstructed bridge.

Describe how the economic benefits have been estimated

The economic and social benefits have been quantified in line with the HM Green Book. All values are presented in 2022 real prices and present values at a rate of 3.5%. Benefits are broken into two categories: Initial BCR and Adjusted BCR.

A summary of the quantified economic benefits and evidence are presented below, whilst a more detailed methodology is presented in the BCR

explanatory notes:

+INITIAL BCR:

PROJECT 1: Parks

- All benefits were assessed over a 10-year persistence period.
- All benefits were adjusted for varying levels of leakage and displacement in line with HCA Additionality Guidance.

Wellbeing associated with use of local park:

- The baseline number of visits (1,807,614) to Ashton, Waverley and Moor Park per-annum was obtained from HUQ. The baseline year used was 2019 as to avoid the implications of COVID-19.
- The uplift in visits was derived by Strategic Leisure and estimated to be 5% (or 90,381 visits).
- Each additional visit was assigned the lower bound wellbeing value associated with local park use (£9.38 per-visit).

Reduction in GP medical costs:

- The uplift in additional people visiting the parks twice or more each week was derived by Strategic Leisure (+40,190).
- Each visitor was deemed to their GP medical costs by £3.50 per annum.

Participation in sports and cultural events:

- Additional football pitches and play facilities delivered across Ashton and Waverley Park were used by Strategic Leisure to additional sporting activities per annum (+78,484).
- Each sporting activity was assigned a value of £12.77.
- The additional number of events to be held at Moor Park and Ashton Park is 45 and 27, respectively.
- HUQ data was monetized to calculate the average total number of attendees at events by assessing event days in comparison non-event days in 2019 (Moor Park +94, Ashton Park +115)
- Each cultural event was assigned a value of £55.08.

Direct GVA:

- Additional direct FTE jobs was provided by PCC.
- GVA per FTE job by sector was obtained from the Lancashire LIS: Evidence Base.

Crime reduction:

- The number of ASB crimes to occur in these LSOAs over the past 12-months were counted. The number of crimes occurring in the park was estimated based on the proportion of LSOA covered by the park.
- A 10% reduction in the number of ASB crimes was forecast.
- Each crime was assigned a value of £1,359.

Social value:

- The number of additional regular volunteer opportunities at the parks was provided by PCC and is expected to be 243 per annum.
- The number of additional social / community groups at the parks was provided by PCC and is expected to be 79 per annum. Each group is assumed to have 10 attendees.
- Each regular volunteer was assigned a social value of £3,543.
- Each member of a social group was assigned a social value of £2,049.
- The number of volunteers and social groups is expected to increase gradually over the persistence.

PROJECT 2: Active Travel

A 20-year AMAT appraisal was used to estimate benefits to new active travel users for the walking and cycling corridors.

Baseline users were taken from observed September/October 2019 count data along the active travel corridors. Where suitable observed data was unavailable, the Propensity to Cycle Tool provided Census 2011 cycle to work demand, then factored to 2019 daily demand using NTS purpose splits and AMAT annual background growth of 0.75%.

The impacts are centred around expected uplift in walking and cycling derived from national and Lancashire comparator schemes. Corresponding monetized impacts on reduced congestion, health improvements, air quality improvements, reduced accidents, reduced noise, and reduced CO2 emissions are calculated in AMAT.

A spreadsheet-based tool was developed to assess mobility hub impacts on mode choice at bus stations. This methodology has been applied to assess the impact of a mobility hub at Preston Bus Station.

The Do Minimum scenario bus users were estimated using Census 2011 journey to work data to get the number of commuting trips from the top 10 MSOA flows into the MSOA containing the bus station. Commuting trips were split by mode using NTS mode share by distance band data for 2019 (NTS0308a) based on crow-fly distances between MSOAs. Trips were adjusted to 2025 and 2045 using NTEM 7.2 growth rates, though this was negative to 2025 and zero growth for 2011-2045. Business and Other trip purposes were calculated from the commuting totals using NTEM purpose splits for the origin MSOA.

Mode shift is based on change in monetized costs of 5.5 minutes per trip based on similar TfGM Programme Entry Appraisal Toolkit intervention values entered into a logit mode choice model and applied to bus users. Only new users were assumed to benefit from journey quality improvements, with benefits equal to monetised time saving multiplied by values of time by purpose, subject to Rule of Half.

New cycle users were calculated based on 2% access share to bus stations, giving 5 new cycle trips per day which were entered into AMAT to calculate benefits.

ADJUSTED BCR:

Distributional Benefits

Distributional impacts can be applied when there is a specific focus on a part of the UK where a place-based approach has been undertaken. Wellbeing benefits associated with enhancements at the publicly accessible parks are likely to have a bigger impact on those from lower income households who choose to access public goods more frequently. Using national gross household income data and assuming this will benefit the second quintile against the median equivalized income, this provided a value of 1.32 which was raised by the power of 1.3. This was applied to all benefits associated with Project 1, excluding crime reduction.

Total Benefits: £, 2022 real prices, after additionality and present values

Project Parks:

- Wellbeing associated with use of local parks: £3,702,925
- Reduction in GP-related medical costs: £690,746
- Participation in sports and cultural events: £6,863,280
- Direct GVA: £1,179,817
- ASB crime reduction: £239,214
- Social value: £6,540,712
- Distributional benefits: £8,394,563
- Total: £27,601,256

Active Travel:

- City Centre – East West Cycle Link, AMAT total benefit: £9,700,393
- City Centre – North South Cycle Link, AMAT total benefit: £11,342,727
- Ribble Bridge Crossing, AMAT total benefit: £2,352,023
- Preston Bus Station Mobility Hub, AMAT & journey quality total benefits: £621,360
- Total: £24,016,503

Provide a summary of the overall Value for Money of the proposal

The Value for Money statement has been monetized in accordance with the Levelling Up Fund Prospectus, Technical Note and FAQ's as well as the HM Treasury Green Book and DfT Transport Analysis Guidance.

The Initial BCR comprises core benefits from both the Parks and Active Travel projects. The Adjusted BCR comprises distributional benefits from the Parks project (see diagram in Appendix T).

The scheme's Initial BCR has been estimated at 1.91 which demonstrates

Medium Value for Money and High Value for Money once considering the non-monetised impacts when considering the scale of the impacts.

The monetized benefits included within the INITIAL BCR are £43,233,032. The benefits consist of:

- Wellbeing associated with use of local park: £3,702,925
- Reduction in GP-related medical costs: £690,746
- Participation in sports and cultural events: £6,863,280
- Direct GVA: £1,179,817
- ASB crime reduction: £239,214
- Social value: £6,540,712
- AMAT: £24,016,339

The monetised benefits included within the adjusted BCR include are £51,617,596 This includes the following wider benefits:

- Distributional Impact: £8,384,563

The scheme also has significant non-monetised benefits including construction GVA, indirect and induced employment, and land amenity value. Using a composite multiplier of 1.44 from the HCA Additionality Guide, indirect and induced employment generated by the scheme is expected to be £572,197 over a 10-year persistence period.

The delivery of the parks and active travel infrastructure is also expected to generate 69 net additional construction jobs for the North West and 19 further additional construction jobs outside of the region.

For both Project 1 and 2 combined, the PVC of Public Sector Costs is £21,013,744 (after a deduction of £509,755 for net maintenance cost savings) and the Private Sector Costs is £2,220,073.

Switching values have been calculated to determine how a change in costs or benefits would affect the Value for Money category. The tables below show the point at which scheme costs or benefits change the adjusted BCR to 1.5 and 2.0.

Changing the ADJUSTED BCR to 1.5

- Benefits: Benefits would need to decrease by £8.8 million or 21.4%
- Costs: Costs would need to increase by £5.8 million or 27.1%

If the costs were to be locked, the benefits would need to decrease by 21.4% to push the VfM down to 1.5. Alternatively, if the benefits stayed the same, the costs would need to increase by 27.1% to push the scheme BCR down to 1.5.

Changing the ADJUSTED BCR to 2.0:

- Benefits: Benefits would need to increase by £2.0 million or 4.9%
- Costs: Costs would need to decrease by £1.0 million or 4.6%

If the costs were to be locked, the benefits would need to increase by 4.9% to push the VfM up to 2.0. Alternatively, if the benefits stayed the same, the costs would need to decrease by 4.6% to push the scheme BCR up to 2.0.

**Upload explanatory note
(optional)**

Have you estimated a Benefit Cost Ratio (BCR)?

Yes

Estimated Benefit Cost Ratios

Initial BCR

1.91

Describe the non-monetised impacts the bid will have and provide a summary of how these have been assessed

As part of the assessment of the economic case, non-monetised impacts were assessed against the scalability set out in the LUF “Preparing an Economic Case” document published.

The wider non-monetised benefits, impact category and justification for the Parks project are set out below:

- **Construction on Employment and GVA (Moderate Beneficial):** Utilising ONS, (2019); Output in the Construction Industry and ONS, (2019); Construction Statistics: Great Britain datasets, the gross number of construction workers needed to deliver the package of LUF interventions is 69 FTEs per annum. Over the construction period, this will generate a further net additional direct GVA of £4,783,020 after discounting and additionality.
- **Indirect and Induced Operational Employment (Slight beneficial):** Applying a composite multiplier of 1.44 in line with the HCA Additionality Guide, the LUF intervention is expected to generate 4.2 FTE indirect and induced jobs. Over the 10-year persistence period this is expected to generate a further £572,197 in net additional GVA (after adjustments for discounting and additionality).
- **Improved monetised of place by residents, businesses and visitors (Slight beneficial):** Numerous studies have identified the capacity of green infrastructure to reinforce a sense of place and residents’ affinity with a neighbourhood. The Northwest Regional Development Agency and Natural England’s report “The Economic Value of Green Infrastructure” reiterates this by suggesting that community-owned green spaces can create jobs and increase local pride. Of the 5,866 respondents in the 2010 Green STAT visitor survey, 97% agreed with the statement that “Parks and open spaces can make an area a nice place to live”, further 91% of the English public believe that parks and public spaces improve people’s quality of life.
- **Enhanced access to nature with increased amenity benefits (Slight beneficial):** The LUF intervention will deliver an enhanced level of access to nature for users of the infrastructure, increasing the level of amenity benefits associated with recreation, dwell time, and mental wellbeing. There are many studies that identify the co-benefits delivered when active travel and green infrastructure are integrated. In a Scottish study, a series of new cycling and walking paths in Edinburgh demonstrated the linked multiple benefits of “green active travel” including health and wellbeing, environmental and aesthetic quality, and quality of place.

Non-Monetised social impacts for the Active Travel Project have been assessed in line with TAG qualitative worksheets, the following impacts have been considered:

- **Journey Quality:** Moderate beneficial impacts on journey quality for pedestrians and cyclists through reducing traveller stress and frustration and improving traveller care. Public realm improvements on Friargate South would be expected to improve the traveller care factor particularly for pedestrians.
- **Security:** Moderate beneficial impact on security for users of Preston bus station. The security impacts of the public realm improvements are expected to include informal surveillance, lighting and visibility that could reduce users’ vulnerability to crime.
- **Severance:** Slight beneficial impact due to construction of the Ribble Bridge Crossing (replacing the Old Tram Bridge) providing links to the areas to the north and south of River Ribble and reduce severance to the cycleways NCR6, NCR622 and NCR55.

In addition to the social impacts, the impact to the environment in terms of

landscape and townscape can be expected to be slight beneficial due to the public realm improvements along Friargate South and new planting along the east-west corridor creating more pleasant, greener environments for the public.

Provide an assessment of the risks and uncertainties that could affect the overall Value for Money of the bid

To ensure robustness of the analysis undertaken several sensitivity tests were undertaken with the impact on the initial BCR. The sensitivity tests include increasing the level of optimism bias applied, reducing the level of AMAT benefits to assess the implications of reduced active travel demand, shorter persistence periods, and a reduced uplift in the number of visits to the parks in Preston. The results of the sensitivity tests are presented below:

- Core Scenario: 1.91
- Sensitivity Test 1 - Optimism Bias on Parks Costs to Increase to 24%, which is the upper limit for Standard Building projects as set out in HM Treasury Green Book Supplementary Guidance on Optimism Bias: 1.75
- Sensitivity Test 2 - 25% Reduction in AMAT Benefits: 1.63
- Sensitivity Test 3 - 5-year persistence period for Participation in Sports benefits, rather than a 10-year persistence period: 1.81
- Sensitivity Test 4 - 2.5%, rather than 5.0%, uplift for park visits: 1.81

All sensitivity testing results show that the monetized BCR is above 1.63 before considering non-monetised impacts associated with the scheme. In regard to the Active Travel element of the project, the following uncertainties are also acknowledged:

- Baseline bus demand at Preston Bus Station was based on the top ten MSOA level flows from 2011 journey to work data. This could be improved by acquiring footfall counts at the station.
 - Modes of access to the bus station are based on Manchester Metrolink survey data. This could be improved by using bus station survey findings, though only cycle access was used (2% access share) and this is likely to be similarly low at most bus stations given overall cycle mode share.
 - Comparator schemes used to forecast walking and cycling uplift may be different to the uplift experienced despite efforts to match the scale and location types. This uncertainty is common to many active travel schemes nationally.
 - Bridge reconstruction secures the Ribble crossing walking and cycling route for more than 60-years, the appraisal has been conservative in considering benefits over 20-years.
-

Upload an Appraisal Summary Table to enable a full range of impacts to be considered

Appraisal Summary Table 1

Upload appraisal summary table

Appraisal Summary Table 1 - Parks.docx

Appraisal Summary Table 2

Upload appraisal summary table

table

Appraisal Summary Table 3

Upload appraisal summary table Appraisal Summary Table 3 - Package.docx

Additional evidence for economic case

Additional evidence 1

Upload additional evidence	Appendix E AMAT Ouputs for Active Travel project.zip
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Additional evidence 2

Upload additional evidence	Appendix F Preston LUF Project 1 Parks BCR Explanatory Note -.docx
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Additional evidence 3

Upload additional evidence	Appendix G Preston LUF Active Travel BCR Methodologies Note_v1.docx
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Additional evidence 4

Upload additional evidence	Appendix T - Extracted Application Form Responses in Tabular and Graphic Form.zip
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Confirm the total value of your bid

Total value of bid	£24098352
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Confirm the value of the capital grant you are requesting from LUF

Value of capital grant	£20000000
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Confirm the value of match funding secured

	£4098352
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Evidence of match funding (optional)	
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Where match funding is still to be secured please set out details below

The project has £4,098,352.29 of match funding, which represents 17% of the overall project costs.

Our match funding position and steps which are being taken to confirm the funding are as follows:

- Secured funding from Preston City Council (£470K). This comprises secure funding from capital receipts from a land sale, and Leisure budget monies.
- In principle funding support from Preston City Council (£238K). Upon successful award of LUF funding PCC will secure budget provision in the capital programme via formal Member approval.
- Secured S.106 developer monies (£700k) which are ring fenced for open space/ and parks but are subject to draw down timescales that require internal processes and approvals within the Council to be completed.

In principle funding support / project support from third parties, from Lancashire County Council (LCC), the Football Foundation (FF) and Fishwick and St Matthews Big Local Partnership (FSM). See their letters of match

funding support in Appendix H. In terms of the measures required to fully secure the funding, these are as follows:

- The FSM funding (£150k): In-principle funding support, but upon successful award of LUF, an application for formal approval will be made.
 - Lancashire County Council funding (£1M): In-principle funding support from its Lancashire Levelling Up Investment Fund, subject to business case approval.
 - The Football Foundation funding: (potentially £1.54m) A key match funding grant provider for the new / improved football facilities, who have given their in-principle project support. The Parks Team have also held extensive discussions with officers from the Football Foundation regarding the £1.54m grant towards the LUF Parks Regeneration project. The Football Foundation would consider a funding application (upto a max. grant rate of 75%); and have indicated that it meets the Football Foundation's grant criteria, as long as complementary funding (i.e LUF) is identified. Board approval by Football Foundation would be required. See Table in Appendix T which sets Match Funding Position and Strategy.
-

Land contribution

If you are intending to make a land contribution (via the use of existing owned land), provide further details below

Not applicable

Upload letter from an independent valuer

Confirm if your budget includes unrecoverable VAT costs and describe what these are, providing further details below

We do not have any unrecoverable VAT costs.

Describe what benchmarking or research activity you have undertaken to help you determine the costs you have proposed in your budget

The response to this question had been prepared in a table format. As such, please see Appendix T for a full overview of the approach taken for cost benchmarking.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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

Lancashire County Council is responsible for delivering the Ribble Bridge element of the Active Travel project. Lancashire County Council, PO Box 78, County Hall, Fishergate, Preston, Lancashire, PR1 8XJ.

Lancashire County Council is the local highway authority and has played a full and pro-active role in the development of the Active Preston project. Senior council officers have been part of the Programme Working Group which has developed the project. While the City Council is responsible for delivering the cycle routes and mobility hub elements of the Active Preston project the Active Preston cost plans and programme have been prepared by the County Council, who have the relevant skills and expertise. The Active Travel project builds on the County Council's significant programme of similar works recently completed, on site or planned in the City Centre – as set out in Fig 8 Appendix A. The County Council's support for the Active Travel project is set out in Appendix M. As statutory highway authority the County Council has completed Pro Forma 1 . The County Council's Director of Highways and Transport is a member of the Active Preston Programme Board and relevant County Council officers are part of the Programme Working Group and Project Teams. Table 2.4 in the Delivery Plan – Appendix J - sets out examples of relevant recent projects delivered by the County Council. The County Council has committed a match funding contribution of £1,000,000 towards Active Preston, as set out in Appendix M.

The County Council will be responsible for delivering the Ribble Bridge and has confirmed it will enter into a Grant Funding Agreement (GFA) with Preston City Council. A template GFA has been prepared and any conditions (in relation to the Ribble Bridge) set out in the LUF award to the City Council will flow through into the GFA between the County Council and the City Council. The County Council has extensive experience of delivering projects funded by grants from central government will abide by all subsidy controls and procurement rules. Section 6 of the Delivery Plan – Appendix J – sets out the approach to procurement. The County Council will use the Strategic Partnering Agreement with the Eric Wright Group to appoint and contract with Eric Wright Civil Engineering (EWCE) as its delivery partner for the Ribble Bridge. As set out in Section 6 of the Delivery Plan – Appendix J – EWCE are the preferred

delivery partner for the Active Preston project.

As a core element of the Active Travel project the County Council's Bridges and Structures Design Manager (and Ribble Bridge Project Manager) will be part of the Active Travel Project Team and delivery progress on the Ribble Bridge will be monitored as part of the overall Active Preston programme. The Programme Working Group, supported by the Monitoring and Evaluation Board, will be responsible for risk, output and grant monitoring.

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

100% of the LUF award will be invested in assets owned by the City and County Council. Lancashire County Council will enter into a Grant Funding Agreement with Preston City Council.

The governance structure and arrangements are set out in the Delivery Plan (Appendix J).

The Programme Board will bring senior officers from the City and County Council together and no further legal agreements between the two Councils, beyond the Grant Funding Agreement (GFA) are required.

Summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted

The Delivery Plan (Appendix J) sets out in detail the approach to procurement, risk and contract management.

Given LUF timescales, a short-list of three procurement approaches were considered:

(i) In - House Provision – Lancashire County Council (LCC) an in-house Highways Design and Construction team. This option was discounted following liaison with LCC who were unable to confirm their capacity given its committed work programme.

(ii) Frameworks – appropriate frameworks, eg, SCAPE, SBS and Pagabo frameworks were considered. These were discounted as the LRPP provided a more efficient approach.

(iii) Lancashire Regeneration Property Partnership (LRPP) / Strategic Partnering Agreement -The LRPP is Strategic partnership between LCC and the Eric Wright Group. EWG are a large locally based major employer. Eric Wright Civil Engineering (EWCE) are part of the EWG with extensive experience of delivering projects similar to Active Preston. The LRPP provides a unique opportunity for the Councils to partner with one delivery partner to provide a programme approach to delivery. Further detail is set out below:

+The LRPP

LCC issued a contract notice in the European Journal in 2012 in relation to Lancashire Regeneration Property Partnership(s) and following a dialogue

process and subsequent selection, entered into a Strategic Partnering Agreement (SPA) with the EWG in respect the Boroughs of Blackpool, Chorley, Fylde, Preston, South Ribble, Wyre and West Lancashire.

The SPA has established a long-term strategic partnering relationship between EWG and LCC to operate and manage a public private regeneration property partnership ('the Partnership').

The SPA (and OJEU notice) set out that Preston City Council is one of a

number of "Lancashire Organisations" who may use the SPA for a comprehensive range of works and services listed in the OJEU procurement. The SPA includes the use of all companies within EWG including the civil engineering company Eric Wright Civil Engineering (EWCE).

The SPA requires any Lancashire Organisation wishing to use the SPA to be approved through the Lancashire Organisation Request- whereby LCC approve a request by the Lancashire Organisation to use the SPA. In May 2022 approval was granted by LCC to the PCC's request to use the SPA for Active Preston.

The benefits of the SPA are:

- A pre-procured development vehicle which will save time and costs
- Early engagement with EWG integrated supply chain in a transparent and iterative manner enabling options to be costed, tested and appraised at an early stage thereby reducing abortive costs and expensive delays
- A cost efficient, expedient and streamlined procurement and delivery partner which is not carrying a high operational overhead
- Sector specific expertise and in-depth understanding of Preston
- Strength in depth of the local supply chain
- Purchasing power through local supply chain partners
- assurance, through the SPA, that best value will be delivered.
- Use of EWG Value for Money Benchmarking Methodology which means sub contract packages are market tested
- EWG commitments to local supply chain maximises benefits to local economy
- EWG and Council working collaboratively to promote apprenticeship and training opportunities

The SPA sets out EWCE shall:

- work with the Authority (Lancashire County Council) and Lancashire Organisation (ie the City Council) in a supportive manner
- adopt and demonstrate open book accounting techniques
- Report the performance and monitoring of EWG in the provision of the services.

EWCE are the preferred delivery partner for Active Preston, except for the small works package at Grange Park which will be delivered by the City Council's Buildings Management Team and procured via 'The Chest' Northwest Procurement Portal"

No further procurement exercise is required by the local authorities with EWCE taking responsibility for procuring sub-packages. The SPA sets out a two-stage approval process. The Stage 1 reports will be submitted by EWCE and considered by the Programme Board which will make recommendations to the Cabinets for approval to move to Stage 2. A Stage 2 report will then be submitted by EWCE and considered by the Programme Board which will make recommendations to the Cabinets for approval to move to the contracting stage.

+Stage 1

The Stage 1 Report will build on this submission. Early engagement with EWCE has taken place and it is expected the Stage 1 Report will confirm the detail in the Delivery Plan. EWCE and the Programme Board will agree which from the following list are appropriate and required for a Stage 1 Submission to enable the Programme Board to make a recommendation to Cabinet.

- (a) a description of project;
- (b) confirmation of appropriate contractual route to deliver the project - NB early discussions with EWCE indicate NEC 4 will be the contract route.
- (c) contractor return
- (d) confirmation of consents needed NB discussions with EWCE confirm these will be consistent with those set out in this submission
- (e) delivery programme, taking into account date of LUF award and draw down
- (f) confirmation proposals meet targets in SPA Continuous Improvement Plan
- (g) local supply chain strategy
- (h) planning requirements supported by a proposed timetable for planning;
- (i) acknowledgement of Authority's approval process and likely timetable;
- (j) proposed regeneration outputs;
- (k) risk assessment

(l) Outline consultation strategy.

+Stage 2

EWCE and the Programme Board will agree which items from the following list are reasonable, appropriate and required for a Stage 2 Submission to enable the Programme Board to make an informed recommendation to the Cabinet(s).

(a) draft(s) of the relevant contract

(b) confirmation of planning status

(c) a comprehensive financial assessment

(d) an explanation (together with appropriate supporting evidence) as to why the Stage 2 Submission meets the Approval Criteria

(e) a value for money assessment explaining why EWG's proposals represent value for money;

(f) an assessment of progress made by EWG against the Continuous Improvement Plan;

(g) a timetable and method statement setting out stages and timescales for the period between achieving Stage 2 Approval and execution of contracts.

(h) proposals for effective management of development programme

(i) confirmation that title to the relevant Site(s) issues have been resolved and EWG and any funders are satisfied with the same;

(j) explanation as to how EWG will address and deal with any existing contractual arrangements that may affect the delivery or operation project

(k) a completed risk register showing potential risks identified in relation to delivery of the project and a financial estimate of the most likely consequences of each risk occurring together with the prioritisation of all continuing risks and an Action Plan in respect of, and risk owners for, all risks prioritised as serious risks;

(l) a proposed longstop date for the execution of the contract:

It is anticipated there will be 7 contracts with EWCE and one contract for the works at Grange Park. The form of contract will be NEC4 ECC and it is anticipated that Option A (priced) will be the preferred option.

The option will be determined at the SPA Stage 1 stage. (the table is 6.1 in the DP

In May 2022 LCC approved the Lancashire Organisation Request for Preston City Council to use the SPA to access the services of EWCE for Active Preston. In granting this approval LCC has taken into account the capability and capacity of EWC to deliver the services required for successful delivery of the Active Preston.

EWCE will prepare a Stage 1 report over Summer 2022 in anticipation of LUF award. The Stage 1 report will require EWCE to undertake soft market testing of their supply chain. Further market testing will take place as part of the Stage 2 report preparation and subsequent formal tender process.

The benefits of early engagement with a pre-procured delivery partner with an exemplar track record of delivering comparable schemes to the LUF proposals are significant and are summarised above. Specifically, the early engagement has provided the City and County Councils with assurance that Active Preston can be delivered within the LUF timescales.

LCC and PCC have experienced, and dedicated contract management capacity to deliver effective contract management, as set out in the project teams and organisational experience in the Delivery Plan.

The Contract Management arrangement during the construction and delivery stages of the Active Travel Ribble Bridge Crossing will be administered by LCC's Highways Design and Construction team, Project Manager and Supervisor. The Contract Management arrangement during the construction and delivery stages of all the Park Regeneration works will be administered by PCC's Assistant Director, Head of Neighbourhood Services. The Contract Management arrangement during the construction and delivery stages of the Active Travel elements (N-S Cycle link, the E-W cycle link and Mobility Hub) will be administered by the City Council's Active Travel / Regeneration lead.

The construction contracts will be well programmed and coordinated by EWCE's Project Manager.

EWCE will undertake all procurement of all the design and technical consultant teams and sub-contractors, in line with the EWG Value for Money

Benchmarking Methodology. Two experienced EWCE Senior Project Managers will be responsible for managing the supply chain risks. EWCE have a well-established local supply chain which will mitigate the risks.

EWCE procurement of supply chain and work packages will meet all relevant legal requirements for example, the 2015 and 2020 contract regs, and the Modern Slavery Act.

Our procurement route via the LRPP, using EWCE provides alignment with the Government's Net Zero ambitions and embraces sustainability as demonstrated below:

+Clean Technology

EWCE have been using solar generators to power site welfare facilities (offices, canteen, drying room etc.). These have reduced diesel use in generators by around 60%, saving approximately 7.5 tonnes of CO2 per month on each site.

+Green Skills

EWG recognise that their employees are an integral part of meeting the target of reaching net zero by 2030. To ensure all staff within the organisation are aware of the net zero target and how they contribute towards achieving it, all new starters attend Environmental Awareness Training, which includes what net zero is, the solutions to reaching net zero and how staff can support the journey to net zero by reducing their emissions while at work through behavioural change. Regular communications and updates are also issued to ensure staff remain engaged with the journey and are continually updated with how they can help.

+Sustainable procurement - Supply Chain

EWCE collaborate and engage with the preferred supply chain partners at the earliest opportunity to input innovation and buildability. Using their specialist knowledge and latest innovations ensures design is developed to utilise the most efficient sustainable methods and materials selection ensuring the projects are developed better, faster and greener meeting net zero carbon and sustainability requirements. Preference is given to local suppliers and subcontractors with set site specific targets for local labour. EWCE promote the use of suppliers that offer low carbon products and those that can demonstrate a consideration for both the direct and indirect impacts of their products and services.

The Towns Fund Board has developed a Community Benefit Framework and Toolkit and the City Council has a well-developed Community Wealth Building strategy. The City Council will build on this activity to work with EWCE on a Community Benefit Framework which will set out agreed social value outputs which can be delivered through the project delivery stages. These metrics will be monitored and will form part of the Monitoring and Evaluation Framework. Metrics will include:

Creating Jobs for Hard-to-Reach Groups

Apprenticeship opportunities

% of local spend in the supply chain

Activities to support workplace health

EWCE volunteering hours

EWCE school engagement hours

+Ashton Park Operator Procurement

Discussions have already commenced with the Football Foundation regarding operator models for Ashton Park with the expectation that the preferred model will be one which provides a cost neutral position for the City Council. Based on similar facilities across the UK the operating cost is estimated to be £300,000 with costs being recovered by the operator through an agreed pricing structure.

Discussions with the Football Foundation will continue over the summer 2022 and following the in-principle LUF award the Council and the Football Foundation will finalise the business plan for the preferred operating model. The Football Foundation will procure the operator in a compliant manner. The

Football Foundation have experience of procurement and of working in collaboration with The Premier League, The FA, Sport England and DCMS. Letting the contract for works will not be dependent upon the commencement, conclusion or outcome of operator procurement.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Are you intending to outsource or sub-contract any other work on this bid to third parties?

We are not intending to outsource or sub contract any work on this bid to third parties. Procurement will be via the LRPP/ EWCE route.

How will you engage with key suppliers to effectively manage their contracts so that they deliver your desired outcomes

EWCE will manage the supply chain. From recent bench-marking exercises it is expected that EWCE will tender between 80 and 90% of the work packages.

To ensure availability of reliable and consistent resources EWCE work closely with their supply chain members and involve them in an early commitment to the project. The following procurement process will be adopted:

- Use of a wide database of tried, tested and experienced subcontractors and suppliers.
- All subcontractors are formally vetted in terms of Health and Safety, Environmental, Financial, Quality Assurance, Insurance and Equal Opportunities.
- A commercial team will produce a tender package programme that separates

each work package identifying periods for design, tender evaluation and value engineering.

- High value packages will be given priority for long design/tender periods to ensure more complex elements are thoroughly tested and subject to a value engineering exercise.
 - On completion of the design stage for each work package a shortlist of specialist subcontractor companies will be selected for enquiries from an established supply chain database, or vetted alternatives if applicable, on the basis of their experience and proven track record on jobs of a similar nature or content.
 - Selected subcontractor details for the main packages will be circulated to the design team for information, comment and initial approval as part of the overall enquiry procedure.
 - Enquiries incorporating all relevant information will be sent out with stipulated return dates to suit the agreed times set out in the procurement programme.
 - Subcontractors are encouraged to offer alternative products and/or solutions which offer reduced capital, running or life cycle costs alongside their compliant offer.
 - Enquiry responses are analysed and assessed for value, logistical and practical content in comparison with each bid for the work package concerned.
 - On review completion a formal interview with at least the lowest two tenderers takes place with a commercial team who will compile and issue a sub-contractor tender appraisal together with a recommendation for acceptance of the best value bid taking into account price, programme, quality and resource.
 - If required the Client's design team will be involved in the selection process and circulated with details of relevant work packages for their input and comment.
-

Set out how you plan to deliver the bid

A robust and comprehensive Delivery Plan is included with our submission as Appendix J.

+Milestones

The following are the key programme stage gates and milestones:

1. LUF Approval: Nov 2022
 2. Strategic Partnering Agreement (SPA) Stage 1 Approval for Parks and Active Travel: Dec 2022.
 3. RIBA 3: Parks, March 2023; Active Travel Bridge Crossing April 2023; Active Travel Cycle Routes and Mobility Hub June 2023.
 4. Planning Secured – Parks: March 2023
 5. Garden Trust consultation/support – Parks: Moor Park: March 2023
 6. Listed Building Consent Secured: Active Travel Mobility Hub: June 2023
 7. Environment Agency/Marine Management Organisation Approval, Active Travel Replacement Bridge : June 2023
 8. Natural England Notification, Active Travel Ribble Bridge : June 2023
 9. SPA Stage 2 Approval – Active Travel Replacement Bridge and Parks: June 2023.
 10. Stage 4 Design and Tender Complete: Parks, September 2023; Replacement Bridge October 2023; Cycle Routes and Mobility Hub February 2024.
 11. SPA Stage 2 Approval – Active Travel Cycle Routes and Mobility Hub: October 2023
 12. Contracts Engaged – Parks: October 2023
 13. Contracts Exchanged – Active Travel Bridge Crossing: November 2023
 14. Commence Works: Parks November 2023; Bridge Crossing December 2023; Cycle Routes and Mobility Hub May 2024
 15. Contracts Exchanged – Active Travel Cycle Routes and Mobility Hub: March 2024
 16. Section 278 Agreements Enter into Force – Active Travel Cycle Routes: May 2024
 17. Complete Works: Mobility Hub November 2024; Cycle Routes March 2025; Parks February 2025; Ribble Bridge Crossing March 2025
- Achieving the key milestones allows progression through the gateway approvals defined in the City and County Council's Project Management

Framework processes and in the LRPP.

+Dependencies and Interfaces

Key dependencies are:

- Funding: Approval of LUF Grant (£20 million) and match funding (£4.098 million) without which Active Preston will not proceed. £0.57 million is secured, and £3.528 million has in principle support.
- Statutory Consents: See further detail below.

Key interdependencies/interfaces

- LCC works to improve signalized junctions and crossings on Ashton Park; at Aqueduct St/Water Lane;
- CYCLOPs junction (2022) connecting the Guild Wheel (National Cycle Route 622) and Penwortham to Preston Cycle Super Highway;
- Works on Quiet Way through Fishwick Parade linking to Waverley Park;
- Traffic calming in residential area linked to Ashton Park;
- Completed highways works through the UCLAN masterplan;
- S.278 works at Cardinal Newman College/Lancaster University Mathematics School improvements to crossing and cycling facilities;
- NCR6 linking to Moor Park.

There are no dependencies between the LUF programme and these interventions.

+Roles and Responsibilities

Full details on roles and responsibilities are given in Delivery Plan Sections 2 and 3. The key roles and responsibilities for the projects and programme are:

- LUF Programme Manager (PCC Appointed): Leads Project Team and overall management with the exception of Replacement Bridge project (LCC Project Manager); Contract management of EWCE; Reporting to Programme Board at each stage gate and to M&E Board; Develop partnerships.
- LUF Programme Working Group (PWG): Delivery team for Active Preston includes PCC/LCC/EWCE (See Delivery Plan Section 2). Comprises Director and Assistant Director level specialists on regeneration, finance, parks, highways and senior project managers from EWCE.
- EWCE: Preferred delivery partner for PCC and LCC with responsibility through NEC 4 Option A priced contracts for design and delivery of all work except Grange Park.
- SRO: PCC's Director of Development and Housing. For LCC, Director of Highways and Transport will report to LCC Senior Leadership Team relating to LCC's responsibility for the Bridge Replacement project and wider LUF Programme. LCC lead will sit on Programme Board.
- Finance Lead: PCC's Principal Project Accountant has oversight responsibility for all LUF Programme expenditure reporting to Programme Board. PCC Finance Lead will be a member of that Board.
- Programme Compliance: PCC's Director of Resources will have overall responsibility for programme compliance with the LUF GFA.

+Skills and Capabilities

The PWG will lead programme delivery. It has a skilled, experienced and senior team of specialists from across PCC, LCC and EWCE who will ensure all necessary skills are present in the core delivery group. This includes: Large scale capital programme and project management, contract management, specialist bridge and highways engineering expertise (LCC), infrastructure delivery programme expertise, Parks management and maintenance expertise. See also Question 6.1.4 below.

+Benefits Realisation

It is the responsibility of the Programme Board and Working Group to ensure that the benefits of our LUF Programme are maximized. This will be achieved as an integrated part of our M&E Plan, with the M&E Board providing oversight of progress in meeting our target outcomes and benefits. Both quantitative and qualitative benefits are clearly defined in our bid and identified in the M&E Plan.

+Stakeholder Engagement

Our Delivery Plan (Section 4) sets out our approach to managing stakeholders and communicating our delivery progress. We want to build support, maintain open communication, raise awareness and interest, meet statutory requirements and address any negative perceptions or opposition from our communities and business. We have successfully engaged already through

our City Investment Plan, TCF bid, local strategies (Parks, Open Space and Playing Pitch), and through the masterplans for 3 Parks and with interest groups (eg. Friends of the Parks). Presentations on our LUF proposals were made to the Towns Fund Board, LEP, MP, UCLAN and South Ribble Borough Council, and we have engaged with Active Lancashire, Sustrans and the Football Foundation.

Responsibility will lie with PCC's Marketing and Communications Team, reporting to the Programme Board and providing accountability to PCC and UK Government DLUHC. Features of the approach are:

- Linking our Programme to the big picture for Preston and its City Investment Plan;
- Early mapping of stakeholders and an Equalities Impact Assessment to ensure we reach underrepresented groups, understand interests and priorities, and tailor engagement accordingly.
- Emails, newsletters, meetings and virtual meetings, exhibitions and events and social media to inform and engage;
- Building on existing partnerships, including Preston Partnership and the Towns Fund Board.

We will prepare a Communications and Stakeholder Management Plan to support our activity.

+Monitoring Progress

We set out in substantial detail in our M&E Plan (Delivery Plan Section 5) our approach to monitoring, covering budget management and reporting, delivery progress, outputs, outcomes and impacts. This is an integral part of the responsibilities of the Programme Board and Programme Manager with clear lines of reporting and requirements in place to meet PCC/LCC and UK Government obligations. We have designed a monitoring plan built around regular, consistent and timely collection of primary data, including innovative approaches to capturing the changes in footfall, cycling and Parks use which are critical to our project.

+Statutory Consents

These are listed in detail in the Delivery Plan (Section 3) and include:

- Planning consent for sports hubs/pavilions in Ashton and Waverley Park, expected to be secured by March 2023;
- Traffic regulation orders/Section 278 agreements. Expect to secure by March 2024.
- Tree removal license for the Bridge Crossing to be secured by April 2023;
- Listed Building consent (Regulation 3) for the Mobility Hub which is in Preston Bus Station location. Expect to secure June 2023.

Demonstrate that some bid activity can be delivered in 2022-23

PCC and LCC confirm that LUF grant expenditure will commence in 2022-23 should our bid be successful. The total spend across the package is £0.4865 million in that year. We have thought carefully about activity we can realistically expect to commence and complete during the current financial year and built this into our delivery programme assuming a November approval for successful bids. This centres on the preparatory work for construction and other works.

The following activities would therefore defray LUF grant during 2022-3:

+Active Travel (Ribble Bridge Crossing, Cycle Routes and Mobility Hub)

- SPA Stage 1 Report Development and Approval
- Concept Design and Feasibility

In total, LUF grant expenditure for this activity would be £0.0795 million in 2022-3.

+ Parks

Preparatory work for our Parks projects is already underway and we expect to make good progress during 2022-3 including:

- Preliminary and design concept work by EWCE (Ashton, Waverley and Moor Parks) for approval by PCC, and feasibility study and design work for Grange Park
- Procurement of design consultants and development of concept designs
- Preparation of key surveys and supporting evidence for planning application, and submission of planning applications in early 2023
- Start of fully developed designs for the Parks (March 2023).

In total, our programme for the Parks anticipates expenditure of £0.407 million in 2022-3.

Risk Management: Set out your detailed risk assessment

Detailed risk assessment (500 words)

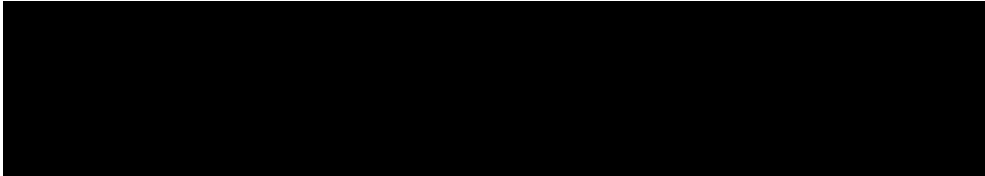
The City Council recognises that effective risk management is critical for a project's successful delivery. The Council's governance structures are built around risk and given the scale of the LUF programme, the Council will include appropriate risks from the LUF risk register on the Corporate Risk Register and the Council Corporate Governance group will also monitor the LUF Risk Register on behalf of the Programme Board.

Risk Registers (see Appendix K) are in place for the Parks Regeneration and Active Travel projects. The Active Travel risk register has already been developed to inform the Qualitative Risk Assessment (QRA) (Appendix K) and will be updated regularly as the scheme progresses through the Stage 1 and Stage 2 SPA stages and to the delivery and construction phases. Potential issues have been identified with appropriate resolutions sought to mitigate and eliminate the risk where possible, as the project is close to delivery.

The use of EWCE as the LUF delivery partner will help to mitigate some of the early risks of material and supply chain management. Early engagement with EWCE means that they can undertake early resource planning and will be able to flexibly deploy their workforce and supply chain between the LUF components.

Cost and delivery risks as a result of global supply chain disruption caused by a variety of known factors have been factored into the scheme cost estimates and QRA as far as is possible. These will continue to be being built into detailed cost estimates and programmes. Decisions will be made around materials, such as early sourcing/ ordering to try and mitigate some of these risks.

Following the SPA stages it is anticipated there will be a maximum of 7 separate contracts with EWCE and one contract for the works at Grange Park. It is anticipated that the most likely form of contract will be NEC3 - of which there are six Main Options, based on different mechanisms for payment to be made to the Contractor, with different levels of risk transfer and motivation to control costs each carries its own level of commercial exposure and essentially determines the balance of financial risk between the Council and contractor. It is expected that the preferred procurement option will be Option A as set out in the commercial case. However this will be determined and confirmed as part of the Stage 2 preparation and approval process




[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Set out what governance procedures will be put in place to manage the grant and project

Full details of our robust and proven governance structure are set out in our Delivery Plan (Appendix J). They will ensure:

- Transparent decision making
- Accountable decision making
- Value for money
- Robust monitoring and evaluation

The roles of our key bodies and their memberships for our Programme's governance structure are summarized below:

Council: If the LUF bid is successful, PCC's 48 member Full Council will receive a report and recommendation re the acceptance of the award including any conditions. Oversight of the delivery of the project would be delegated to Cabinet.

Cabinet: Will be responsible for taking all key LUF decisions, reporting to Full Council as necessary.

Executive Member: PCC's member for Planning and Regulation will be responsible for the LUF Programme with delegations and powers outlined in the Council's constitution.

Corporate Management Team: Comprising the Chief Executive, Director of Resources, S.151 Officer, City Solicitor (monitoring officer), Director of Development and Housing (the Programme's SRO), Director of Communities and Environment, and Director of Customer Services. It is responsible for ensuring that programmes and projects are properly resource, managed and controlled at all stages.

Monitoring and Evaluation Board: Established as part of Preston's Towns Fund programme and chaired by PCC's Director of Resources, the M&E Board will be expanded to cover the LUF programme. It will oversee the delivery of our monitoring plans, guide the programme evaluation, and receive reports from project managers throughout the delivery process.

LUF Programme Board: Chaired by the Active Preston SRO, it will oversee programme delivery. It brings together senior officers from PCC and LCC and will be responsible for oversight of resource allocation, project management, project planning and reporting, submission of schemes for final approval, risk monitoring and escalation, reporting to Corporate Management Teams, authorising any revisions to the programme milestones, guiding community engagement, and ensuring the programme delivers its required outputs and outcomes. Membership of the Board includes PCC's Director of Development and Housing (Programme Sponsor and Chair), Director of Resources (Programme Compliance), the LUF Programme Manager (To be appointed), LCC's Director of Highways and Transport (LCC Lead), PCC's Head of City Growth and Regeneration (Project Working Group Chair and Active Travel Sponsor) and the PCC's Director of Communities and Environment (Preston Parks Sponsor).

We have described in our response to Question 6.3.1 the roles and responsibilities of the Programme Working Group (delivery lead) and EWCE. In combination, this provides a clear and well-established governance structure for all aspects of our programme.

Our procedures will ensure Active Preston's delivery will adhere to PCC's protocols and policies including:

- Conflicts of interest: The programme will apply PCC's register of interests for Council members and officers to remove any risk of conflicts of interest arising.
 - Code of conduct for ethical and professional standards: The programme will use PCC's code to ensure honesty and probity in all decisions;
 - Financial controls: The Council has in place contract and financial procedure rules within its constitution. Using the Council's Anti-Fraud, Bribery and Corruption Policy and Strategy to minimize any risk of this nature and ensure it is dealt with appropriately. Financial controls, financial monitoring and audit for our programme will be the responsibility of PCC's Director of Resources, who has programme compliance responsibility on our Programme Board, and PCC's Principal Project Accountant, who is the Finance Lead on the Programme Working Group. They will
 - Cyber security and data management: PCC adheres to industry best practice and compliance arrangements including from the Public Service Network. Data is stored and protected with copies on site and a disaster recovery plan includes Cloud backups.
 - Code of Conduct for Recipients of General Government Grants: PCC complies with this code. This helps grant recipients to understand the standards and behaviours that are expected of them when working with the government, and how they can help the government deliver value for money for taxpayers. In the event that PCC and LCC enter grant funding agreements, LCC will comply with the Code of Conduct.
-

If applicable, explain how you will cover the operational costs for the day-to-day management of the new asset / facility once it is complete to ensure project benefits are realised

The City Council understands there are often significant long-term financial implications arising from operation and management liabilities created through investment in new public funded capital projects. Given existing constraints on the City Council's revenue budget ensuring that there are no significant additional ongoing operational costs for the City Council or the general public purse has been a particularly important consideration in drawing up the Active Preston Project.

There will be long-term maintenance costs for the Active Travel project (East-West and North-South Cycle Routes, Mobility Hub, Ribble Bridge Crossing). For the Cycle Routes and Mobility Hub, maintenance costs will be met through LCC's Highways Maintenance budget. This includes:

- Friargate South (North-South link): Total cost £6,942 per annum covering maintenance and cleaning of paving and kerbing, tree and planter care, street furniture care and maintenance, drainage gully maintenance, street lighting replacement luminaires.
- East-West Link: Total cost £7,709 per annum including maintenance of cycle track surface and kerbs, tree care and bulb planting, drainage gully cleaning and replacement of luminaires for lights.
- Cycle Hub: Total cost £6,681 per annum covering cleaning of the Hub, maintenance of the key fob system, general building maintenance and lighting running costs.

These costs are manageable and do not represent a material increase in the current budget.

For the Ribble Bridge, LCC has assessed the lifetime maintenance costs of the new infrastructure over a 40 year period. In 2022 prices, these are estimated at:

- £29,750 over 20 years for minor maintenance and painting;
- £11,900 over 40 years for masonry repairs and pointing;
- £29,750 over years 20-40 for minor maintenance and painting;
- £297,500 over 30 years for major maintenance;
- £178,500 at 50 years for bearing refurbishment, joint replacement and other major maintenance.

Maintenance and refurbishment costs will be taken on by PCC's building's

maintenance budget.

For Active Preston's Parks investments, operational costs, maintenance and other servicing costs will be met through a combination of PCC's existing maintenance budgets, the operator procured to run the Ashton Park facility, and the football teams that use the pitch facilities.

PCC's lead officers have assessed the likely changes in maintenance costs that the Council will absorb for the improved Parks and new facilities, and these costs will be met through the authority's annual maintenance budget.

+Ashton Park

Discussions are ongoing with the Football Foundation regarding operator models for Ashton Park with the expectation that the preferred model will be one which provides a cost neutral position for the City Council. Based on similar facilities across the UK the operating cost is estimated to be £300,0000 with costs being recovered by the operator through an agreed pricing structure.

+Waverley Park

It is proposed that the Waverley Park football provision be operated by a local football team under a license. All operating costs would be the responsibility of the Football team. The Council has already had discussions regarding this option with a suitable local football team.

The maintenance of the enhanced park, excluding the football provision, will be contained within the Council's revised Parks maintenance budget.

+Moor Park

The maintenance of the enhanced park, excluding the football provision, will be contained within the Council's revised Parks maintenance budget. The Parks Friends group will also assist with ongoing maintenance.

+Grange Park

Due to the size of this scheme the ongoing maintenance cost will be minimal. Any costs will be contained within the Council's revised Parks maintenance budget.

Appendix J - Active Preston LUF Delivery Plan 4.zip

Upload further
information
(optional)

Set out proportionate plans for monitoring and evaluation

We have provided a comprehensive and thoroughly planned M&E Plan for our LUF programme. This is included in our Delivery Plan (Section 5) with detail about our outputs, outcomes and impacts included in Tab E of our Workbook (Appendix I). Our M&E Plan is driven by our key objectives for Active Preston, fully aligned with our theory of change, and is backed by an approach to monitoring, reporting and evaluation that will deliver real insight into the positive change we are achieving and will meet UK Government requirements for the LUF.

+Aims of M&E Plan

Our bid level M&E objectives are:

- Critical assess effectiveness of our programme development, delivery and management processes, how effectively it is meeting objectives and its strategic alignment;
- Systematically collect and report information about expenditure and delivery to monitor progress on our key milestones and spending commitments;
- Collect and report timely and robust monitoring data enabling us to assess progress and meet UK Government requirements;
- Assess how we met our LUF bid objectives and those of national LUF programme;
- Assess the economic, social and environmental benefits of our interventions,

and VFM;

- Understand under or over-performance and the lessons for future interventions.

+Bid Objectives and Theory of Change

Active Preston's objectives are driven by Preston's City Investment Plan and the priorities against which they deliver:

- Create a well-connected, safe and accessible city supporting low carbon journeys with excellent walking, cycling and public transport infrastructure;
- Improve the physical and mental health and well-being of all our communities by increasing levels of physical activity, social engagement and participation, and by improving air quality.
- Strengthen Preston's economy by improving active travel access to employment, education, cultural assets and visitor attractions, and increasing footfall;
- Change perceptions of Preston as a place to live, work, visit and invest in;
- Tackle the impacts of climate change by reducing CO2 emissions from transport in Preston.

This is the core of our theory of change (Appendix D of our bid) and it drives the key research questions for our M&E Plan:

- What have been the measurable changes in our target outcomes?
 - o Walking and cycling activity in our intervention areas;
 - o Participation in organized sport including football;
 - o Footfall and the use of facilities in our parks for other physical activity including sport, play, community engagement and cultural activities;
 - o CO2 and emissions levels in central Preston;
 - o Perceptions about the city of Preston as a place to live and visit.
- Extent of change – short and long-term attributed to our LUF programme;
- Total cost of the intervention and whether social and economic benefits deliver value for money.

+M&E Plan Components and Deliverables

We propose a mix of methods to track the outputs we deliver, both those relating to the facilities and infrastructure we deliver (eg. numbers and areas of public space, play areas, football pitches, new and improved events spaces, new and improved public realm, new and improved walking and cycling infrastructure). We will also use mixed methods to capture and report progress on our outcomes and benefits impact measures. These include equipment to monitor changes in the use of the facilities and infrastructure we deliver (eg. cycle counter loops, mobile data, cameras), primary surveys to capture resident and visitor data, and a range of local authority and national data sets.

The specific components of our monitoring and progress reporting activity will be:

- Delivery progress and expenditure monitoring through the governance and reporting structures set out in our response to Q6.3.1;
- Baseline data collection, with full details of our baseline indicators and methods given in the Delivery Plan Section 5.
- Output monitoring, for which our Programme Manager and the team will build a monitoring framework to provide 6 monthly reporting minimum on mandatory LUF indicators, but a much more comprehensive process for keeping track of activity;
- Outcomes and impacts monitoring that captures progress on the standard LUF outcomes we will measure, and our wider outcome and benefit targets.

Our M&E Plan builds in independent interim and final evaluations at 1.5 and 3 years post-project completion. The interim evaluation will combine process evaluation to reflect on how we delivered the programme against our spending and delivery commitments, assessment of the progress we are making in achieving outcomes and impacts and provide a methodology for the final evaluation. We provide an indicative brief in our Delivery Plan (Appendix J, Section 5). We expect the evaluator to carry out primary beneficiary surveys as part of the study. The final evaluation will be a comprehensive study, and the evaluator will be required to deliver a full survey covering those aspects of our M&E framework which require primary survey evidence, and to draw on the complete range of monitoring data that PCC and LCC will supply, together with monitoring data from DLUHC/Central Government.

We have allocated within our project costings resources to enable us to deliver the M&E Plan. This amounts to £148,000, and assumes £50-60,00 to complete interim and final evaluations, and £88-98,000 for monitoring and data collection. The final requirement will be determined by the respective responsibilities of DLUHC and the Active Preston programme.

We describe in our M&E Plan an approach to the dissemination of information and data about the progress of the project and the change we achieve. Our approach includes:

- Use of monitoring data to ensure stakeholders receive regular information about the delivery of the projects, with the quantitative data providing additional transparency to communications.
 - Use of a wide range of resources to share this information, including social media, press, websites, publications and consultation.
 - M&E data to be used selectively as part of narrative of positive change post-completion of the programme, using a mix of accessible data about change (eg. Increases in cycling, sport uses in the Parks) and case studies to bring to life our impact on residents, communities and businesses.
 - Publication of key findings of interim and final evaluations.
-

Senior Responsible Owner Declaration

Upload pro forma 7 -
Senior Responsible
Owner Declaration

Appendix Q Pro-forma 7 (SRO) Signed.docx

Chief Finance Officer Declaration

Upload pro forma 8 -
Chief Finance Officer
Declaration

Appendix R Proforma 8 CFO declaration.pdf

Publishing

URL of website where
this bid will be
published

www.preston.gov.uk

Additional attachments

Additional file attachment 1

Upload attachment

Appendix M Stakeholder Letters of Support.zip

Additional file attachment 2

Upload attachment

Appendix B LUF Subsidy Control Opinion - 170622 - Updated Final Version (1).zip

Additional file attachment 3

Upload attachment

Appendix S Socio Economic background.zip

Additional file attachment 4

Upload attachment

Appendix L Letters of Support Preston MP and other.zip

Additional file attachment 5

Upload attachment

Appendix T - Extracted Application Form Responses in Tabular and Graphic

Additional file attachment 6

Upload attachment	Appendix A Project Brochure - Maps & Visuals (1).zip
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Additional file attachment 7

Upload attachment	Appendix J - Active Preston LUF Delivery Plan 4.zip
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Additional file attachment 8

Upload attachment	Appendix D - Logic Model & Theory of Change.pdf
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Additional file attachment 9

Upload attachment	Appendix E -AMAT Outputs for Active Travel project.zip
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Additional file attachment 10

Upload attachment	Appendix I Final_Preston_LUF_Package_Bid_Costings_Planning_Workbook_V2.00_July_2022.xlsx
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Additional file attachment 11

Upload attachment	Appendix H Letters for Confirmed Match Funding.zip
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Additional file attachment 12

Upload attachment	Appendix C GIS files for Active Preston.zip
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Additional file attachment 13

Upload attachment	Appendix O Proforma 5 CFO compliance for delegating grant.pdf
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Additional file attachment 14

Upload attachment	Appendix P Proforma 6 MP.pdf
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Additional file attachment 15

Upload attachment	Appendix N Proforma 1 LCC.pdf
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Additional file attachment 16

Upload attachment	Appendix K Risk Registers.zip
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Additional file attachment 17

Upload attachment

Appendix F Preston LUF Project 1 Parks BCR Explanatory Note -.docx

Additional file attachment 18

Upload attachment

Appendix G Preston LUF Active Travel BCR Methodologies Note_v1.docx

Additional file attachment 19

Project 1 Name

Regeneration of Preston's Major Parks

Provide a short description of this project

A cross-city project regenerating Ashton Park, Moor Park, Waverley Park and Grange Park. Investment will deliver significant and transformational placemaking, sporting, health and wellbeing benefits to residents and communities, with the parks serving some of Preston's more deprived areas. Investment will deliver new local sporting infrastructure, investment in finalizing the heritage regeneration of Moor Park, while enabling PCC to deliver significant elements of their masterplans for the parks. This includes renewing a wide range of park facilities, including play areas, tree planting, pathways, lighting, access and parking, toilets and event spaces.

Provide a more detailed overview of the project

The following provides a more detailed summary of the specific investments at each park:

- Ashton Park: a new community facility for sport and physical activity delivering a new 3G pitch, 1 full-size grass pitch, 2 large and 3 small junior grass pitches, new Pavilion, improved foot/cycle paths, access/lighting and parking, tree and shrub planting.
- Moor Park: investment will restore the historic Serpentine Lake, de-silt and reinstate features (e.g. bridges, railings), provide new water fountains, access, horticultural, play areas, events area and public toilets.
- Waverley Park: delivery of much needed new sporting facilities, including an upgraded MUGA, play area and skate park, a new bicycle 'pump-track' and a new football pavilion. Improvements to accessibility and parking, pathways, tree planting and wayfinding.
- Grange Park: delivery of accessibility and lighting improvements to the park's former Interpretation Centre to facilitate community use and improve night-time safety.

Preston's bid is focussed on delivering two projects which transform both parks and active travel infrastructure. They strongly align and support Preston's City Investment Plan (CIP) ambitions, delivering a range of benefits and positive outcomes supporting Preston's ambitions for a more healthy, inclusive, liveable, and sustainably connected city. The active travel project fills key gaps in east-west and north-south active travel provision. It has been designed to act as the 'glue' which connects the LUF investments/ proposals. It will deliver a coherent network - connecting residents and communities, improving links to employment, education, transport nodes, and cultural/leisure assets, including the city's parks.

Provide a short description of the area where the investment will take place for this project

The attached maps, plans and visualizations (see Appendix A and the GIS files at Appendix C) highlight the locations of Preston's proposed LUF investments. The four parks – Ashton, Moor, Waverley and Grange Parks - and the locations of the four active travel interventions are also identified. The maps and plans highlight their spatial locations in relation to one another, as well as the inter-connection between both existing and proposed active travel routes and enhanced accessibility to key locations and assets, including parks, within Preston.

The four parks are spread across the immediate city area, with Ashton Park located to the west of the city centre, Moor Park to the north and Waverley and Grange Parks towards the eastern side of the city. As highlighted by our analysis and evidence base (see mapping in Appendix S), the parks are a key local green space and community asset. They serve some of Preston's most deprived residents and neighborhoods, in particular neighborhoods with worse than average health conditions and outcomes.

Transport project location details for this project

See project 2

Further location details for this project

Project location 1

Postcode PR2 1HR

Grid reference (350949, 430294) SD 50949 30294

Upload GIS/map file (optional)

% of project investment in this location 65%

Project location 2

Postcode PR1 6AY

Grid reference (354069, 430994) SD 54069 30994

Upload GIS/map file (optional)

% of project investment in this location 23%

Project location 3

Postcode PR1 4TT

Grid reference 356064, 430257 (SD 56064 30257)

Upload GIS/map file (optional)

% of project investment in this location 7%

Project location 4

Postcode PR2 6EQ

Grid reference 357266, 431441 (SD 57266 31441)

Upload GIS/map file (optional)

% of project investment in this location 1%

Select the constituencies covered by this project

Project constituency 1

Select constituency	Preston
----------------------------	---------

100%

Estimate the percentage of this package project invested in this constituency

Select the local authorities / NI councils covered by this project

Project local authority 1

Select local authority	Preston
-------------------------------	---------

100%

Estimate the percentage of this package project invested in this Local Authority

What is the total grant requested from LUF for this project?

£11438938

What is the proportion of funding requested for each of the Fund's three investment themes?

Regeneration and Town Centre	0%
-------------------------------------	----

Cultural	100%
-----------------	------

Transport

0%

Confirm the value of match funding secured for the component project

£1170000

Provide details of all the sources of match funding within your bid for this component project

Match funding of £1.17 million has been secured, with in principle support totaling a further £1.69 million in an overall match total of £2.86 million.

Secured are:

- £0.14 million secured from PCC's capital receipts from land sale.
- £0.09 million from PCC Leisure budget.
- £0.24 million from PCC's Leisure/Parks capital budget
- £0.1 million S.106 developer monies from PCC ringfenced for Waverley Park.
- £0.6 million Section 106 monies ringfenced for Ashton Park subject to drawn down timescales /further approval processes and a successful bid for LUF and

Football Foundation funds.

There is in principle support from the following sources:

- £0.15 million from Fishwick and St. Matthews (FAM) Big Local Partnership for Waverley Park, with in principle support from the Group (See Appendix H Letter of Support).
 - £1.54 million from the Football Foundation. In-principle project support, Football Foundation board approval of detailed application and subject to successful LUF bid (See Appendix H Letter of Support).
-

Value for money

The economic and social benefits have been quantified in line with the HM Green Book. All values are presented in 2022 real prices and present values at a rate of 3.5%. Benefits are broken into two categories: Initial BCR and Adjusted BCR.

A summary of the quantified economic benefits and evidence are presented below, whilst a more detailed methodology is presented in the BCR explanatory notes:

Initial BCR:

Project 1: Parks

- All benefits were assessed over a 10-year persistence period.
- All benefits were adjusted for varying levels of leakage and displacement in line with HCA Additionality Guidance.

Wellbeing associated with use of local park:

- The baseline number of visits (1,807,614) to Ashton, Waverley and Moor Park per-annum was obtained from HUQ. The baseline year used was 2019 as to avoid the implications of COVID-19.
- The uplift in visits was derived by Strategic Leisure and estimated to be 5% (or 90,381 visits).
- Each additional visit was assigned the lower bound wellbeing value associated with local park use (£9.38 per-visit).

Reduction in GP medical costs:

- The uplift in additional people visiting the parks twice or more each week was derived by Strategic Leisure (+40,190).
- Each visitor was deemed to their GP medical costs by £3.50 per annum.

Participation in sports and cultural events:

- Additional football pitches and play facilities delivered across Ashton and Waverley Park were used by Strategic Leisure to additional sporting activities per annum (+78,484).
- Each sporting activity was assigned a value of £12.77.
- The additional number of events to be held at Moor Park and Ashton Park is 45 and 27, respectively.
- HUQ data was utilised to calculate the average total number of attendees at events by assessing event days in comparison non-event days in 2019 (Moor Park +94, Ashton Park +115)
- Each cultural event was assigned a value of £55.08.

Direct GVA:

- Additional direct FTE jobs was provided by PCC.
- GVA per FTE job by sector was obtained from the Lancashire LIS: Evidence Base.

Crime reduction:

- The number of ASB crimes to occur in these LSOAs over the past 12-months were counted. The number of crimes occurring in the park was estimated based on the proportion of LSOA covered by the park.
- A 10% reduction in the number of ASB crimes was forecast.
- Each crime was assigned a value of £1,359.

Social value:

- The number of additional regular volunteer opportunities at the parks was provided by PCC and is expected to be 243 per annum.
- The number of additional social / community groups at the parks was provided by PCC and is expected to be 79 per annum. Each group is assumed to have 10 attendees.
- Each regular volunteer was assigned a social value of £3,543.

- Each member of a social group was assigned a social value of £2,049.
- The number of volunteers and social groups is expected to increase gradually over the persistence.

Project 1: Parks

- A – Total Benefits for Initial BCR: £19,216,693
 - B – Total Benefits for Adjusted BCR: £27,601,256
 - LUF Costs/Funding: £11,070,884
 - Co-funding: £473,072
 - C – Total Public Sector Funding: £11,543,955
 - D – Private Sector Funding: £2,220,073
 - E – Total Economic Costs: £13,764,028
 - (A – D) / C – Initial Benefit-Cost Ratio (BCR): 1.47
 - (A – D) / C – Adjusted Benefit-Cost Ratio (BCR): 2.20
-

BCR and value assessment

If it is not possible to provide an overall BCR for your package bid, explain why below

Both an overall and individual BCR has been presented.

Benefit Cost Ratios

Initial BCR	1.47
Adjusted BCR	2.20

Non-monetised benefits for this project

As part of the assessment of the economic case, non-monetised impacts were assessed against the scalability set out in the LUF “Preparing an Economic Case” document published.

The wider non-monetised benefits, impact category and justification for the Parks project are set out below:

- Construction on Employment and GVA (Moderate Beneficial): Utilising ONS, (2019); Output in the Construction Industry and ONS, (2019); Construction Statistics: Great Britain datasets, the gross number of construction workers needed to deliver the package of LUF interventions is 69 FTEs per annum. Over the construction period, this will generate a further net additional direct GVA of £4,783,020 after discounting and additionality.
- Indirect and Induced Operational Employment (Slight beneficial): Applying a composite multiplier of 1.44 in line with the HCA Additionality Guide, the LUF intervention is expected to generate 4.2 FTE indirect and induced jobs. Over the 10-year persistence period this is expected to generate a further £572,197 in net additional GVA (after adjustments for discounting and additionality).
- Improved monetised of place by residents, businesses and visitors (Slight beneficial): Numerous studies have identified the capacity of green infrastructure to reinforce a sense of place and residents’ affinity with a neighbourhood. The Northwest Regional Development Agency and Natural England’s report “The Economic Value of Green Infrastructure” reiterates this

by suggesting that community-owned green spaces can create jobs and increase local pride. Of the 5,866 respondents in the 2010 GreenSTAT visitor survey, 97% agreed with the statement that "Parks and open spaces can make an area a nice place to live", further 91% of the English public believe that parks and public spaces improve people's quality of life.

- Enhanced access to nature with increased amenity benefits (Slight beneficial): The LUF intervention will deliver an enhanced level of access to nature for users of the infrastructure, increasing the level of amenity benefits

associated with recreation, dwell time, and mental wellbeing. There are many studies that identify the co-benefits delivered when active travel and green infrastructure are integrated. In a Scottish study, a series of new cycling and walking paths in Edinburgh demonstrated the linked multiple benefits of “green active travel” including health and wellbeing, environmental and aesthetic quality, and quality of place.

Does this project include plans for some LUF grant expenditure in 2022-23?

Yes

Could this project be delivered as a standalone project?

Yes - the project could be delivered as a standalone project

Demonstrate that activity for this project can be delivered in 2022-23

In total £407,088 is planned expenditure in 2022-3

Our plans have carefully assessed what is necessary and achievable in 2022-3. Our programme has therefore focused on essential preparatory work including:

- Preliminary and design concept work by EWCE (Ashton, Waverley and Moor Parks) for approval by PCC, and feasibility study and design work for Grange Park. These are critical first steps to ensure we meet construction milestones in 2023 and 2024.
 - Procurement of design consultants and development of concept designs. We are committed to high quality design and a process that engages and requires the lead in time to achieve this. PCC is experienced in planning and delivering infrastructure investments of this type, and we have a tried and tested process in place that will enable us to commence this task immediately on receipt of the approval of our LUF programme.
 - Preparation of key surveys and supporting evidence for planning application, and submission of planning applications in early 2023. Discussions with the local planning authority’s team have already been carried out relating to the Parks and we will be able to commence this part of the process very quickly after confirmation that our LUF bid is approved.
 - Start of fully developed designs for the Parks (March 2023). Our programme assumes that we would move into detailed design by March 2023.
-

Statutory Powers and Consents

List separately below each power/consents etc. obtained for this project

No statutory consents such as planning approval (where

required for Ashton and Waverley Parks) are in place in yet.

Upload content documents (optional)

Outstanding statutory powers/consents

Planning consent for sports hubs/pavilions in Ashton and Waverley Park, expected to be secured by March 2023

Project 2 Name

Active Travel

Provide a short description of this project

The interventions that form the Active Travel project are:

- 'North-South walking and cycling corridor' - Friargate South public realm improvements and segregated cycleway provision between Ringway and Fishergate.
 - 'East-West walking and cycling corridor' - Segregated cycleway along Queen Street and Avenham Lane, connecting into the A6 Ringway cycle route.
 - Construction of Ribble Bridge Crossing (replacing/ demolishing old bridge)– For walking and cycling access between Preston City Centre and South Ribble.
 - Secure cycle mobility hub at Preston Bus station – Provision of secure, covered storage for 20 bicycles.
-

Provide a more detailed overview of the project

The package bid will deliver a more healthy, inclusive, liveable, and sustainably connected city. The projects are aligned and mutually reinforcing, and directly contribute to the priorities of our City Investment Plan (CIP).

The Active Travel project will deliver new and enhanced active travel routes and infrastructure for cycling and walking across central Preston and to areas beyond it, including a replacement River Ribble bridge and a Mobility Hub at Preston Bus Station. The outcome will be an active travel network that better serves and connects communities, businesses, education, transport, and cultural/leisure assets.

The active travel project fills key gaps in east-west and north-south active travel provision. The project connects the LUF investment proposals and will achieve a more coherent, safer and useable network connecting communities, improving links to jobs and education facilities transport nodes, and cultural/leisure assets including four of our city's parks. Notably, the east-west cycling and walking corridor fills a missing link of segregated cycleway connecting Waverley and Farringdon Parks to the city centre and Avenham Park.

We will improve active travel options across the River Ribble to South Ribble, which would otherwise be lost given the age and state of repair of Avenham Bridge and the Old Tram Rail Bridge south of Avenham Park.

Our Active Travel project complements and enhances our Transforming Cities Fund (TCF) investment along Ringway and Friargate North, Towns Fund at the Harris Quarter, and Local Growth Funding supporting public realm linking the Rail Station and city centre at Fishergate.

Provide a short description of the area where the investment will take place for this project

Appendix A outlines the key locations of the 4 interventions of the Active Travel project.

The locations are all within Preston city centre and clearly show the radial spokes outwards connecting to the North, East and South. The map also shows the context of the Active Travel project within the CIP.

- Friargate South connects to the new public square at Ringway and furthermore links with the newly pedestrianised Friargate North creating a

continuous pedestrian-cycle route between the University of Central Lancashire and Preston City Centre.

- The east-west walking and cycling corridor fully segregates cyclists, pedestrians and vehicles along Queen Street and Avenham Lane which forms part of the longer cycle route, shown in orange between Avenham Park and Waverley Park.
 - The Old Tram Rail Bridge spans the River Ribble south of Avenham Park. Demolition of the derelict structurally unsound bridge (currently closed) and construction a new replacement bridge) enables walking and cycling access between Preston City Centre and South Ribble, reducing severance or the shared vehicle crossings. We note that Avenham Bridge to the west is privately owned and in a very poor state of repair and not expected to be open for safe public access beyond 2030.
 - Preston Bus Station is located in the northeast of the city centre. The Cycle provision at the mobility hub here links bus travel with National Cycle Route 6, enabling easier mode switching.
-

Transport project location details for this project

The transport project is an Active Travel project with corridors, a bridge link and a mobility hub at the central intersection. There is scope for active travel growth in Preston - 37% of journeys in Preston are under 2km (compared to 18% regionally).

The Active Travel project is fully aimed at increasing cycling and walking in Preston City Centre by creating segregated cycle lanes, reducing severance caused by highways and the 'at risk' Ribble Crossing to South Ribble, providing secure cycle storage facilities and through public realm improvements, making Preston a more attractive city to spend time in.

In developing and costing the proposed active-travel routes and infrastructure, LCC has considered the following standards: LTN 1/20 (Cycle Infrastructure Design), CD 143 (Designing for walking, cycling and horse riding) and CD 195 (Designing for cycle traffic). In addition, the following were also adhered to:

- Guidance on the use of tactile paving surfaces
- Cycling by Design (Transport Scotland - issued after LTN 1/20 and includes additional items like Cyclops junctions).
- Inclusive Mobility (DfT guidance)
- LTN 1/07 – Traffic Calming
- LTN 1/95 – Assessment of Pedestrian Crossings
- LTN 2/95 – Design of Pedestrian Crossings

Appendix A, Figure 8 sets out the route which will:

- Improve Friargate South's public realm and segregate cycling. 'Friargate South' is an important retail street but poor quality is a barrier to new occupiers investing. The works will mirror the Transforming Cities scheme underway along Friargate North and link to the installation of a bi-directional segregated cycleway along Ringway. It will deliver an enhanced north-south active travel corridor, with connections onwards to the university campus, parks and proposed new Ribble Bridge Crossing .
- Create 700m of new bi-directional segregated cycle track to LTN 1/20 standards. This will bridge a gap in east-west cycling corridor by linking on-carriageway routes through a traffic-calmed 20mph zone west towards Preston Station. It will enhance links to Preston Guild Wheel active travel route, Avenham Park and routes south across River Ribble via the new Bridge. It will connect to Cardinal Newman College and Lancaster University's Maths School, and 'Quietway' cycle link through Fishwick Parade to Waverley Park.
- Replace the closed Old Tram Bridge with a new bridge across the River Ribble re-establishing a former cycle way into Avenham Park and linking to Guild Wheel (a 21-mile foot/cycle path encircling the City). It will connect into N-S and E-W cycle routes, Guild Wheel and national cycle network (NCR6, NCR622 and NCR55). This will link to Samlesbury and National Cyber Force Headquarters and major employment site Lancashire Central.
- provide secure cycle parking at Preston Bus Station for residents and visitors The mobility hub links bus travel with National Cycle Route 6, enabling easier mode switching. It will reduce significant levels of bike theft at the bus station.

Letters of support from UCLan and NCF are at Appendix M. The letter from NCF states:

“Our facilities at Samlesbury will bring highly skilled and well paid jobs to the area. A substantial proportion of our current workforce does not hold a driving licence; We are therefore wholly committed to the development and sustainment of sustainable transport solutions. Links from Preston to Samlesbury will be key. In the short term, a substantial proportion of our workforce will commute through Preston –requiring onward transportation to Samlesbury via all modes, including active travel. We therefore support your LUF proposals to develop an active travel network that better serves the local community. Specifically, anything that facilitates travel from Preston to Samlesbury via sustainable methods, is key to our longer term success.”

Appendix A, Figure 8 sets out linkages with completed, on-site and proposed highway and active travel improvements.

The BCR is over 2.4 and the project will deliver:

- o continuous and safe pedestrian and cycle corridor
- o bicycle security
- o link National Cycle Routes (6, 622 & 55), South Ribble & Central Preston.
- o 1 bridge
- o a mobility hub for up to 20 bikes
- o 4,375 sqm new public realm
- o 700m segregated cycle lane
- o c.1km of new or improved pedestrian paths
- o c.1km of new or improved cycle ways

Further location details for this project

Project location 1

Postcode	PR1 2BJ
Grid reference	353925, 429483 (SD 53925 29483)

Upload GIS/map file (optional)

% of project investment in this location	19%
---	-----

Project location 2

Postcode	PR1 1HB
Grid reference	354145, 429723 (SD 54145 29723)

Upload GIS/map file (optional)

% of project investment in this location	2%
---	----

Project location 3

Postcode	PR1 4HP
Grid reference	354581, 429299 (SD 54581 29299)

Upload GIS/map file (optional)

% of project investment in this location	11%
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Postcode	PR1 8JT
Grid reference	354167, 428636 (SD 54167 28636)

Upload GIS/map file (optional)

% of project investment in this location	68%
---	-----

Select the constituencies covered by this project

Project constituency 1

Select constituency	Preston
	66%

Estimate the percentage of this package project invested in this constituency

Project constituency 2

Select constituency	Ribble Valley
	34%

Estimate the percentage of this package project invested in this constituency

Select the local authorities / NI councils covered by this project

Project local authority 1

Select local authority	Preston
-------------------------------	---------

Estimate the percentage of this package project invested in this Local Authority

66%

Project local authority 2

Select local authority South Ribble

34%

Estimate the percentage of this package project invested in this Local Authority

What is the total grant requested from LUF for this project?

£8561062

What is the proportion of funding requested for each of the Fund's three investment themes?

Regeneration and Town Centre 0%

Cultural	0%
Transport	100%

Confirm the value of match funding secured for the component project

£1238352

Provide details of all the sources of match funding within your bid for this component project

Match Funding of £1,238,352 is required for the project, of which:

£1,000,0000 is secured in principle from Lancashire County Council, through an allocation from its Lancashire Levelling Up Investment Fund – see letter of support (Appendix H).

£238,355 is secured in principle from Preston City Council through its Capital Programme. Full Council Member approval will be required and will be sought on confirmation of the LUF Award.

Value for money

The Levelling Up Fund objectives are synonymous with those of the City Investment Plan described in S3.3 Detailed Bid Overview.

The Active Travel interventions are objective based, aiming to deliver a coherent, safe and useable network connecting communities, improving links to jobs/education, transport nodes, and cultural/leisure assets including city parks. The primary impact is expected to be an increase in walking and cycling trips and their mode share with corresponding impacts, such as mode shift away from private car and better air quality, improvements in health and wellbeing, reduced CO2 emissions and growth to the economy.

Improved mode choice is also provided by the mobility hub at Preston Bus Station, creating more convenient multi-modal options between bus and cycling as well as additional local security benefits with installation of CCTV and lighting.

The new cycling corridors are not expected to impinge on highway capacity, largely being constructed off the carriageway.

DfT's AMAT is used to assess the benefits accruing to walkers and cyclists, primarily providing physical activity and journey quality benefits over a 20-year appraisal period. AMAT also provides estimated benefits to congestion, greenhouse gas emissions, air quality and noise. Evidence from economic appraisal indicates the scheme has potential to generate around 33%-70% increased daily cycling trips and 25%-27% increased daily walking trips.

A bespoke mode choice logit model is used to assess the benefits of the mobility hub, as also used for Lancashire County Council. The change in generalised cost for travel through Preston Bus Station is used to calculate mode shift. New user benefits are calculated using the generalised cost saving subject to Rule of Half. New cycle trips are proportioned out using access mode shares from a relevant Manchester Metrolink survey with benefits derived through AMAT.

Detailed costs are provided by LCC officers and converted to real 2022 prices and values in market prices with optimism bias applied for economic assessment.

Maintenance costs of a reconstructed bridge offer operational cost savings compared to the do minimum position of demolition, these savings are converted to the 2022 price base and offset the capital costs of the project.

Below shows the present value of benefits (PVB) in a 2022 price base.

- A – Total Benefits for Initial BCR: £24,016,503
- B – Total Benefits for Adjusted BCR: £24,016,503
- LUF Costs/Funding: £9,171,424
- Co-funding: £1,298,364
- C – Total Public Sector Funding: £9,960,034*
- D – Private Sector Funding: £-
- E – Total Economic Costs: £9,960,034
- (A – D) / C – Initial Benefit-Cost Ratio (BCR): 2.41
- (B – D) / C – Adjusted Benefit-Cost Ratio (BCR): 2.41

*Public sector contribution reduced by £509,775.01 to account for maintenance costs savings.

The Active Travel project represents high value for money with a BCR of 2.41. More detail is presented in Appendix G – Active Travel BCR Note.

BCR and value assessment

If it is not possible to provide an overall BCR for your package bid, explain why below

Not applicable – an overall package BCR is provided.

Benefit Cost Ratios

Initial BCR	2.41
Adjusted BCR	2.41

Non-monetised benefits for this project

Non-Monetised social impacts have been assessed in line with TAG qualitative worksheets, the following impacts have been considered:

- Journey Quality – Moderate beneficial impacts on journey quality for pedestrians and cyclists through reducing traveller stress and frustration and improving traveller care. Public realm improvements on Friargate South would be expected to improve the traveller care factor particularly for pedestrians.
- Security – moderate beneficial impact on security for users of Preston bus station. The security impacts of the public realm improvements are expected to include informal surveillance, lighting and visibility that could reduce users' vulnerability to crime.
- Severance – slight beneficial impact due to construction of the new Bridge (replacing the closed old Tram Bridge) providing an additional connection between the areas to the north and south of River Ribble and unsever the cycleways NCR6, NCR622 and NCR55.

In addition to the social impacts, the impact to the environment in terms of landscape and townscape can be expected to be slight beneficial due to the public realm improvements along Friargate South and new planting along the east-west corridor creating more pleasant, greener environments for the public.

Does this project include plans for some LUF grant expenditure in 2022-23?

Yes

Could this project be delivered as a standalone project?

Yes - the project could be delivered as a standalone project

Demonstrate that activity for this project can be delivered in 2022-23

In total LUF grant expenditure on active travel of £79,471 is planned in 2022-23.

Our plans have carefully assessed what is necessary and achievable in 2022-3. Our programme has therefore focused on essential preparatory work including:

- Preliminary work and concept design work by EWCE for approval by PCC. These are critical first steps to ensure we meet construction milestones in 2023-4.
 - Procurement of design consultants and development of designs. We are committed to high quality design and a process that engages, which builds in the lead in time to achieve this. With regard to the new Ribble bridge crossing, LCC are experienced in planning, contract management, and delivering infrastructure investments of this type, and similarly PCC are fully experienced in delivering Active Travel cycle route/public realm infrastructure. PCC and LCC have tried and tested processes in place that will enable us to commence these tasks immediately on receipt of the approval of our LUF programme.
 - Preparation of key technical surveys relating to the bridge and cycle corridors will commence very quickly after confirmation that our LUF bid is approved.
 - Start of fully developed designs for the Ribble bridge crossing in April 2023; Active Travel Cycle Routes and Mobility Hub in June 2023. Our programme assumes that we would move into detailed design on Active Travel by April 2023.
-

Statutory Powers and Consents

List separately below each power/consents etc. obtained for this project

No statutory consents, such as planning approval/ s.278's are in place in yet.

**Upload
content
documents
(optional)**

Outstanding statutory powers/consents

- Traffic regulation orders/Section 278 agreements. Expect to secure by March 2024.
 - Tree removal license for the Bridge Crossing to be secured by April 2023;
 - Listed Building consent (Regulation 3) for the Mobility Hub which is in Preston Bus Station location. Expect to secure June 2023.
-