

‘Kimberley Means Business’

Application to Round Two of the Levelling Up Fund
Submitted by Broxtowe Borough Council

1st August, 2022

Section 1 – Introduction

Legal name of the lead applicant organisation: Broxtowe Borough Council

Where is your bid being delivered: England

Name of bid: Kimberley Means Business

Does your bid contain any projects previously submitted in Round 1: No

Bid manager details:

- Economic Development and Regeneration Manager
- Department of Chief Executives, Council Offices, Foster Avenue, Beeston, Nottingham, NG9 1AB

Senior Responsible Officer:

- Ruth Hyde, Chief Executive

Chief Finance Officer:

- Zulfiqar Darr, Deputy Chief Executive and Section 151 Officer

Local Authority Leader:

- Councillor Milan Radulovic MBE, Leader of the Council

Total grant request: £16,539, 214

Investment themes:

- **Regeneration and town centre:** 47%
- **Cultural:** 8%
- **Transport:** 45%



Section 2 – Eligibility and Gateway Criteria

Which bid allowance are you using: Full constituency allowance

How many component projects are there: 3

Do you have the support of all the authorities with the relevant statutory responsibility before proceeding: Yes

Are you submitting a joint bid: No

Grant value declaration:

I am submitting a bid as a single applicant and can confirm that the bid overall does not exceed £20 million grant value ✓

Gateway criteria: Costings, planning and defrayment

I confirm that some LUF grant funding will be defrayed in the 2022/23 financial year ✓





Section 3 – Bid Summary

Provide bid name: Kimberley Means Business

Provide a short description of your bid:

Kimberley Means Business LUF bid is an exciting proposal centred around business and connectivity, unleashing the potential of a town constrained by its travel network, delivering modern commercial space and providing the foundations for growth. It contains a package of measures including new LTN 1/20-compliant cycle routes in and around Kimberley, joining it to nearby transport hubs, local employment/retail/heritage sites (Bennerley Viaduct) and neighbouring Eastwood; delivery of a new Business and Community Hub, with grants to support town centre regeneration; and relocation of the local football club enabling the existing site to be redeveloped into 20 prime industrial units.

Provide a more detailed overview of your bid proposal:

The bid comprises:

- (1) Cycle Path Network Including Bennerley Viaduct Eastern Ramp
- (2) Kimberley Town Centre Regeneration Project
- (3) Digby Street Units and Re-location of Kimberley Miners Welfare Football Club (KMWFC)

The proposed Cycle Path Network will create a new active travel route in and around Kimberley. This route would link up with pre-existing routes in the area and connect Kimberley with key employment, retail and leisure sites. This includes Bennerley Viaduct (a Grade 2* listed railway viaduct), Giltbrook Shopping Park, Eastwood, and Phoenix Park tram stop. This project also involves constructing an Eastern Ramp at Bennerley Viaduct, which currently is inaccessible by bicycle. Constructing this would enable full access to cyclists and those with limited mobility access to and across the Viaduct, creating a comprehensive, accessible cycle route between Kimberley and the Erewash Canal and into Derbyshire. The Network would make Kimberley more accessible without a car and enable both residents and visitors to travel in and out of the area in healthier and more environmentally-friendly ways.





Encouraging cycling has both physical and mental health benefits as well as reducing carbon emissions.

The Town Centre Regeneration project will involve construction of a new Business and Community Hub built in the place of the current Parish Hall. This will provide new community space as well as business space. There will be opportunities for flexible co-working and rentable office space for start-ups and SMEs. In addition, grants will be offered to existing local businesses to support town centre regeneration, modelled on a successful grants scheme run by Broxtowe Borough Council in Stapleford. Finally, a laser lights display and VR project will bring Kimberley to life, developing events-based attractions in Kimberley and driving footfall. This will be a unique selling point for Kimberley, which should divert an increase in the percentage of visitors from the neighbouring IKEA and Giltbrook Retail Park towards Kimberley and support its local businesses.

A major element of this bid is the relocation of the Kimberley Miners Welfare Football Club (KMWFC) at Digby Street to a new facility. This facility will provide the football club with a new and much improved facility and will improve sports participation in the area. The relocation of the football club also enables the grounds at Digby Street to be redeveloped into new industrial units in a prime location. The purpose of these new units is to attract investment into Kimberley, which is currently significantly lacking any new industrial space for businesses. It will enable start-up businesses and SMEs the chance to grow and develop their organisations and bring new jobs and wealth into the area.

The projects, taken together, serve to significantly improve Kimberley's connectivity and fully realise its potential as a place to grow and do business. The proposal will have significant active travel benefits in a town poorly served by existing transport links, providing significant health benefits to local residents, as well as improving employment and business opportunities. The town will also benefit from increased footfall, increasing the vibrancy of place, and connecting people to local heritage and traditions in the form of Bennerley Viaduct.

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

Cycle Path Network & Bennerley Viaduct Eastern Ramp

The proposed cycle network is primarily a set of new off-road routes, connecting Kimberley town centre to Phoenix Park tram stop in the east (creating a new sustainable link into Nottingham town centre), through to Bennerley Viaduct and Eastwood in the west. Construction of links to the Viaduct would enable full access





to cyclists and those with limited mobility, creating a comprehensive, accessible cycle route between Kimberley and the Erewash Canal and into Derbyshire. In conjunction with the cycle route improvements in Kimberley's sister bid, The Healthy Heart of Eastwood, Kimberley will see transformative impacts in terms of active travel and generating a much-needed modal shift, to reduce and mitigate existing problems of congestion and air quality issues within Kimberley town centre.

Town Centre Improvements (Newdigate Street, NG16 2NJ)

The Business and Community Hub will be built in place of the existing Parish Hall on Newdigate Street, just off Main Street in Kimberley town centre. Kimberley town centre itself serves a local population of around 12,000 people, with town centre premises dominated by retail-based concerns. Some of the local neighbourhoods immediately around Kimberley town centre are relatively deprived (in the top 20-40% most deprived areas nationally) across income, employment, education, skills & training, and crime domains (see strategic fit). Kimberley historically has been home to industry including coal mining, brewing and hosiery manufacturing. The local brewery stopped operating in 2007 and little remains of Kimberley's industrial past. An opportunity exists to improve social mobility and to empower local communities, improve health, and reduce anti-social behaviour. Town centre footfall has also been reducing and the decline needs to be halted before further businesses are lost. The proposed grants scheme will be offered to existing local businesses to support town centre regeneration, modelled on a successful grants scheme run by Broxtowe Borough Council in Stapleford, for example by refreshing shop frontages and investing in new equipment. Finally, a laser light display ("Kimberley Illuminations") with an augmented reality screen will provide a unique selling point for Kimberley town centre on Main Street, driving up footfall and becoming a focus for local events.

Swingate Farm Sports Centre (NG16 2SU)

Relocation of the Kimberley Miners Welfare Football Club (KMWFC) at Digby Street to a new facility at the edge of Swingate (less than 1 mile from Kimberley town centre) will greatly increase accessibility of local residents to sporting facilities. The relocation of the club enables the grounds at Digby Street (NG16 2HP) to be redeveloped into new industrial units in a prime location within Giltbrook, next to the existing industrial area and a short distance from Giltbrook Shopping Park. The new development will increase local employment opportunities and encourage new investment into Kimberley, meeting a demonstrated demand and need for small industrial spaces.

Does your bid include any transport elements: Yes





Provide a short description of the transport project:

The proposed Cycle Path Network will create a new active travel route in and around Kimberley. This route would link up with pre-existing routes in the area and connect Kimberley with key employment, retail and leisure sites. This includes Bennerley Viaduct (a Grade 2* listed railway viaduct), Giltbrook Shopping Park, Eastwood, and Phoenix Park tram stop. This project also involves constructing an Eastern Ramp at Bennerley Viaduct, which currently is inaccessible by bicycle. Constructing this would enable full access to cyclists and those with limited mobility access to and across the Viaduct, creating a comprehensive, accessible cycle route between Kimberley and the Erewash Canal and into Derbyshire. The Network would make Kimberley more accessible without a car and enable both residents and visitors to travel in and out of the area in healthier and more environmentally-friendly ways. Encouraging cycling has both physical and mental health benefits as well as reducing carbon emissions.

The projects, taken together, serve to significantly improve Kimberley's connectivity and fully realise its potential as a place to grow and do business. The proposal will have significant active travel benefits in a town poorly served by existing transport links, providing significant health benefits to local residents, as well as improving employment and business opportunities. The town will also benefit from increased footfall, increasing the vibrancy of place, and connecting people to local heritage and traditions in the form of Bennerley Viaduct.

The proposed cycle network is primarily a set of new off-road routes, connecting Kimberley town centre to Phoenix Park tram stop in the east (creating a new sustainable link into Nottingham town centre), through to Bennerley Viaduct and Eastwood in the west. Construction of links to the Viaduct would enable full access to cyclists and those with limited mobility, creating a comprehensive, accessible cycle route between Kimberley and the Erewash Canal and into Derbyshire. In conjunction with the cycle route improvements in Kimberley's sister bid, The Healthy Heart of Eastwood, Kimberley will see transformative impacts in terms of active travel and generating a much-needed modal shift, to reduce and mitigate existing problems of congestion and air quality issues within Kimberley town centre.

Provide location information:

Location 1

- Postcode - NG16 2NJ
- Location grid reference - SK500448
- Percentage of bid invested at the location - 21%





Location 2

- Postcode - NG16 2SU
- Location grid reference - SK504432
- Percentage of bid invested at the location - 26%

Location 3

- Postcode - NG16 2NJ
- Location grid reference - N/A
- Percentage of bid invested at the location - 53%

Constituency name: Broxtowe

Percentage of bid invested in this constituency: 100%

Local authority name: Broxtowe

Percentage of bid invested in this local authority: 100%

Regeneration sub-categories that are relevant to your investment:

- Commercial
- Civic

Cultural sub-categories that are relevant to your investment:

- Arts and Culture
- Visitor Economy
- Sports and Athletics Facilities
- Heritage Buildings and Sites

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:

This bid will be principally funded by the LUF with co-funding from Broxtowe Borough Council.





Whilst it will not receive funding from it, this LUF bid also complements the Stapleford Town Deal for which the Council was awarded £21.1 million in 2021.

The Town Deal will invest in six projects designed to regenerate Stapleford, focussing on creating new business space, improving community facilities with an emphasis on skills and training, supporting recovery from Covid and improving active transport infrastructure.

Collectively, the Kimberley LUF bid, and the Stapleford Town Deal will help to level up Broxtowe and encourage social and economic growth across the borough.

Between July and October 2022, the delivery phase will begin in Stapleford with construction continuing through 2023 and 2024.





Section 4 – Equalities

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.

Our position on Equalities:

“Broxtowe Borough Council is committed to promoting equal opportunities, valuing diversity and tackling social exclusion. The Council will aim to provide opportunities that meet the diverse needs of different people and groups of people by ensuring that services and employment opportunities are accessible to all. Everyone will be treated fairly and with respect. Diverse needs will be understood and valued. The Council will aim to eradicate all forms of discrimination.”

Equality is about ensuring that all people are treated fairly, with dignity and respect, that they have equal opportunities to access appropriate services and have the right to achieve equal outcomes which is why we are submitting our bid to Level-Up in Kimberley. As a service provider, we want our resources and services to be available and accessible to everyone, irrespective of individual background or needs.

Our projects in Kimberley are designed in a way that those who need extra assistance to level-up to their neighbours will receive it as part of our aim to eradicate all forms of discrimination and so that everyone can improve their life chances, longevity, and health. The projects will also inevitably improve social cohesion and integration as we improve community infrastructure and encourage community based organisations to thrive.

As an employer, we want fair employment practices for everyone and we want to see a workforce which reflects the diversity of the population of Broxtowe. The Council also appreciates that, as a public authority for the purpose of the Human Rights Act 1998, it has statutory responsibilities and will conduct itself as far as possible and at all times in accordance with the spirit of the Act, respecting the appropriate fundamental human rights of all employees, customers and members of the public.”





Section 5 – Subsidy Control and State Aid Analysis

Provide information supporting your answer:

- Business Grants Programme for SMEs – there is advantage to the SMEs who are enterprises but not the Council who will act merely as accountable body.
- Business Community Hub and Digby Street Units – these will be economic activities undertaken by the Council for which it will be an enterprise (economic actor).

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

Provide further information supporting your answer:

Business Grants programme, Business Community Hub and Digby Street Units will all include specific benefit to enterprises.

Does the support measure have the potential to cause a distortion in or harm to competition, trade or investment: Yes

Provide further information supporting your answer:

- Business Grants Programme – cannot exclude (albeit will be negligible as benefit will be under provisions of Small Amounts of Financial Assistance (SAFA) or its successor, Minimal Financial Assistance (MFA)).
- Business Community Hub and Digby Street Units – cannot exclude but considered negligible in effect.

Public policy objective principle - Demonstrate how your bid meets this principle:

The interventions involving subsidy for the purposes of this section are the Business Community Hub (managed workspace) and the Digby Street Industrial Units.





The overall purpose is to assist in the regeneration of a chronically disadvantaged area via levelling up, and in so doing specifically provide improved business infrastructure to enable local businesses to thrive in a local setting and thereby increase jobs and investment in the local area.

The demand for the additional managed workspace and industrial units to be supplied by these interventions has been assessed through consultation with public and stakeholders. Section 4.3 of the application form provides justification of need in terms of location, nature and quantity.

New industrial employment space is a priority in both Broxtowe's 2019-21 Economic Development Strategy (p15) and the forthcoming Economic Development Strategy (point 3) which is currently at draft stage.

Broxtowe has a strong evidence base demonstrating the existing market failure to provide sufficient affordable industrial employment sites. A 2019 Employment Land Forecasting Study by NLP (p39, p44) highlighted that the rate of decline of Broxtowe's industrial stock has outpaced neighbouring local authorities including Gedling and Nottingham City and left unmet local demand. Similarly, the Kimberley Report by Focus consultants (p45) highlights this concerning trend. Focus recommended that providing smaller, affordable industrial units with 'easy-in, easy-out' options could encourage smaller businesses to grow, acting as a transition between an initial start-up business and expanding into one of Broxtowe's business parks.

Proportionate and limited principle - Demonstrate how your bid meets this principle:

From the Council's financial appraisals of the two relevant interventions and its projections for future operating profits it is satisfied that the most likely case is to break even in terms of income as against operating costs. The Council therefore considers the viability gap as an obstacle to development of both interventions to be 100% of investment costs for building the new facilities, hence the subsidy is limited to this but no further operational subsidy. This does not include any developer's profit for the Council and all building contracts will be openly and transparently procured by the Council from the market.

Change of economic behaviour principle - Demonstrate how your bid meets this principle:



The Council is satisfied of the behaviour changing impact of the award as linked to addressing the viability gap which is preventing the project from proceeding at all without subsidy. The Council has been considering how to deal with the shortage of managed workspace and industrial units in the area for years and has observed at first hand the market failure preventing this from happening through private investment, hence is satisfied that the subsidy will achieve behaviour changing effects, particularly since it (the Council) is unable to borrow in order to build the infrastructure due to the viability gap which prevents the Council from being able to repay such borrowing.

Future income does not justify the level of costs projected, hence neither Council (not any private sector investor) would have sufficient incentive to invest.

**Compensation of costs otherwise funded by beneficiary principle
- Demonstrate below how your bid meets this principle:**

There is no legal commitment to proceed with either of the projects at this time. The costs are not legally committed at all hence there is no way the subsidy would be covering costs that would definitely be incurred anyway. The Draft Guidance seeks to discourage subsidies towards operating costs (like lease rental) as they are generally expected to be funded by operating revenues.

The subsidies here are not towards on-going operating costs as but towards one off capital costs of the development which have been independently assessed as reasonable.

Appropriate policy instrument principle - Demonstrate below how your bid meets this principle:

The Council is satisfied that the objectives in 2.2.1 respectively (for each project) are not realistically achievable without the proposed subsidies given the prevailing viability gaps for costs as against anticipated income to be delivered.

The prospects for a commercial return against both projects when set against the costs of investment in these locations at this time do not allow them to happen

absent subsidy.

Substituting the subsidies with further private sector funding seeking commercial returns would simply increase the gaps to even more undeliverable levels.





The Projects are Council led so as to maximise value for money with wider benefits of regeneration (and retain value for the State) but the Council considers it cannot compel or force through the delivery of the projects by other less distortive means (other than subsidy).

Competition and investment principle - Demonstrate below how your bid meets this principle:

The Council is provisionally satisfied that both projects will have a negligible negative effect on competition given the identified demand for such offerings in the area, particularly locally, and the shortfall of existing supply.

The Council however commits to further specific competition economic analysis in this respect. This will take into account existing demand and related shortfalls in supply and the likelihood of demand being met by other unsubsidised means, and the extent to which alternative supply in nearby areas may be affected.

The study is however expected to confirm the Council's initial analysis that negative effects above are minimal, if any, but should this analysis reveal anything material then the Council will consider further how the Project may be scoped in order to ensure any negative effects that are shown, are minimised.

Net positive effects principle - Demonstrate below how your bid meets this principle:

As noted above the Council has provisionally concluded that the negative effects on competition to be anticipated, if any, are negligible, and as such the positives of achieving the objectives in 2.2.1 above easily outweigh them. This view will however be confirmed in line with the further analysis discussed at 2.2.6 above.

This Principle is a balancing test and the Council provisionally confirms that the long list of positives to come from achieving the objectives in 2.2.1 above, such as providing affordable industrial space and reducing the rate of decline of industrial stock in Broxtowe, easily outweigh the very minimal (if any) negatives it perceives.

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





Section 6 – Strategic Fit

Has an MP given formal priority support for this bid: Yes

Full name of MP: Darren Henry

MP's Constituency: Broxtowe

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 project builds upon a comprehensive programme of public consultation that was conducted with the public between May 2021 and August 2021 by Kimberley Town Council. A survey was created that requested feedback on initial ideas for the LUF bid and requested comments and ideas from the public. The survey received 306 responses and is appended to this application.

Extensive engagement has been undertaken with a wide range of stakeholders. An initial mapping exercise was undertaken by Council Officers and Councillors to identify key stakeholders. The Kimberley Task and Finish Group was established in July 2021 to guide and develop the bid. This group brought together the key stakeholders and was held monthly over Microsoft Teams between July 2021 and June 2022. The purpose of the group was to represent local priorities and provide a 'check and challenge' function for the bid development as well as supporting the development of agreed projects.

The key stakeholders involved were as follows:

- MP for Broxtowe, Darren Henry
- Kimberley Town Council representatives, including the Chair of the Town Council
- Borough Councillors representing Kimberley ward
- Councillors from Nottinghamshire County Council
- Nottinghamshire County Council representatives
- Broxtowe Borough Council representatives including members of the Senior Leadership Team and the Economic Development team





The collated feedback from the Task and Finish Group and the public consultation directly shaped the development of the project, providing robust evidence of need for investment in Kimberley to encourage business growth and improve connectivity.

Method / Strategies Used

Key elements of the consultation strategy included:

- Electronic survey on Kimberley Town Council website
- Paper version of electronic survey distributed to all households in Kimberley
- In-person consultations were not held due to Covid-19 restrictions
- Communications methods are set out below, including methods to connect with hard-to-reach stakeholders:
- Electronic survey enabled engagement with a large number of residents in Broxtowe
- Paper surveys distributed in Kimberley reduced IT barriers to participation

Feedback

306 responses were received from the survey. A breakdown of these responses is appended to this application. Participants were asked to indicate which of the Town Council's 18 ideas they liked. There was also a section that asked for ideas from participants. 295 responses were received via the online survey and 11 responses were received from paper surveys.

Concluding statement

Engagement will continue as the project moves into delivery. Letters of support from selected stakeholders are appended to this application.

Has your proposal faced any opposition:

The Council has progressed the scheme in consultation with key stakeholders impacted by the proposals, alongside the wider community. This has contributed to building wide ranging support for the proposals, which will play a key role in supporting the long-term regeneration of the town.

On this basis, no campaigns or groups have been organised in opposition to the project.

The Council will continue to work in consultation with key stakeholders to ensure that:





- The development of the scheme continues to be informed by community input as it moves ahead; and
- Disruption to businesses and residents is minimised during the construction period.

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

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

A range of challenges constrain the town, which underpin the ranking of Broxtowe as a priority category 2 local authority.

Broxtowe, and Kimberley in particular, has several local challenges which this bid responds to including:

- Pockets of significant deprivation
- Domains of significant deprivation
- Lack of social mobility
- Prevalence of antisocial behaviour and crime
- Lack of community cohesion
- Lack of leisure and cultural activities
- A need to improve air quality
- Halt the decline in footfall in the town centre
- High town centre vacancy rates
- High levels and risk of homelessness
- Lack of opportunity

Broxtowe suffers from a lack of opportunity to maximise the potential of younger people and enable them to improve their life chances. Broxtowe is considered a Social Mobility 'cold spot' ranking 284 out of 324 authorities overall (Social Mobility Index 2017) in terms of the chances that a child from a disadvantaged background will do well at school and get a good job. The Borough performs unfavourably in terms of: early year indicators (278/324), school indicators (268/324), and youth indicators (313/324). Indicators include: the percentage of nursery providers rated 'outstanding' or 'good' by Ofsted (89.5% in Broxtowe, vs. 91.2% LA average), the percentage of children eligible for free school meals (FSM) achieving a 'good level of development' at the end of Early Years Foundation Stage (44.8% cf. 49.1%), the percentage of children eligible for FSM attending a secondary school rated 'outstanding' or 'good' by Ofsted (38.0% cf. 72.6%) and the percentage of young





people eligible for FSM at age 15 entering higher education by the age of 19 (10.7% cf. 18.0%). This has serious consequences to children and young people's wellbeing in Broxtowe and, in the longer term, constrains the economic and educational profile of the resident population.

Kimberley is a town located in the north of the Borough of Broxtowe, within the county of Nottinghamshire, just 6 miles from Nottingham City Centre. Constrained travel network, congestion and current cycling infrastructure issues, lack of connectivity etc.

The public transport in Kimberley is fairly constrained. It is served by two main bus routes operated by the company Trent Barton. The Rainbow One line provides links to Nottingham City, Eastwood, Giltbrook Shopping Park and Phoenix Park Tram Stop. This route runs every 10/15 minutes during core hours. The second line is the 27, which runs between Ilkeston and Kimberley and provides a route to Ilkeston train station approximately 4 miles away. However, the cost of tickets is a significant barrier to using the buses, particularly for young people who are likely to have low or no income. This reduces the amount of autonomy and options that young people and those on lower incomes have in Kimberley and encourages reliance on personal vehicles over public transport. Further measures are required to encourage the uptake of active travel methods to reduce the burden of this cost. This will enable young people and those on low incomes access to surrounding areas and the education and employment opportunities available.

Average bus tickets prices for young people in Kimberley:

- Under 19: £4.40
- Student/apprentice: £6.00
- 19+: £6.50

Lack of connectivity is a further issue with Kimberley. These bus routes are the only public transport connections that Kimberley has to its neighbouring towns and important areas. Although Bennerley Viaduct is just over 3 miles away from Kimberley town centre, there is no established walking or cycling route between them. Eastwood is roughly 4 miles away but there are no active travel routes and it can only be accessed by car or bus. The situation is the same for access to Phoenix Park Tram Stop, which is only approximately 2.5 miles away and provides onwards sustainable transport into Nottingham city centre. Giltbrook Shopping Park is nearby at 1.5 miles from Kimberley and the connectivity issue is the same. These locations are relatively close to Kimberley and are reasonable distances to travel by bicycle and by foot in some cases, but currently the active travel provision is either non-





existent or inadequate. Kimberley is in a prime location for cycling and walking routes due to its location in Nottinghamshire and its proximity to both urban and rural areas, with links also extending across Bennerley Viaduct into Derbyshire. Strategically, Kimberley is also in a prime spot; it is close to a large retail park (Giltbrook Shopping Park), the motorway, Nottingham City and Derbyshire, so there is a great deal of potential that could be harnessed in Kimberley if its connectivity limitations are addressed.

Congestion is also a significant issue in Kimberley. The main route in and out of Kimberley runs through the town centre and is a narrow, single lane road. This causes congestion in the town centre on a regular basis, particularly at rush hour, which has a negative effect on the feel and appearance of the town as well as the functionality of the high street.

Housing and homelessness are key priorities for Kimberley. The resident population has several support needs for households at the prevention/relief stages of homelessness in the Broxtowe area between April 2020 – March 2021. The top needs were all health related including a history of mental health problems, young person aged 18-25 years requiring support to manage independently, and physical ill health & disability. 27% of households in Broxtowe have a history of mental health problems, in comparison to 16.5% in Nottingham and 23.2% in East Midlands. Broxtowe also has a considerably higher proportion of young people aged 18-25 years requiring support to manage independently than the regional and national average at 10.8%. Compared with the Broxtowe and regional average, Kimberley has a slightly higher level of people reporting that they have both bad health and very bad health.

As demographics change, Kimberley must maintain its engagement and attraction across many demographics to ensure its survival. When comparing the Kimberley built up area with Broxtowe, Nottingham city, Nottinghamshire, and England the data indicates that the Kimberley built up area has an aging population problem. There is lower-than-average percentage of people in younger age groups (up to 14 years) in Kimberley than all comparator areas mentioned. In addition, within key working age groups (ages 20-44) Kimberley again has a lower-than-average percentage of residents compared to those same areas. However, Kimberley does have a higher-than-average percentage of people in the 45-59 (23.7%) and 65-74 (10.1%) age groups, when compared with the Broxtowe, Nottinghamshire, and England average. It is imperative to improve access to physical activity of the resident population of Kimberley, in particular for older age groups to allow people to continue to live independently and enjoy more healthy years of their life.





Crime is a significant problem in parts of Kimberley. Kimberley is the 53rd most dangerous overall out of Nottinghamshire's 245 towns, villages, and cities. The overall crime rate in Kimberley in 2020 was 64 crimes per 1,000 people. The most common crimes in Kimberley are violence and sexual offences, with 135 offences during 2020. Crimes that are becoming more prevalent in Kimberley as at 2020 are: Anti-social behaviour, Drugs, Public Order, Shoplifting, Violence and Sexual Offences. Indices of Multiple Deprivation analysis, data showed that at the lower layer super output area three of the seven areas in Kimberley were in the top 50% most deprived for crime, with one of these being in the top 33%.

Whilst Kimberley as a whole is less deprived than the rest of the country there are pockets of significant deprivation. One area stands out however as facing multiple deprivation, relative to other areas falling within the 30% most deprived areas in England overall. For the outdoor environment sub-domain six out of seven of Kimberley's Lower Super Output areas fall in the 50% most deprived – this directly relates to air quality and road traffic accidents. Investment in more 'green infrastructure' e.g., cycling / walking / multi user paths is desperately needed in Kimberley with additional needs for quality lighting and security features on current paths to encourage use of these which will cutting down pollution from traffic and improve the outdoor environment for residents.

Kimberley performs moderately in terms of other domains of deprivation. The Education, Skills and Training Domain measures the lack of attainment and skills in the local population. All LSOA areas but two in Kimberley fall into the 50% most deprived areas in England, with one area falling within the 30% most deprived LSOAs in England. For Adult Skills this measures the proportion of working age adults with no or low qualifications and the proportion of working age adults who cannot speak English or cannot speak English well. Almost all areas are in the top 50% most deprived nationally for this domain. The Employment Deprivation Domain measures the proportion of the working age population in an area involuntarily excluded from the labour market. 71% of LSOAs in Kimberley fall within the top 50% most deprived areas in England, with one area severely deprived and falling within the top 11% most deprived.

Kimberley has a strong sporting tradition, with well-established, winning cricket and football teams. The Kimberley Institute Cricket Club is Clubmark accredited and has been one of the leading clubs in Nottinghamshire since 1878. They are four-time Nottinghamshire Premier League champions with a range of senior, junior and women's teams that have a high level of engagement from the local community as well as attracting players from further afield. Kimberley Miner's Welfare Football Club was formed in 1926 and has been playing in Kimberley ever since. The FC is





popular amongst residents, with strong local roots and high community engagement from residents of all ages. Until 2012, the first team were playing at the Digby Street football grounds but have since moved to the Stag Ground. These sports opportunities are an important part of the fabric of Kimberley, bringing the local community together and generating pride in place. It is important that this unique aspect of the town is supported for future generations to enjoy.

There is a lack of space for new businesses to start and grow in Kimberley, which is a barrier to economic growth for the town as it is unable to attract new investment. A socioeconomic report commissioned by Broxtowe Borough Council in December 2021 found that there was no available office space or industrial business space in Kimberley. The report is appended to this application. Kimberley has lost a significant number of jobs and economic output over recent years with the closure of the Kimberley Brewery in 2011, which had been operating since 1832 and employed over 200 people. Since then, housing has been constructed in its place but no alternative employment sites or businesses have filled the employment gap left by the Brewery.

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

Considering the issues and barriers outlined above, there is a need for public intervention:

- Kimberley needs to attract new jobs and visitors to avoid falling into a cycle of decline.
- There is the problem of a lack of modern commercial floorspace that needs to be addressed.
- Young people/low-income households need affordable ways of getting to work/education.
- Improved connectivity is needed to encourage sustainable forms of transport and to reduce reliance on private car usage.

Externalities

The negative impact of piecemeal development alongside the decline of the high street and wider environment has affected the image of the town and resulted in a vicious circle of decline. This has been accelerated by the presence of Giltbrook Shopping Park on Kimberley's doorstep, with the town attracting only a small percentage of visitors that go to Giltbrook.

The image of the town has led to chronic underinvestment. Negative perceptions limit Kimberley's growth potential, and this is exacerbated by poor public transport





provision (with the previous train station closed to passengers in the 1960s). The area also has a proud industrial and mining legacy, but visual evidence of this history is diminishing. The town also suffers from congestion and local air pollution resulting from local over-reliance on private cars, negatively impacting upon residents' health and wellbeing.

Equity and distributional failures

Broxtowe is a social mobility cold spot, and this is particularly acute in Kimberley with a lack of opportunities for young people and low-income households, especially given the lack of transport links that provide few alternatives to the use of a private car.

The lack of new industrial spaces has been identified as a barrier to local employment and business growth, as well as a lack of employment land. As an example, the current industrial estate is permanently fully occupied – and there is a lack of new supply for new businesses.

Public goods

High quality public spaces and community facilities are typically underprovided as they are non-excludable in supply and non-rival in demand. Bennerley Viaduct is a grade 2 listed railway viaduct built in 1877 by the Great Northern Railway Company. The “Iron Giant” merited inclusion in the 2020 World Monuments Watch, one of only 25 sites chosen globally. Efforts are underway locally to maximise its use for leisure purposes, as well as a practical route as part of an active travel network. The bid will link and incorporate the viaduct as part of a comprehensive and dedicated active travel route.

Other aspects of the bid, such as public realm improvement through the provision of a light display in Kimberley town centre, will greatly enhance the visual aspect of the high street and increase public amenity, making Kimberley a local and regional talking point and attracting visitors, increasing footfall, and increasing local investment.

Merit goods

General measures to improve health are classic examples of a merit good that is otherwise under-consumed without public support / intervention. The development of an LTN120 compliant Cycle Path Network will link destinations together and encourage sustainable transport usage between local employment sites, the high street, local heritage assets (in the form of Bennerley Viaduct), as well as wider transport links i.e. the tram at Phoenix Park which connects to Nottingham town centre, which is a park and ride location (predominant car use). There will also be





significant synergies with Broxtowe's sister LUF bid (The Healthy Heart of Eastwood) with connections to new cycle routes between the towns and the wider transport network. Increase in the use of active travel should lead to significant benefits to residents' health.

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

As set out in the bid summary, the project proposes to invest in the following three projects:

(1) Cycle Path Network & Bennerley Viaduct Eastern Ramp

New LTN 1/20-compliant cycle routes in and around Kimberley to link it up with key nearby areas, including Bennerley Viaduct, Eastwood, Phoenix Park Tram Stop and Giltbrook Shopping Park. The construction of the Eastern Ramp at Bennerley Viaduct will create a properly functional cycle route across the Viaduct, enabling a seamless route between Kimberley and the Erewash Canal.

Health

Building healthier lifestyles is an important priority for all areas in the Borough. Increasing the uptake of cycling will facilitate healthier choices and improve health outcomes in Kimberley.

Connectivity

It has been established that connectivity is a significant barrier for many people in Kimberley. The provision of comprehensive active travel routes will connect the town to important areas nearby, addressing this issue for many people and particularly for young people and those on low incomes.

Net Zero

Investment in green infrastructure is needed in Kimberley to reduce carbon and air pollution emissions and reliance on personal vehicles. Improving cycling infrastructure will encourage more sustainable, healthy lifestyle choices.

Rationale for Location

The route has been designed to link Kimberley to onward sustainable travel at Phoenix Park Tram Stop and to Bennerley Viaduct, an important tourist attraction in the area. It will also link to Eastwood and Giltbrook Shopping Park to enable the use of these sites for both employment and leisure purposes. This Network will enable





Kimberley residents to use the routes for both work and leisure purposes.

(2) Digby Street Industrial Units and Swingate Farm sports facilities

Relocation of Kimberley Miners Welfare Football Club from Digby Street to new pitch and facilities at Swingate Farm. This will enable the Digby Street site to be released for redevelopment into 20 industrial units.

Business Growth

There is a significant lack of space for businesses to move into Kimberley currently, which is leading to a lack of economic growth and investment in the town. Small-scale industrial businesses generate jobs and wealth and have a positive impact on their locality. This project will create new space for start-ups and SMEs to set up in Kimberley and drive economic regeneration in a town that has lost a great deal of jobs and industry over the years.

Health

There is a strong sporting tradition in Kimberley that is a unique aspect of the town. Getting involved with sports at a young age can have lifelong health benefits. To enable Kimberley residents to continue benefitting from this, new sports facilities are required to support these teams to continue along with their associated health and community advantages.

Rationale for Location

The Digby Street site lies adjacent to an existing industrial estate, Arctic Way. It is also one of the few large, open spaces within Kimberley that can be made available. Due to this, it is a logical place to locate these units, as there is pre-existing infrastructure at Arctic Way that can be built upon, and the Football Club have provided a letter of support to confirm they agree with this plan. For the new sports facilities at Swingate Farm, the location of this site was selected due to its proximity to the town centre and the limited availability of land such as this in Kimberley.

(3) Town Centre Improvements

New Business and Community Hub with flexible office and community space. Grants will be offered to local businesses to enhance or design Victorian features for their shops fronts to give Kimberley a unique identity. New light installations to make the town centre more friendly, events-centred and aesthetically pleasing.

Business Growth

It has been established that lack of office space for businesses is an issue in





Kimberley. The Hub will provide flexible co-working and rentable office space to support start-ups and SMEs to operate in Kimberley.

Community

The new Hub will create better quality space for community activities that is up to modern standards and energy efficiency requirements. This will encourage the availability and range of community activities, generating pride in place and supporting community cohesion and social capital.

Perception of place

The alterations to the town centre through the business grants and the laser lights display will improve the perception of Kimberley for both residents and visitors and generate an events-based attraction for the town. This will encourage pride in place and drive visitor footfall and spend.

Rationale for Location

The town centre is the focal point for Kimberley and the main route through the town. As such, the feel and appearance of the town centre.

All three projects will combine to provide a substantial stimulus to the local economy and will address key challenges and opportunities as follows.

- Small Business Grants - Pockets of Deprivation, Productivity, Business Growth, Underperforming Leisure and Tourism industries
- Electronic projections – Underperforming Leisure and Tourism industries, Poor perceptions of place and crime
- Provision of on-site sports, community and health facilities and services – Health Issues, Pockets of Deprivation, Aging Population, Productivity, Business Growth, Underperforming Leisure and Tourism industries
- New pedestrian and cycling pathways to link East-West Broxtowe - Health Issues, Pockets of Deprivation, Aging Population, Productivity, Business Growth, Underperforming Leisure and Tourism industries

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

The proposed LUF package is rooted in a clear Theory of Change model (appended to this application). The context for the bid is provided by the longstanding issues facing Kimberley: pockets of deprivation, low social mobility, a prevalence of antisocial behaviour and crime, lack of community cohesion, lack of leisure and cultural activities and poor air quality. Kimberley town centre, in particular, is





experiencing declining footfall and high vacancy rates with the need to reinvigorate the town centre offer in the light of stagnating footfall pre-pandemic and the devastating impact of the pandemic on the retail sector.

The LUF programme is a key intervention which will strategically address these issues primarily by:

- Delivering key infrastructure that will have a tangible and long-standing impact on quality of life and well-being of residents and businesses.
- Delivering a business capital grants scheme within Kimberley to support Covid-19 recovery and stimulate investment across the town.
- Bringing new uses to the area and to transform it into an events-centred, aesthetically pleasing area with unique attractions.
- Increasing the vibrancy of the Centre, reduce vacancies and increase footfall and expenditure.

The proposal comprises a comprehensive programme of redevelopment, construction and installation of new facilities, informed by the Delivery Plan and programme timescales. To date:

- Detailed consultation has been undertaken on the proposals; and
- Landowners have been engaged regarding potentially bringing forward development opportunities on their sites and are supportive of the proposals.
- Broxtowe Borough Council has undertaken significant preparatory work and, together with Nottinghamshire County Council, has invested resources in developing the projects and engaging with partners. In Year 1 (2022/23) the first phases of capital development works will involve expenditure on detailed design work and acquisition of the sites, enabling construction to begin soon after.

The outcomes in the early to medium term will include a more attractive Kimberley town centre, increasing footfall and increased consumer spending. Other outcomes include increased active travel and a modal shift away from driving leading to improved air quality. The programme will also change perceptions of Kimberley, increase the audience numbers at events in the town (lights display) and reduce town centre vacancies (due to increased footfall and demand for services). As a result of the LUF programme, there will be greater investor confidence in Kimberley, helping to unlock further downstream positive outcomes as the LUF interventions stimulate further private sector development activity in the town.





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

Kimberley Means Business LUF bid is an exciting proposal centred around creating connections and unleashing the potential of a town constrained by its existing travel network, delivering modern commercial space and providing the foundations for growth

Making space for start-ups and SMEs has been an important goal for Kimberley. Developing the new grounds at Swingate Farm will enable the football club can be relocated there from the Digby Street grounds. This will allow Digby Street to be redeveloped into 20 industrial units and provide superior sports facilities for the football club and for Kimberley residents. Kimberley has a strong sporting reputation, and this facility will support sporting talent for years to come.

Further provision for small businesses will come from the new Community Hub where there will be co-working and rentable office space. Improved facilities for community activities will also be provided. Its town centre location will enable the Hub to become a central community and business space, increasing footfall and spend in the town centre.

The town centre improvements will build on the reinvigoration of the town centre, improving the aesthetic of the town and developing an events culture, boosting the local economy and revitalising the town centre.

The Cycle Path Network will support connectivity for Kimberley, providing a key link to Phoenix Park Tram Stop and onward travel to Nottingham City. It will also provide connections to Derbyshire across Bennerley Viaduct and through Eastwood, making Kimberley more accessible through green, affordable transport methods.

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

Reflecting the scope of the proposed intervention, design development has been progressed by a coordinated multi-service team in full alignment with local policy objectives. A brief overview of alignment is set out below and further detail can be provided upon request.

The key strategic documents and plans within the district and surrounding area which the physical activity and sport services have a responsibility to contribute towards include:





- Broxtowe Borough Council Corporate Plan 2020-2024
- Broxtowe Borough Council Local Plan
- Broxtowe Borough Council Climate Change and Green Futures Strategy
- Broxtowe Health Action Plan 2021-2023
- Spatial Planning document for the Health and Wellbeing of Nottinghamshire
- Nottinghamshire County Council – Your Nottinghamshire, Your Future
- Greater Nottingham Local Transport Plan
- D2N2 LEP – Vision 2030
- Broxtowe Borough Council Mental Health Action Plan
- Broxtowe Borough Council Leisure Facilities Strategy
- Broxtowe Borough Council Carbon Reduction Strategy
- Broxtowe Borough Council Air Quality Strategy

The vision of the Broxtowe Borough Council Corporate Plan 2020-2024 is to create a “greener, safer and healthier Broxtowe where everyone prospers”. The Plan is built around five main priorities of housing, business growth, environment, health and community safety. The relevant strategic priorities that the proposed bid for Broxtowe will contribute include:

- Promoting active and healthy lifestyles
- Support people to live well and support those who are lonely or have mental health issues
- Develop plans to reduce the Borough’s carbon emissions to net zero by 2027
- Investing in open spaces

A number of local policy documents are related to improving the physical activity, health and wellbeing. The Nottinghamshire Joint Health and Wellbeing Strategy 2022-2026 seeks enable residents in Nottinghamshire “to live healthier and happier lives, to prosper in their communities and remain independent in later life”. The four priorities focus on giving children the best chance of maximising their potential, creating healthy and sustainable place, improving access to support and keeping communities safe and healthy. Broxtowe Borough Council Health Action Plan 2021-2023 and Mental Health Action Plan 2021-2024 seeks to improve the mental and physical health of resident population and create improved outcomes with people living with health conditions. Physical activity and wellbeing is a main priority of the plans as the Action Plan aims to “get more people engaging in Active Lives and decreasing the levels of inactivity”. The Leisure Facilities Strategy (2020) recognises the role of leisure facilities can play in inspiring residents to take part in sport and enable communities to lead healthy lives. The bid for Kimberley directly contributes to the priorities of these plans. The new Sports Complex will enable residents to participate in a wide range of activities to become active and support residents to live





healthy, active lives. Moreover, by encouraging more active forms of travel by improving the current cycle path network, the bid for Kimberley will enable communities will be more connected through increased levels of physical activity and leisure provision is inclusive and accessible to all people.

The goals of the Greater Nottingham Local Transport Plan are to:

- provide a reliable, resilient transport system which supports a thriving economy and growth whilst encouraging sustainable and healthy travel
- improve access to key services, particularly enabling employment and training opportunities, and
- minimise the impacts of transport on people's lives, maximise opportunities to improve the environment and help tackle carbon emissions.

These goals are underpinned by 12 local transport objectives which identify how transport in the county will help support economic growth; protect the environment; improve health and safety; improve accessibility; and maintain and improve existing infrastructure. Decarbonising transport is an essential part of the Plan. The Plan acknowledges the role of Active travel not just for climate change but for the economy, improved health, and the wider environment. The bid for Broxtowe supports this change. By expanding the cycle path networks in Kimberley and promoting a low carbon transport choice, people enjoy a better quality of life, without compromising the quality of life of future generations.

Broxtowe Borough Council Climate Change and Green Futures Strategy acknowledge the challenge of the climate crisis. By declaring a Climate Change Emergency in July 2019, the Strategy sets out the Council's ambitious reduction of the Borough's carbon emissions to net zero by 2027. Transport and Air Quality are key areas identified in the Strategy as the Council commits to reduce carbon emissions. The bid will directly support the proposals set out in the strategy by "improving pedestrian and cycling routes, Provide the best opportunities for sustainable forms of travel and provide the best opportunities for use of lower emission vehicles". The Strategy acknowledges that "expanding cycle pathways is one of the very most effective ways of helping to achieve a net zero carbon future". The bid for Kimberley will enable residents to walk or cycle to work, shop and spend leisure time, reducing the number of trips made by private car and will also have positive impacts on air quality.

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



The project aligns directly with multiple UK policy objectives and has a strong fit with the following national policies.

In February 2022, the Government published detailed plans to improve equality of opportunity and prosperity across the whole of the UK through the levelling up agenda. The Levelling Up White Paper (2022) sets out four specific levelling up objectives:

- Boost productivity, pay, jobs and living standards by growing the private sector
- Spread opportunities and improve public services
- Restore a sense of community, local pride and belonging
- Empower local leaders and communities

The White Paper proposes 12 'missions' through which the above objectives will be delivered. The themes of the missions are as follows (corresponding to the numbering above):

- Living Standards, R&D, Transport Infrastructure, and Digital Connectivity
- Education, Skills, Health, and Well-being
- Pride in Place, Housing, and Crime
- Local leadership

The Sports Complex and Cycle pathways will support the achievement of a number of missions, including significantly increasing the healthy life expectancy in local areas, improving wellbeing and mental health outcomes, improving local transport infrastructure and connectivity and reducing neighbourhood crime.

The National Infrastructure Strategy (2020) sets out how infrastructure can support immediate economic recovery from the Covid-19 pandemic as well as the government's ambitions to transform infrastructure networks in the longer-term.

The government envisages creating:

- A united UK with thriving communities, cities, regions and nations
- Greener and more beautiful spaces
- The UK to be a world leader in new technologies
- A stable and robust regulatory and delivery system

The key ambitions for infrastructure investment should therefore be to:



- Boost growth and productivity across the whole of the UK, levelling up and strengthening the Union
- Put the UK on the path to meeting its net zero emissions target by 2050
- Support private investment
- Accelerate and improve delivery

The Transport Investment Strategy (2017) sets out the DfT's priorities and approach for future transport investment decisions and explains how this can achieve a stronger, fairer Britain. The main objectives of the policy are:

- create a more reliable, less congested, and better-connected transport network that works for the users who rely on it;
- build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities.
- enhance global competitiveness by making Britain a more attractive place to trade and invest.
- support the creation of new housing.

The bid for Kimberley supports the priorities of the Strategy by encouraging a modal shift to more active forms of transport, reducing congestion on networks and improving connectivity. The bid responds directly to local needs and a strong need for enhanced cycle pathways which currently constrains Kimberley connectivity.

The Levelling Up and Regeneration Bill (2022) which aims to enshrine in law the proposed missions of the Levelling Up Fund were published in May 2022. With relevance to LUF, the Bill proposes measures to:

- Create beautiful places and improved environmental outcomes and expanded protections; and
- Regeneration - enable the regeneration of brownfield and other underused land to support local economic growth, whilst rejuvenating town centres by reducing blight and enabling high streets to thrive.

The bid for Kimberley is focused on regeneration and responds to the regeneration needs of the locality. The Public Realm light infrastructure aims to create "beautiful places" in alignment with the Bill, while the bid also responds to improving environmental and health outcomes and rejuvenating the local area.

Defra is currently seeking views on new targets under the Environment Act 2021 to improve the natural environment. The environmental targets seek to deliver the government's vision of leaving the environment in a better state than it was found





and will drive forward ambitious environmental improvements by successive governments that protect and enhance the natural world.

The Net Zero Strategy: Build Back Greener (2021) sets out clear policies and proposals for keeping the government on track for its upcoming carbon budgets, its Nationally Determined Contribution, and sets out the vision for a decarbonised economy in 2025. The strategy sets out plans for reducing emissions from each sector of the economy: power; fuel supply and hydrogen; industry; heat and buildings; transport; natural resources, waste and fluorinated gases; and greenhouse gas removals.

The project will deliver clean growth which contributes to the UK target of net zero emissions by 2050 through a strong coordinating role to maximise benefits and mitigate potential impacts. As part of the bid for Kimberley, specific measures are identified to create the new pedestrian pathways and immediate access to bus, cycle and train routes means sustainable travel is heavily promoted. The project will also repurpose vacant buildings in the creation of the Sports Complex, reducing the environmental impact of development.

The Council has declared a Climate Emergency in July 2019 and set a target to be carbon neutral by 2027, supported by the Broxtowe Borough Council Climate Change and Green Futures Strategy. Consistent with this, proposals for new build elements of the scheme are designed to net zero standards, based on the inclusion of specific measures to maximise operational efficiency and generate sustainable energy.

A Green Future: Our 25-year Plan to Improve the Environment (2018) aims to deliver cleaner air and water in cities and rural landscapes. The Plan contains 25-year goals, which the health and Wellbeing project will contribute to including:

- Clean air
- A reduced risk of harm from environmental hazards such as flooding and drought.
- Enhanced beauty, heritage and engagement with the natural environment.
- Mitigating and adapting to climate change.
- Minimising waste.

In alignment with the Plan, the project will also use and manage land sustainably and





connecting people with the environment to improve health and wellbeing.

The Gear Change: A bold vision for cycling and walking (2020) strategy which envisages that England will contain places which are truly walkable and where cycling is a mass form of transit. The bid's cycle pathways will contribute to making healthier, happier and greener communities; safer streets; and convenient and accessible travel by creating cycling and walking infrastructure. The travel plan for the proposed scheme outlines measures to promote sustainable forms of access. The site has been selected, in part, to maximise access by public transport. Measures adopted as part of the scheme and over the longer term will promote other sustainable travel options, notably walking and cycling.

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:

Stapleford Town Deal

Broxtowe Borough Council was awarded with £21.1 million for the Stapleford Town Deal, a neighbouring town to Kimberley. The Cycle Path Network complements the cycling project in the Stapleford Town Deal as it creates potential to link up the towns, and the Borough more widely, in the future. The Town Deal will effectively level up Stapleford and the LUF bid for will ensure that Kimberley and the Borough as a whole can be levelled up together.

Stapleford Business Hub

In 2020, Broxtowe Borough Council successfully bid for £92,135 from the D2NE LEP from their Local Growth Fund allocation to redevelop an old Police Station in Stapleford into a new Business Hub. The Hub has created space for nine SMEs to operate from without having to pay high rents. This supported the Council's ambitions to create more space for businesses in Broxtowe, which is also a key element in the Kimberley LUF bid.

Mushroom Farm Court, Eastwood

Broxtowe Borough Council successfully bid for £160,000 from the D2N2 LEP in 2020 to construct three small industrial units at Mushroom Farm in Eastwood. A large proportion of this funding was from the Local Growth Fund. This project created new space for start-ups and SMEs that need smaller floor spaces to get started. This is one small step in generating economic growth in Eastwood and supports the LUF projects as they are both regenerative, business-orientated projects.

UK Shared Prosperity Fund (UKSPF)





Broxtowe Borough Council has been allocated £2.58 million from the UKSPF. The Council have developed an Investment Plan that will be submitted shortly and will require approval from DLUHC prior to the funds being released. The Council's plans for allocating this fund have been developed with the LUF projects being taken into consideration and further detailed plans will be released in the Autumn when the Investment Plan has been approved.

A broader issue for Kimberley is that it has not received any significant investment in some time. The LUF will enable some much-needed levelling up to happen in Kimberley.

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:

Gear Change: A bold vision for cycling and walking (2020):

The Gear Change strategy envisages that England will contain places which are truly walkable and where cycling is a mass form of transit. Cycling and walking will be the natural first choice for many journeys, with half of all journeys in towns and cities being cycled or walked by 2030. As a result, there will be healthier, happier and greener communities; safer streets; and convenient and accessible travel. The strategy provides three themes: 1) better streets for cycling and people, stating a need to deliver thousands of miles of safe, continuous, direct routes for cycling in towns and cities, physically separated from pedestrians and volume motor traffic, serving the places that people want to go; 2) putting cycling and walking at the heart of transport, place making and healthy policy; and 3) empowering and encouraging local authorities. The proposed scheme is very much in line with the Gear Change Strategy, being local authority led, and will improve the connectivity of cycle routes running through the town to key employment sites, retail areas and public transport nodes, with direct and continuous links that cater for desire lines, providing a safer and more pleasant passage for cyclists and pedestrians.

Confirm which Levelling Up White Paper Missions your project contributes to:

- Living Standards
- Transport Infrastructure
- Education
- Skills
- Health
- Wellbeing



- Pride in Place
- Housing
- Crime

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

The proposed schemes will promote improved health and connectivity in Broxtowe. The bid for Kimberley will improve health and wellbeing outcomes and the productivity of residents and enabling greater access and participation to low carbon physical activity opportunities alongside have a transformative impact on Kimberley's pride of place. In particular, it will improve people's satisfaction with Kimberley's sports and leisure offer, raise living standards, and engagement in the local community and environment.





Section 7 – Economic Case

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

Deprivation

Broxtowe is in priority category 2 resulting from the LUF Index of Priority Places. This reflects acute and particular challenges to Broxtowe Local Authority, and more specifically to Kimberley. Whilst Broxtowe has an overall average rank of 223 out of 317 local authorities in the IMD 2019 index, this belies localised pockets of deprivation and specific issues faced by the area. In particular, a cluster of three LSOAs around Kimberley town centre, representing the main neighbourhoods around the town centre, regularly feature in the top 20-40% most deprived LSOAs across Income, Employment, Education, Health and Crime domains of the IMD2019.

Broxtowe 004A, Broxtowe 004B and Broxtowe 004D LSOA neighbourhoods (making up the mainstay of the high street and surrounding area) all fall within the 50% most deprived neighbourhoods overall in the country. Broxtowe 004B falls within the 20% most deprived neighbourhoods in the country with respect to Employment deprivation, reflecting reduced local employment opportunities.

Enterprise / productivity

Data from ONS business counts shows that levels of enterprise within Kimberley (proxied by MSOAs “Broxtowe 003” and “Broxtowe 004”) grew 2.1% between 2015 and 2021, lagging behind the average for Broxtowe (+3%), East Midlands (+9.4%), and England (+8.7%). Specifically, within “Broxtowe 003” (covering Giltbrook, where the new Digby Street units are planned) there was a decline (-6.3%) in the number of enterprises over the same period.

The business base (as measured by number of enterprises per 10,000 population) is relatively weak in Broxtowe, at 295 vs. 387 in East Midlands and 425 for England. This is despite Broxtowe having similar-or-better 1-year and 5-year enterprise survival rates (89% and 47% respectively) to East Midlands (90% and 38%) or England (88% and 40%). This data is suggestive of a growth opportunity in Broxtowe.

GVA per filled job in Broxtowe was £52,020 in 2019, which was significantly below the national value £57,583 in England (ONS Subregional Productivity July 2021,





Table B3: Nominal (smoothed) GVA (B) per filled job (£). The productivity output gap in the area is reflective of lower skills profiles, lower employment rates and a lack of business start-ups.

Footfall

The town centre predominantly provides local shopping/services due to its proximity to stronger retail areas such as Giltbrook Shopping Park. This has contributed to a reduction in footfall. Monthly footfall was down 20% on the previous year (2020) and is still suffering from the impacts of the pandemic.

Employment

The unemployment rate in Broxtowe (4%, 2021, ONS annual population survey) is lower than regional and national rates (4.4% for both respectively, *ibid*). Kimberley ward has a claimant rate of 3.2% (as defined by number of Job Seeker Allowance Claimants, plus Universal Credit as a proportion of residents aged 16-64, as of June 2022). This compares to an equivalent rate of 4.1% in Nottinghamshire, 3.3% in the East Midlands and 3.7% across the UK.

However, these averages mask structural problems in the local labour market. Kimberley suffers from an over-reliance on specific sectors. Wholesale and retail trade; repair of motor vehicles and motorcycles accounts for around 27.8% of employment in Kimberley, compared to 19.7% in Broxtowe generally, and 14% in England (see appended Socio-Economic Baseline Report for Kimberley). Manufacturing accounts for 19% of employment (cf. 14% in Broxtowe and 7.2% in England). Kimberley lacks employment in high-value sectors e.g. professional, scientific and technical activities (2.8% cf. 9.8% for Broxtowe and England), reflecting a lack of local opportunities.

Market analysis

Market analysis has highlighted a lack of good quality industrial workspace, and existing retail provision is generally of poor quality.

Education / Qualifications

Only 36.9% of residents in Broxtowe are qualified to a level of NVQ4 and above (ONS annual population survey, 2021), this compares to 43.5% across Great Britain. The lack of social mobility is reinforced by the qualification profile of the resident population of Kimberley: the proportion of residents with Level 4 qualification is lower than the national average: 22.2% cf. 27.4%. In addition, 25.4% of residents in Cossall and Kimberley had no qualifications, compared to 22.5% nationally (Census 2011).





Health

Data from Public Health England indicates that life expectancy is 6.6 years lower for men and 5.5 years lower for women in the most deprived areas of Broxtowe than in the least deprived areas. Kimberley has local pockets with greater than average levels of health deprivation.

Residents in Kimberley have a slightly greater propensity to live in a household with/as somebody who has a long-term health problem or disability. 35% of households in Cossall and Kimberley (2011 census merged ward) have households with at least one person with a long-term health problem or disability, this compares with 34% in wider Broxtowe and East Midlands, and 33% for England as a whole (Census 2011).

ONS measures of wellbeing within Broxtowe have been significantly affected by Covid-19 with average anxiety increasing from 2.69 (out of 10) in 2019/20 to 3.41 in 2020/21 (ONS Annual personal well-being estimates, October 2021). A corresponding increase for England over the same period was 3.05 to 3.31.

Adding to these problems are the poor state of the existing leisure facilities within Broxtowe and lack of local provision to promote active travel and alternatives to car use. Socio-economic deprivation is compounded by- and contributes to- low levels of physical activity and poor health.

Crime

Data on PoliceUK indicates that c.100 crimes per month are committed within Kimberley, with 25.8% of crimes committed over the past year categorised as Violence and sexual offences, followed by anti-social behaviour (21.8%), and shoplifting (9.5%).

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

Up to date sources

A robust evidence base is required to provide a comprehensive understanding of local context and to articulates local strengths, challenges, and opportunities in order that interventions are targeted appropriately to meet need and gaps in existing provision. The evidence base has been gathered through desktop research, supported by case studies and consultation documents. A range of publicly available sources, documents, and web-based applications have been used including the following latest sources as shown by their date of publication:





- Annual Population Survey (2021),
- Business Register and Employment Survey (2020),
- English Indices of Deprivation (2019),
- Levelling Up Fund: Prioritisation of places methodology note (2021),
- ONS Sub-regional Productivity (2019),
- ONS Claimant Count (2022),
- Crime Statistics, Police UK (2022),
- PHE LA health profiler (2019),
- Specific research used to inform the LUF proposals includes:
- Socio-economic baseline report (Focus consultants)
- Public consultation of local residents affected by the proposals

Robustness and unbiasedness of data

To ensure robustness, multiple sources have been examined to verify the same conclusions. Additionally, the combination of data sources allows local problems as well as sub-local patterns to be examined. The public data sources have been collated to demonstrate a clear and robust picture of the main issues facing Kimberley, underpinning a clear rationale for investment in and around the town centre. In addition, certain public sources, such as the IMD and APS, allow sub-local areas to be examined to cross-check findings from reports and local engagement. The data has also been reviewed to take account of changing conditions through the pandemic.

The robustness and unbiased nature of evidence presented from official public sources has been continually verified and these are considered the primary resource for data in the UK. This data has also been cross-referenced during our research to ensure similar findings arise from, for example, the APS and claimant count compared to IMD rankings.

In terms of the professional reports utilised, multiple methods were used to ensure their robustness and unbiasedness:

Each of the reports present their methodology, which has been cross-examined by economic and business case specialists and Broxtowe Borough Council

The professional reports, surveys and publications can be assured against each other.

A thorough and extensive engagement process between specialists, the Council and key stakeholders has been undertaken to assure the findings from different surveys





and resources are unbiased and mirror specialist local knowledge. The Council has devised appropriate mechanisms for ongoing engagement with key stakeholders to provide updated feedback in relation to emerging proposals and their impact against local priorities – for example, through a specific Task and Finish Group with membership including Broxtowe officials, Town Council & County Council officials.

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

Area of influence

Assessment of who is likely to benefit from the impacts generated from LUF investment and the degree to which further demand and investment is stimulated has informed the area of influence and thus the geographical level of data and evidence considered within section 5.1.1.

The proposed Town Centre Regeneration will be locally significant to the entirety of Kimberley residents. Kimberley itself is a small town of around 12,000 people and the proposed new hub as a modern equipped community facility will be of significant benefit to the local population. There is an intended larger catchment with respect to town centre public realm improvement / business grants in terms of attracting people back into the town.

Similarly, the improvement in sports facilities will be of benefit to local and wider populations, and the building of new commercial units will be of local importance in terms of employment opportunities.

Wider regional significance

Finally, the cycle network is anticipated to have wider regional significance by enhancing connectivity in and around Kimberley (especially in connection to a nationally significant heritage asset and other transport links), and has significant synergies with Broxtowe's sister bid, Eastwood.

The data analysis has therefore focussed on a mostly local scale befitting these requirements, although the selection of data is also in part driven by data availability.

Data is presented at the most appropriate spatial scale and has been used for comparative purposes and to demonstrate inequalities between Kimberley and the rest of country and hence the need for Levelling Up.

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





The proposed interventions are expected to contribute significantly to addressing existing/anticipated problems. The effect of the proposed interventions in addressing existing or future problems is outlined within the Theory of Change for the scheme.

The analysis undertaken reflects a series of impacts that will have positive outcomes both within the town and in the surrounding area. These positive outcomes will address the significant issues that Kimberley faces, particularly in respect of connectivity, employment, footfall, inequality & distributional issues, health, and anti-social behaviour / crime.

The proposal for Kimberley includes:

- Direct provision a range of commercial uses including retail use, and restaurants / café uses split between the existing high street and the new facility.
- Direct provision of of general office space at the new hub
- Direct provision of for B1 uses including R&D space, and light industrial units based.
- Direct provision of B2/B8 uses (industrial & manufacturing, storage & distribution).
- Direct provision of Mixed B uses including co-working and studio spaces in the new Hub on.
- Direct provision commercial visitor attraction space at Bennerley Viaduct.
- Direct provision of enhanced public realm in the existing high street, with laser display equipment and other improvements via Town Council grant.
- Direct provision of 3.5km of brand-new cycleway and footpath enhancement (the majority being off-road paths across undeveloped land).
- new changing facilities delivered at new sports complex, with 2 new sports pitches, and 1 replacement sports pitches delivered.
- car parking spaces delivered at the new sports facility.

The new and improved facilities will result in:

- c.42,000 additional visitors to Kimberley town centre annually.
- c.21,000 additional visitors annually because of special local events.
- c.400,000 visits per year to a heritage site of national significance (Bennerley Viaduct).
- c.10-15 additional volunteers per annum across town centre regeneration scheme and relocation of the sports club.
- c.1,400 residents with improved access to sporting activities / facilities





- c.180 additional residents per annum with improved health as a result of increased sports participation.
- c.50 business improved because of business grants scheme, including green retrofits and improvements to disabled access, and c.20 businesses improved
- c.30 new jobs supported by the opening of new facilities and business improvement grants in the town centre, and c.50 jobs supported at the new
- Wider reduction in crime within Kimberley town centre, particularly with respect to Anti-Social behaviour.

The impact of the new cycling facilities has been estimated in line with best practice and tools available as part of the AMAT toolkit (see section 5.3).

Impacts have been estimated by Broxtowe BC utilising estimates from other similar interventions e.g. Stapleford Town Deal, and they have been benchmarked alongside other similar facilities of their respective types.

The following outcomes are expected to arise as a result of the proposals, in line with the Theory of Change:

- Short term – Jobs created, increase in cycle & pedestrian flow, improvement in passenger experiences / satisfaction, increased footfall, improvement in business sentiment.
- Medium term – Improvements in the perception of place, mode shift away from cars, improvement in physical and mental health of sports facility/cycle network users, improvement in air quality, reduction in carbon emissions, improvement in productivity and pay, improvement in employment rates, increase in business investment, decreases in vacancy rates, increases in audience numbers for cultural events.
- Long term – improved living standards, improved transport infrastructure, improvement in educational and skills outcomes, improvements to general health, improved wellbeing and pride of place, reductions in crime.

Over time it is anticipated that there will be tangible improvements in the headline indicators as set out in section 5.1 and addressing the local challenges as set out in section 4.3. In particular:

- Productivity – increases in GVA per job, and ONS business counts
- Increased town centre footfall
- Skills and qualifications – improvements in the number and proportion of residents with level NVQ4 or above.





- Employment – increases in rate of employment (16-74), and reductions in the number and rate of JSA/UC claimants locally.
- Health – reduction in the rate of people reporting 'bad' or 'very bad' health, and over the longer term, increases in life expectancy.
- Crime – reduction in crime rates per capita, and reduction in the number of crimes committed.
- Wellbeing – increases in measured wellbeing (ONS Broxtowe level indicator).

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

Robustness of the analysis

The assumptions are based on a range of forecasts, baseline evidence, expert advice and consultations, which have informed quality assured modelling by independent specialists, as follows:

Costs, Outputs and Outcomes

The basis of the economic costs is consistent with financial appraisals undertaken for each respective element of the bid, with reference to specialist consultancies heavily involved in the design and (in some instances) will be involved in the future delivery of the scheme elements.

Cycle Path Network

VIA East Midlands have been retained by the council to provide design consultancy on the new cycle route encompassing both existing highway and private land. VIA EM has provided a feasibility analysis of the Network, assessing to what extent LTN 1/20-compliant routes would be possible and provided guidance and input on the costing of the routes. Via/Nottinghamshire County Council are the only organisations able to construct this Network if the bid is successful and so involving their expertise and input at this early stage was a practical and logical measure. A report by VIA EM has been produced and underpins the costings and outputs for this first element of the scheme. The Canal & Rivers Trust has also provided cost benchmarking for rural routes as well as VIA EM. Their Regional Development Manager has supported this by providing index-linked cycle path projections and real-time cost information.

Town Centre Regeneration

The design and drawings with respect to the new Hub on Newdigate Street were initially provided architects and initial cost plan produced by a QS. Floor areas for expected and intended uses have been extrapolated from existing designs and this would be progressed to the next RIBA stage 3 upon the award of LUF monies. The existing land value for the site was provided by an RICS firm.





The grants scheme has been developed by the Council and has been modelled on the Town Centre Recovery Grants Scheme currently underway with the Stapleford Town Deal. The Stapleford grants scheme was designed by the Regeneration Manager at Broxtowe Borough Council. Its successful operation has provided a benchmark for the Kimberley grants scheme.

Costings for the laser lights display (public realm improvement) have been provided directly by Kimberley Town Council.

Digby Street Units and Re-location of KMWFC

Property Consultants are Chartered Surveyors and Property Consultants based in Nottingham and have provided valuation for the land at the existing Digby Street site, as well as the cost of the replacement land for relocation of the football club and building of sports facilities at Swingate. They have also provided initial costs estimates of industrial units on the Digby Street site.

The cost of building replacement pitch and additional sports facilities has been provided by the Sports Turf Research Institute (STRI), having regard to architectural design by Lungfish. The proposal will be progressed to RIBA stage 3 following any successful award of the LUF monies.

Benefit modelling assumptions

Consulting, business case specialists, have led the benefit modelling analysis. As set out in the Technical Appendix, all methodologies follow government guidance and best practice. As set out in the Technical Note, all methodologies are linked to government and previous funding application guidance. AMION's modelling framework has recently been reviewed by Homes England analysts on behalf of DLUHC. The Green Book Supplementary Guidance for Wellbeing, DCMS Culture and Heritage Capital Evidence Bank, and associated DCMS studies have informed the majority of the values linked to outputs arising from the scheme.

Data sources were frequently tested to ensure their robustness and sensitivity analysis was conducted to ensure the value for money appraisal is resilient to change. Where possible, multiple approaches and data sources informed the modelling.

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





Overview

The basis for the calculation of economic costs is consistent with the financial appraisal, as outlined in Section 6 of the bid. It draws upon cost estimates prepared by the Council's appointed professional advisers including cost consultants and architects.

Converting Financial to Economic Costs

The nominal financial costs in the Financial Case (Deliverability section) have been converted to economic costs in line with the Green Book approach by using the HM Treasury's GDP deflator index to convert estimates of future costs to constant (2022/23) prices.

The constant price costs have been adjusted to present value costs by applying the Treasury's Social Time Preference discount rate of 3.5% per annum. Public capital expenditure within the programme is expected to run until 2024, in line with the Levelling Up guidance. These calculations

Optimism Bias

The economic costs for each intervention include an allowance for Optimism Bias. This has been estimated using an Optimism Bias Mitigation Model based on the Supplementary Green Book Guidance produced by Mott MacDonald. The mitigations made to each element of optimism bias for each intervention are set out in the Economic Case Technical Appendix.

Costs for Project 2 and Project 3 relate to standard building interventions (Upper Bound OB of 24%), whilst costs for Project 1 relate to standard civil engineering interventions (Upper Bound of 44%). This level of OB has been reduced through appropriate mitigation for the project, including the Council's knowledge of the site and existing feasibility work. A summary of the mitigations made for the project is included in the Economic Case Technical Note.

The mitigated OB for standard building elements is judged to be 10% and the mitigated OB for civil engineering elements is judged to be 17%.

Regarding duration of works, the mitigations mean that any overrun is expected to be a maximum of 2% of the duration of building works and 9% for civil engineering works. It is not expected that this would have a material impact on project costs. However, the impact of higher costs is tested in the sensitivity analysis.

Public sector economic costs

The estimated discounted public sector cost of the overall project in constant





2022/23 prices derived from the financial budget cost estimates is set out below. There is no public income expected in the intervention or additional costs within the Reference Case. In line with guidance, any private sector contributions are subtracted from the benefits.

Describe how the economic benefits have been estimated:

The framework for assessing the economic benefits of the LUF project / programme has been developed using the HM Treasury Green Book, guidance published by MHCLG and other government departments including DCMS and BEIS.

Reflecting the diverse nature of the interventions and their expected impacts, a wide range of benefits have been assessed. Following published guidance, this has included the consideration of the following benefits within the BCR:

Direct land value uplift – utilising benchmark values from Land value estimates for policy appraisal 2019, only a modest impact is calculated reflecting limited direct development,

Wider land value uplift ‘placemaking effects’ – arising from the LUF scheme have been estimated in line with MHCLG guidance, using Valuation Office Agency data for commercial analysis and Council Tax band data for the residential values. The combined effects of the interventions will make Kimberley a more attractive place to live, work, and have associated increase in footfall and increases in the business base.

Amenity benefits of new public realm – Consistent with the MHCLG Appraisal Guide, it has been assumed that new green spaces in an urban environment have an economic benefit of £109,138 per hectare per annum (2016 prices). This has been adjusted to 2021 prices and applied to the wider public realm area.

Labour supply benefits – cited in the Green Book and accepted in the FSHF guidance, a small number of benefits based on a modest increase in commercial floorspaces. Estimates were informed by Experian data and WebTAG assumptions, along with analysis of the local market.

Value from visitors attending events – benefits were estimated using wellbeing guidance and events attendance projections from specialists. The wellbeing benefits event attendees was calculates using values derived from 2014 research published by DCMS and supported by Green Book Supplementary Guidance for Wellbeing.





Wellbeing benefits relating to unemployed residents moving into employment – benefits were informed by values in the Green Book Supplementary Guidance for Wellbeing.

Heritage wellbeing – benefits associated with the value from visitors being able to access Bennerley Viaduct have been estimated. Allowance has been made for the well-being benefits enjoyed by attendees at this heritage asset, having regard to benchmark values derived from 2014 research cited in DCMS' Culture and Heritage Capital Evidence Bank.

Physical exercise benefits – Research undertaken on behalf of DCMS has quantified the social wellbeing experienced by people who participate in a range of sporting activities (using the compensating surplus approach). The estimated value per sports activity has been applied to the forecast throughput figures, with an allowance made for additionality.

Volunteering benefits – Benefits associated with the wellbeing value from volunteering at community and cultural events held. There is a £911 wellbeing value associated with each volunteer as cited in the Green Book Supplementary Guidance for Wellbeing.

In addition, a second BCR has been presented including distributional analysis – to reflect the larger benefits generated in a more deprived part of the country, aligning with the Levelling Up rationale.

Distributional analysis – The approach used to calculate these is that set out in the HM Treasury Green Book, based on equivalised disposable household income and welfare weights (the estimate of the marginal utility of income).

The values presented are the net marginal benefits of the intervention at a national level, accounting for deadweight through the Reference Case as explained above and a 75% additionality rate to be prudent about the truly new activity, although the interventions are expected to be transformational. The exception to this is the transport benefits are which calculated at the national level, using national average values from the TAG Databook, with 100% additionality.

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

Initial BCR – 2.5





Adjusted BCR – 2.7

The proposal is therefore estimated to be “high” value for money under the MHCLG Appraisal Guide, with respect to both the initial and the adjusted BCRs. This is reflective of the wider ranging and considerable benefits generated by the proposal across a number of domains identified in the strategic case.

Project 1 – Cycle Path Network Including Bennerley Viaduct Eastern Ramp

It is estimated that the Cycle Path Network scheme will generate direct benefits of more than £28.4 million. Allowing for distributional effects, reflecting the benefit of investment in an area of relative deprivation, the assessed benefit has increased to over £29.1m. The private sector contribution (discounted real prices with OB) of £0.3m is subtracted from these benefits.

Based on estimated net marginal costs [REDACTED], the identified benefit will support an initial BCR of 2.8:1 and adjusted BCR of 2.9:1. This is above the threshold of 2.0 and is therefore considered to be high value for money, particularly in light of the wider benefits described below.

Project 2 – Industrial Units

It is estimated that the scheme will generate direct benefits of more than £10.1 million. Allowing for distributional effects, reflecting the benefit of investment in an area of relative deprivation, the assessed benefit has increased to over £11.0 million.

Based on estimated net marginal costs [REDACTED], the identified benefit will support an initial BCR of 2.1:1 and adjusted BCR of 2.3:1. This is above the threshold of 2.0 and is therefore considered to be high value for money, particularly the wider benefits described below.

Project 3 – Kimberley Town Centre Regeneration

It is estimated that the Kimberley Town Centre Regeneration scheme will generate direct benefits of nearly £9.6 million. Allowing for distributional effects, reflecting the benefit of investment in an area of relative deprivation, the assessed benefit has increased to over £10.4 million. The private sector contribution (discounted real prices with OB) of [REDACTED] subtracted from these benefits.

Based on estimated net marginal costs [REDACTED], the identified benefit will support an initial BCR of 2.3:1 and adjusted BCR of 2.5:1. This is above with the threshold of 2.0 and is therefore considered to be high value for money, particularly in light of the wider benefits described below.





Total

The overall programme has an initial BCR of 2.5:1 and adjusted BCR of 2.6:1 – both considered high value for money.

Have you estimated a Benefit Cost Ratio (BCR): Yes

Estimated Benefit Cost Ratios:

- Initial BCR - 2.5
- Adjusted BCR - 2.7

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

Whilst the above monetised impacts are considerable and support a position of “high” value for money, the position is strengthened with respect to several non-monetised benefits which ought to be considered as part of the overall proposal.

Visual Amenity Impacts – the proposal will include considerable improvement to public realm and connection between the sub elements of the project. The lights display, the building of a new modern work and community hub, and the rejuvenation of the town centre through better shop frontages and reduced vacancy rates will help to transform Kimberley back into a vibrant location.

Image and vitality - the proposal would dramatically alter the perception of Kimberley, and acting as a catalyst for future investment, and putting Kimberley back on the map as a destination in its own right. Alongside new and improved routes (cycle network) will help tie together the proposal for a forward-thinking town in step with modern times, whilst also being mindful of its history as a former coal mining/industrial town.

Community pride – The scheme will re-establish the heart of the town centre as a focus for work, leisure and key services. High quality design, prominently situated in the centre, alongside the creation of facilities to host a wide range of community and civic functions, will contribute to enhancing community pride and integration.

Preservation of local culture / history – the connection to Bennerley Viaduct is unique and is a distinguishing feature of the Kimberley bid. The “Iron Giant” has been described by the World Monuments Fund as being an “extraordinary monument” meriting inclusion in the 2020 World Monuments Watch, one of only 25 sites chosen





globally. Historic England consider the viaduct is a “stunning example of the genius of British Engineering”.

Increased footfall – whilst this is to some degree implicit within estimates on wider land value uplift, the town will benefit from increased connectivity in terms of active travel (especially in conjunction with proposals for Broxtowe Kimberley’s sister-bid, Eastwood). This will contribute to increased vitality (above), making Eastwood a more attractive place to invest and do business. It will also improve perceptions over safety within the town.

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

The risk register identifies the key risks. Key Value for Money (VfM) risks includes:

- Cost increases – due to unforeseen site characteristics which delay or constrain the proposed works, or inflationary pressures arising from labour and other factor shortages.
- Lack of demand/reduced benefits – risk that continued footfall reduction in town centre means that the events, sports, and cycleways forecast are not met

Sensitivity analysis

Sensitivity analysis tests the robustness of the VfM estimates to changes in key conditions through two means: 1) scenario testing and 2) switching values

The following scenarios have been run:

- Scenario 1: Optimism bias is applied at 24% for all costs
- Scenario 2: Optimism bias is applied at 10% on the benefits
- Scenario 3: Cycleway (project 1), sports (project 2), or events forecasts (project 3) are reduced by 25%
- Scenario 4: Costs increase by 10% and benefits reduce by 10%

The initial BCR in all scenarios remains above 1.5, a requirement for a good BCR (see Technical Note).

The switching values analysis found that costs would need to increase by 153% or benefits fall by 60% for the programme to not represent value for money, both of which are felt to be highly unlikely.





Section 8 – Deliverability

Total value of bid: £18,575,793

Confirm value of capital grant you are requesting from LUF: £16,539,214

Confirm value of match funding secured: £16,414,73

Where match funding is still to be secured please set out details below:

████████████████████

Unsecured funding is in the form of private sector match funding from the proposed Town Centre Improvement Grant Schemes. Recipients will be determined on a competitive process and will require evidence that local businesses can provide a match contribution as part of the investment. The level of match has been estimated based on current experience of Broxtowe BC running similar schemes within the Stapleford Town Deal.

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

Town Centre Improvement Project

The Parish Hall is currently owned by Kimberley Town Council and will remain in public ownership when the Community Hub has replaced it.

Estimated land value ██████████

Cycle Path Network including Bennerley Viaduct

The land along the Network has a mix of ownership but is largely publicly owned. There are sections of land, such as the land at Bennerley Viaduct, which is privately owned also.

Estimated land value: ██████████

Swingate Farm sports facilities

The land at Swingate Farm will also provide match funding as this will be purchased



by Broxtowe Borough Council prior to works commencing. Broxtowe Borough Council will have ownership of this land.

Estimated land value: [REDACTED]

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

The capital costs have been calculated by multiple specialists and consultants in collaboration with the Economic Development team at Broxtowe Borough Council and continually refined based on the latest information. This process has been broken down by project below.

Cycle Path Network

Consultants: Via East Midlands

Description: Nottinghamshire County Council's highways services TECKAL Contribution and research: Via provided a feasibility analysis of the Network, assessing to what extent LTN 1/20-compliant routes would be possible and provided guidance and input on the costing of the routes. Via/Nottinghamshire County Council are the only organisations able to construct this Network if the bid is successful and so involving their expertise and input at this stage was a practical and logical measure.

Quality Assurance:

- ISO 9001 – Quality Management
- ISO 45001 – Occupational Health and Safety
- ISO 14001 – Environmental Management

Town Centre Regeneration – Grant Scheme

Research: The grants scheme has been developed by the Council and has been modelled on the Town Centre Recovery Grants Scheme currently underway with the Stapleford Town Deal. The Stapleford grants scheme was designed by the Regeneration Manager at Broxtowe Borough Council. Its successful operation has provided a benchmark for the Kimberley grants scheme.

Town Centre Regeneration – Business and Community Hub

Consultants: [REDACTED] Architects, [REDACTED] Construction Management

Description:

- [REDACTED] Architectural practice
- [REDACTED]: Local estate agent





- [REDACTED] Construction Management: Quantity Surveyor and construction company

Contribution:

- Architects provided initial concept drawings for the Hub, working closely with Kimberley Town Council. These drawings were used to support further analysis and scoping work for the Hub.
- RICS Surveyors provided a valuation for the Parish Hall and the land value
- A Construction Management company provided a breakdown of the costs and elements involved in the construction of the Hub and provided a quote for these works

Quality Assurance:

- [REDACTED]: Royal Institute of British Architects chartered practice
- [REDACTED]: Arla Propertymark Protected

Town Centre Regeneration – Light/VR Displays

Consultants: [REDACTED]

Description:

- [REDACTED] Fabrication and lighting consultants Provision of flexible audio-visual security equipment
- [REDACTED]: Light displays and VR projections
- [REDACTED] and design for displays and projects

Contribution: Kimberley Town Council worked with these companies to develop quotes for running light/VR displays in Kimberley.

Digby Street Industrial Units and Swingate Farm Sports Complex

Consultants: [REDACTED] Chartered Surveyors, [REDACTED]

Description:

- Chartered Surveyors that provide valuations and construction cost estimates.
- Specialist sports turf consultants that produced a feasibility report and costings for the Sports Complex.
- [REDACTED]: Architectural practice that contributed to designs

Contribution and research:



- An RICS firm Provided valuations for the section of land to be acquired for the Kimberley Miners Welfare Football Club at Digby Street, and cost estimates for the construction of the industrial units at Digby Street.
- Agronomists Analysed the grounds and produced a feasibility report and costings for the development of the Sports Complex.
- Archi9techts Provided initial drawings and plans for the Sports Complex

Quality Assurance:

Agronomists

- ISO 9001 – Quality Management
- ISO 14001 – Environmental Management
- OHSAS 18001 – Occupational Health and Safety Management

Royal Institute of Chartered Surveyors

Royal Institute of British Architects chartered practice

Details of the capital costs provided by these consultants appended to this application. The Delivery Board will receive EM CPI data which it uses to review against cost plans as well as expert evidence from the consultants involved in developing these cost estimates.

Provide information on margins and contingencies that have been allowed for and the rationale behind them:

Cycle Path Network including Bennerley Viaduct Eastern Ramp

The estimated construction costs for the Network were undertaken by Via East Midlands. Via are Nottinghamshire County Council's highway's TECKAL and have a great deal of experience in delivering sustainable transport infrastructure.

Based on their advice, on top of the capital construction costs, an allowance of [REDACTED] been made for contingencies including legal fees and wayleaves and an additional [REDACTED]% project risk contingency [REDACTED] This amount has been advised by consultants working on the project.

The estimated construction costs for the Eastern Ramp were supplied by The Friends of Bennerley Viaduct in collaboration with an engineering specialist. Based on their advice, on top of the capital construction costs, an allowance [REDACTED] has been made for contingencies plus the addition of the [REDACTED]% total project risk contingency as detailed above for the Network. This amount has been advised by





consultants working on the project.

Digby Street Units and Relocation of KMWFC/ sports facilities

The estimated construction costs for the industrial units and the redevelopment were undertaken by (Chartered Surveyors), Ltd. (commercial construction business) and (sports pitches development consultants are an established organisation with a great deal of local knowledge and have been involved with the LUF projects and other Council work Enterprises Ltd. were involved with the development of the Industrial Estate in Eastwood, on which the Digby Street units have been modelled. renowned consultants that specialise in developing sports pitches.

Based on their advice, on top of the capital construction costs, allowances have been made for various contingencies:

- Cricket pitch construction - [REDACTED]
- General contingency for changing rooms, groundworks and pitches [REDACTED]
- Utilities capacity on sub-station upgrade - [REDACTED]
- General total project contingency and inflation - £ [REDACTED]

These amounts have been advised by consultants working on the project.

Kimberley Town Centre Regeneration Project

The estimated construction costs for the town centre projects were advised by specialist lights display and VR consultants and providers and a Quantity Surveyor from [REDACTED] for the Parish Hall redevelopment into the Business and Community Hub. No contingency has been allocated for the business grants scheme as

Based on their advice, on top of the capital construction costs and purchasing of equipment for the lights/VR displays, allowances have been made for the following:

- [REDACTED] Security storage and contingency for lights/VR equipment - [REDACTED]
- Contingency for Business and Community Hub - [REDACTED]

These amounts have been advised by consultants working on the project.

Describe the main financial risks and how they will be mitigated:

Risk overview

Risk management is a process that allows individual risk events and overall risk to





be understood and managed proactively, optimising success by minimising threats and maximising opportunities.

The main risks to the project and their mitigation measures have been summarised in the appended Risk Register. The key objective of the Risk Register is to apply pre-assessed and documented risk management procedures to specific, identified hazards. The information provided with the Risk Register, including the allowances made for risk, provide a much greater understanding of basic costs and the cost of risk transfer.

The processes for managing risks have been set out in the appended Risk Management Strategy. Risks have been assessed using judgements in relation to the probability and impact of each risk item. A score of 0 (very low) to 5 (very high) has been given in each case to probability and impact respectively, with the risk score being the product of probability and risk. The risk matrix is shown as part of appended risk registers.

Risk register and types of risk

A risk register has been prepared for the LUF project / programme. The financial risks include:

Public sector funding risk - delivery will be contingent upon securing LUF in accordance with the financial models and funding profile

Market risk - there is a risk of not having a sufficient understanding of demand from residents and businesses. Success of the scheme is contingent upon this demand. Demand could be affected by unforeseen changes in economic and external conditions, including the uncertainty generated by the war in Ukraine. However, the Council and the delivery partners have a good knowledge of local market trends, has commissioned independent expert advice and will continue to actively monitor the level and nature of demand.

Project costs – risks that capital costs increase above projections. Risk that the costs of delivering the interventions are greater than those identified – costs will be continually refined and monitored as the projects develop to account for this. Well established arrangements are in place to ensure cost control. A strong governance framework and effective systems are already established to support cost management on an ongoing basis.

Income/value risks - there is a risk that income/value generating interventions have a lower return than budgeted for, although the financial forecast includes allowance for





current circumstances. In addition, the demand risk has been passed on to the delivery partners.

Credit and liquidity risk / Council borrowing capacity - there is a risk that any delivery partner does not have access to sufficient funds for the development of the LUF project or has liquidity problems. A full financial vet and due diligence is a key part of the procurement and funding agreement process of a delivery partner.

Risk of clawback of external funding – to avoid LUF being taken back, there will be a regular review of any potential slippage in the delivery of contractual expenditure, outputs and outcomes as tracked by the Council's internal monitoring systems.

After mitigating actions, the risk register considers each of these financial risks to be low/average/high.

These risks will continually be managed by the Risk Owner and Risk Manager, who will aim to optimise the degree of containment against the probability and impact of the risks before controlling the risk to an acceptable level such that it can be closed.

Transferring risk / cost overruns

Where possible, the Council will look to transfer financial risk to the principal contractor. Pending the completion of the procurement and contracting process, the Council will make internal provision for potential cost over-runs from within a capital budget allocation. Risk will then be transferred to the contractor.

Cost-overruns are not expected however, due to the project management and commercial structures in place. Risk will be transferred to the primary contractor where possible.

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

The Friends of Bennerley Viaduct

(Registered Charity No 1187044)

Castledine House, 5-9 Heanor Road, Ilkeston Derbyshire DE7 8DY

The FOBV are an active community group ran by passionate volunteers. The charity has a patron, [REDACTED] a board of Trustees, Committee, and several employees. To develop this project for the LUF bid, the Council have been working closely with the Chair of the Trustees.





Kimberley Town Council

Parish Rooms, Newdigate St, Kimberley, Nottingham NG16 2NJ

Kimberley Town Council have worked closely with Broxtowe Borough Council in developing the LUF bid. Key members were involved with the Kimberley Task and Finish Groups over the past year, including the Chair of the Council.

Town Centre Improvement Grant Awards

Awards will be made based on a competitive process. The grants scheme has been developed by the Council and has been modelled on the Town Centre Recovery Grants Scheme currently underway with the Stapleford Town Deal. The Stapleford grants scheme was designed by the Regeneration Manager at Broxtowe Borough Council. Its successful operation has provided a benchmark for the Kimberley grants scheme. The existing scheme is subsidy control compliant.

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

The LUF Projects Delivery Board has been established with the full executive authority of the Council with a clear mandate and an approved commitment to delivery. It is chaired by the Deputy Chief Executive, always has a clearly identified project sponsor and has Cabinet coalition representation from each main political party was represented. This provides the confidence to delegate key decision-making to the board which, in turn, allows for agile directing of the delivery team and area project boards.

Recent changes to the Local Assurance Framework of the Stapleford Town Deal have allowed there to be a continuous rolling major project Delivery Board for Levelling Up. The Board has now gone live with the approval and the assurance reports for 5 of the six Stapleford Town Deal Projects will have oversight and ensure delivery of all the Borough's Levelling Up funded activity. Naturally this includes the Stapleford Town Deal capital projects and these new LUF funded projects. The Project Delivery Board will be chaired and directed by the Borough's S151 Officer but will include private sector Board Members with property development and construction expertise.

Standing agenda items:

- Costs, budget and financial viability
- Risks
- Programme Progress





- Area Board Escalated Issues
- EM and local CPI monitoring report
- Health and safety
- DHLUC delivery requirements including M&E
- Equalities Impact Assessment Tracking
- Environmental performance (Zero Carbon)
- Communications and public relations;
- Realisation

The project will be delivered by collaborative, competent staff drawn from a diverse resource pool across the council and its selected supply chain partners, in the delivery of shared ambitions in areas such as efficiency delivery, carbon reduction, P3M, stakeholder engagement, sustainable development and innovation.

A project director will be appointed to provide leadership and strategic support to the delivery team, and a project manager to deliver the day-to-day contact requirements on a full-time basis.

The council will manage delivery partners in line with their Responsible Business Strategy, by utilising better information management, technology and collaborative working arrangements.

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

Procurement strategy:

All procurement will be in line with Broxtowe Borough Council's Procurement and Commissioning Strategy 2019 – 2024.

<https://www.broxtowe.gov.uk/media/9115/procurement-strategy-2019-2024.pdf>

In assembling our project Management approach, the Council have put forward a target operating model that is proven in terms of being able to deliver works at pace, underpinned by robust arrangements for pre-construction, design, construction, project management and cost management.

The governance structure for this project, also sets out our procurement and project management approach in relation to this award, and for the management of contracts for works and services funded by the grant. Our procurement approach is based upon a clear rationale for the strategy selected, and why we have discounted other options.





The Council will have overall strategic responsibility for delivery of this project with robust governance arrangements in place for cabinet approval and scrutiny, gateway reviews, quality assurance and change control. A formal commissioning route is already established for works to flow through to the Council through service contracts between the Council and its delivery partners.

In selecting the procurement model for both design and construction services, are experienced in operating within the requirements of public procurement and specific responsibilities of Contracting Authorities and proposes to use existing, compliant framework agreements to deliver the necessary works. There would, for example, need to be a highly-specialist accredited lead contractor appointed and SCAPE is a local government representative and public-sector partnership. Since 2006, they have accelerated over 12,000 projects across the UK with its direct award frameworks, property services and innovative design solutions.

SCAPE Framework

The Council has already engaged the SCAPE Framework to undertake some of the consultancy and feasibility work through this framework, which has helped to form the basis of this bid submission. Therefore, our proposed option for design and construction delivery will be through the SCAPE Framework.

The SCAPE Framework process provides for the fastest, most resilient, and compliant procurement of a contractor. The time (and effort) to conduct a project-specific tendering exercise is avoided enabling faster project delivery.

This is a proven delivery model, end to end, and will ensure that if successful, this bid can be delivered at speed and in line with the requirements of the funding body. A Principal Contractor will be employed on a design and build basis, but as stated earlier, the project will be managed by the Council's in-house resources for pre-construction, design, construction, project management and cost management.

The SCAPE Framework is also actively engaged on a variety of public sector projects across the UK, and we have taken the opportunity to risk assess their capacity to undertake this project. We are confident that the route to market proposed is appropriate for the scale and nature of this project and confirm that the SCAPE framework is the most appropriate to deliver this project, set against a proven track record of delivering projects of this scale/nature across the public sector.

SCAPE is also a contracting authority and central purchasing body as defined by





regulation 2 of the Public Contracts Regulations 2015. It is a local authority-controlled company, whose main activities include procurement, design, construction, and property management. All procurement activity undertaken by Scape is done in accordance with the Public Contracts Regulations 2015 (SI 2015 No.102).

The SCAPE Framework is compliant with the UK Public Contracting Regulations and is well utilised, with public sector clients currently having procured projects at a significant value. The use of the SCAPE Framework by a variety of public sector bodies across the UK, illustrates conformity of the framework with government procurement policy requirements.

Long-term contracting arrangements

Within our response to this question, we set out how we will effectively manage this bid to ensure all aspects of project delivery, and how we will manage and mitigate supply chain risks. The SCAPE Framework procurement route provides a number of key features which address our local procurement strategy drivers in support of the Council's policies, and which also effectively address government policy and guidance. The Council recognises the value of pipeline aggregation and long-term contracting arrangements, and as such works strategically with SCAPE to support the development of framework pipelines. As a member of the national Association of Construction Frameworks, SCAPE is able to represent the Council's interests and those of other clients in regular engagement with the cabinet office and the local government association.

Who will lead on the procurement and contractor management on this bid and explain what expertise and skills they have in managing procurements and contracts of this nature:

Procurement and contractor management

The Procurement and Contracts Officer will lead on the procurement and contractor management. The Council has in post a lead procurement officer, based in Finance Services (Audit and Control section), who will be responsible for:

- Developing procurement and commissioning policy and strategy
- Developing contract management procedures
- Advising officers to assist them in discharging their procurement responsibilities
- Identifying suitable frameworks which may offer the Council value for money
- Developing online training and other types of face-to-face training on procurement matters





- Preparing reports for GMT and/or Committee as necessary, and highlighting any issues of non-compliance
- Maintaining up-to-date corporate contracts register
- Participating in project management of major contracts where required
- Providing oversight to procurement activity within service areas and highlight any areas where there is scope for improvement
- Ensuring any procurement action plans associated with this strategy are implemented
- EQIA and Environmental Impact Audits are also required

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

Highly experienced, passionate, and talented

The Council recognise that a broad range of skills and expertise is required to deliver the project and have appointed a design team that is highly experienced, passionate, and talented and collectively provide the multidisciplinary expertise required to deliver a project of this special nature.

The design team will be managed by the Council's in-house resource for the pre-construction, design, construction, project management, and cost management. In response to question 6.2.1 we set out our proposed procurement route, which is through the SCAPE Framework, which is open to all Public Sector bodies. The next stage detailed design package (to RIBA Stage 4) has already been commissioned and is progressing on schedule. These works have been commissioned under the SCAPE Framework, via a direct award who will be the Council's appointed design and project management delivery team through the RIBA Plan of Work Stages.

The key performance indicators that will be used to monitor, measure, and manage the performance of the design team and Principal Contractor, in delivery are:

- Performance Management - Performance measures:
- P1 Time predictability – pre-construction
- P2 Time predictability - construction
- P3 Cost predictability - preconstruction
- P4 Cost predictability - construction
- P5 Local labour
- P6 Local spend
- P7 SME engagement
- P8 SME spend
- P9 Social enterprise engagement





- P10 Waste diverted from landfill
- P11 Fair payment
- P12 Health & safety – Riddor accidents
- P13 Environmental incidents
- P14 Considerate constructor
- P15 Client satisfaction – service
- P16 Client satisfaction - product
- P17 Client satisfaction - value for money
- P18 Client satisfaction – collaboration
- P19 Client satisfaction – defects
- P20 Supply chain satisfaction
- P21 Achievement of project commitments
- P22 Achievement of framework commitments
- P23 Achievement of client’s social value targets

Outsource/subcontract to:

The Friends of Bennerley Viaduct

- Charity set up to restore Bennerley Viaduct
https://www.bennerleyviaduct.org.uk/?page_id=176
- Have worked hard at fundraising and raising awareness and successfully achieved the reopening of the Viaduct to the public in January 2022

Cycle Path Network – Via East Midlands

- Nottinghamshire County Council’s highways TECKAL
<https://www.viaem.co.uk/>
- Only organisation able to construct the new cycle routes and maintain them
- Approached to provide route analysis and costings and to deliver route if funding is received

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

SCAPE Framework

Whether it is a Direct Award (DA) or Further Competition (FC), via a single or two stage process, the SCAPE Framework makes appointing a supplier easier and more effective. Throughout the process, SCAPE help to co-ordinate the appointments on behalf of the Council, liaising and co-ordinating the contracting authority and the tendering contractors. As part of its flexible approach, the Council can now award the form of contract through NEC3, NEC4 or JCT, which applies for all of SCAPES





construction frameworks.

This process is summarised in the appended delivery plan.

Payment mechanisms

Levelling Up Fund monies will be subject to the Council's usual financial management arrangements, including:

- Preparation of financial claims/reporting by the relevant Project Manager, supported by a designated Finance Officer.
- Validation of each claim by the designated Finance Officer following a detailed checking and verification process to cross-check invoices and records of BACS payments from GYBC's finance system.
- Payment to external contractors only on receipt of the agreed evidence.

The issuing of interim and final certificates, certifying that work has been completed to the required standard and signifying handover of the property, public space or other resource from the contractor(s) to GYBC only once a detailed inspection has been undertaken by the Project Sponsor and/or appointed employers' agent.

Annual financial and performance Monitoring system and procedure checks for projects undertaken by the Project Directors or delegated officer within the PMO.

Contractual issues

Contractual issues, including procurement, land assembly and subsidy are being identified and addressed as part of the project development process. All procurement of works, consultancy support and other services to be delivered will be conducted through the Council's standard, compliant procurement mechanisms.

Set out how you plan to deliver the bid:

Key dependencies and interfaces

The Council's approach to time and programme management is founded on a robust master programme which has been benchmarked and thoroughly reviewed at the outset. We base our programme based on an agreed work breakdown structure. We will look for programme opportunities throughout the development of the RIBA stages and provide monthly drop lines on progress and reschedule the programme to maintain or improve progress in agreement with the team. The Council will work with the design team to develop a coordinated design programme for each stage which is then inputted into the master programme to track progress in the context of





the wider programme. The Council will use several techniques to review design options in the early RIBA stages, using our in-house construction expertise and experience to develop the construction delivery programme and will regularly engage with the supply chain to look at programme opportunities ahead of the appointment of the contractor.

Through the contract we will ensure that the contractor is obligated to provide monthly updates to the programme which we review against progress and challenge where required to ensure they maintain the overall delivery plan.

As a summary the works already carried out to date to inform the programme, as follows.

- RIBA Stage 0 – Strategic definition has been established following a number of baseline studies Town Centre studies
- Master planning design to RIBA stage 1 equivalent to inform the preparation and brief
- Detailed programme of works developed showing delivery of all 6 phases of works
- Some technical surveys (topographical, utility, ecology, ground investigation)
- Consultation with the local authority (highways and planning) to understand consents required
- Cost planning including discussions with potential supply chain / sub-contractors
- Comprehensive public and stakeholder consultation during the production of the masterplan

More detailed construction programmes will be prepared in due course, as construction contracts are let. The overall delivery timescales are not, however, anticipated to change and have been determined by the Council reflect the proposed scope of works and experience from previous project delivery.

Description of roles and responsibilities

The Principal Contractor will allocate a Contracts Manager to the project who will manage the construction project throughout its whole duration. The Principal Designer role will be carried out by the Principal Contractor on a Design and Build basis.

The Site Manager will be appointed by the Principal Contractor to the scheme at a point closer to the proposed start date. The site manager will have day to day responsibility for ensuring the inspecting the works to ensure a high level of quality is





maintained throughout the project. They will inform the client team of when there are appropriate points throughout the project for their inspection.

The Council recognise that a broad range of skills and expertise is required to deliver the project and have appointed a design team for Swingate Farm Sports Centre; Cycle Path Network; Town Centre Improvements, and Business and Community Hub and the team appointed are highly experienced, passionate, and talented and collectively provide the multidisciplinary expertise required to deliver a project of this special nature.

Project Manager

The Council will allocate a Project Manager to the project who will manage the client-side input and requirements throughout its whole duration. Under the NEC4 contract the Project Manager is the only person who has the responsibility for issuing instructions to the contractor. The design team will be managed by the Council's in-house resource for the pre- construction, design, construction, project management, and cost management. In response to question 6.2.1 we set out our proposed procurement route, which is through the Pagabo Medium Works Framework, which is open to all Public Sector bodies. The next stage detailed design package (to RIBA Stage 4) has already been commissioned and is progressing on schedule. These works have been commissioned through the SCAPE Framework, via a direct award, and the Council's design and project management team will be appointed to deliver the RIBA Plan of Work Stages 1-7.

Skills, capabilities

The Council have previously acknowledged that a range of specialist skills will be required to deliver the project and propose to manage the project in-house. The core project team have a proven track record of delivering schemes of this nature and we have provided CVs of each member of our core project team, along with a list of case studies. The council has already assembled a Design Team for the Swingate Farm Sports Centre; Cycle Path Network; Town Centre Improvements, and Business and Community Hub who are highly experienced.

Arrangements for managing delivery partners

The Sports Centre; Cycle Path Network; Town Centre Improvements, and Business and Community Hub will be delivered in-house by collaborative, competent staff drawn from a diverse resource pool across the Council, and its selected supply chain partners, in the delivery of shared ambitions in areas such as efficiency delivery, carbon reduction, P3M3, stakeholder engagement, sustainable development and innovation.





The Delivery Team will report project performance monthly, providing a monthly performance report provides an update on programme, cost, and risk through a formal Board Report for each project, which then enables agile decision making on any issues identified. Any change/actions agreed are then formalised through the normal change process between the Council and the Delivery Team.

The proposed form of NEC Building Contract stipulates payment terms and conditions to be adhered to and, requires a defined cashflow forecast for expenditure during the life of the project for completed activity. This also includes an agreed programme. At the point of contract these two key documents will be used to baseline the cash flow and programme forward forecast, and in turn will be used by the Council to meet any reporting requirements set out by the Government Department/Agent managing the grant allocation.

Clause Building Contract also requires the contractor delivering this project to produce a quality policy for delivering the works, as part of the overall assurance process. A Project Director will be appointed by the Council to provide leadership and strategic support to the delivery team, and a Project Manager, to deliver the day-to-day contact requirements on a full-time basis, both holding senior positions within the Council and having the authority to deliver on the Council's commitments.

For each action identified as part of the project performance monitoring, a timescale and accountable person will be appointed to own the action through to completion. The action plan will be regularly reviewed, not only to ensure the actions are completed but they will be monitored to assess the effectiveness of the action and review if the desired impact on performance has been seen, otherwise further escalation, intervention and action may be required until the desired performance level is maintained.

At stages throughout the improvement process it will be necessary to capture and disseminate lessons learnt, this can be through improvements to process and procedures, knowledge sharing presentations and bulletins and continuous improvement plans. This will ensure reviews can be undertaken to mitigate potential poor performance and enhance future performance. It is equally important to recognise the improvement in performance and reward best practice to develop a culture of continual improvement and high performance.

Our approach to managing delivery partners on this project will offer an open, transparent, and collaborative manner to deliver the project outcomes and continuously improve throughout the duration of the project. We will focus on KPIs both internally and externally to achieve this.





The Council team will bring a wealth of knowledge in terms of systems, process, and tools in all areas of the project, including programme management and contract administration, to ensure accurate and timely reporting to the project steering group and senior management team, for them to make informed decisions and improve delivery.

Plan for benefits realisation

A benefit realisation plan will be prepared by the Project Manager(s). This will include the development of appropriate local employment, training and supply chain opportunity initiatives.

Strategy and communication approach

There has been extensive consultation through Public and Stakeholder Engagement for the Cycle Path Network, Digby Street and Swingate Farm project, and the Town Centre Regeneration Project. The Council have undertaken a very extensive programme of engagement with stakeholders and members of the public. The Town Council has been especially proactive in communicating with local people. A major public consultation exercise was undertaken in relation to the key principles to be set out within the Supplementary Planning Document (SPD). In addition, further engagement (through meetings and other activities) was undertaken to assemble the Proposals. The engagement was led by the Chief Executive and the Council's elected members.

Due to the COVID-19 pandemic, an online 'virtual' public exhibition room was arranged. The online consultation material included virtual display boards and a questionnaire, which could be completed online. This stage of engagement sought feedback on the following emerging elements of the proposals for the sites:

- The Vision for the sites
- Key Principles
- Constraints and Opportunities
- Community Facilities
- Open Space Network
- Transport and Movement
- Character Areas

Confirmation of powers of consent

Full planning permission will be required for the Town Centre Improvements (Laser Lights); Swingate Farm business and community hub; Parish Hall business and community hub, and the Cycle Network project. It is proposed that pre-planning





application consultations will be undertaken to improve both the efficiency and effectiveness of the planning application system and improve the quality of planning applications and their likelihood of success.

Our aims for the consultations with the local planning authority will be to:

- Providing an understanding of the relevant planning policies and other material considerations associated with the proposed development.
- Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with the proposed development, including, where relevant, the need to deliver improvements in infrastructure.
- Discussing the possible mitigation of the impact of a proposed development, including any planning conditions.
- Identifying the information required to accompany a formal planning application, thus reducing the likelihood of delays at the validation stage.
- Putting in place a planning performance agreement where this would help with managing the process and agreeing any dedicated resources for progressing the application.

The approach to pre-application engagement can be tailored to the nature of the proposed development and the issues to be addressed.

Approach to monitoring progress of the project

The Council understand that project progress Monitoring and control is one of the most important tasks to successfully deliver the project. We propose to appoint a dedicated Project Director and Project Manager to oversee the project in every detail on a full- time basis. They will ensure that the Council is kept informed, in a timely and accurate manner, how is the project progressing, where they are currently in comparison to the baseline programme, whether deadlines are met, and budgets are safely measured and follow. It is proposed that alongside the in-house team BBC will utilise its call off relationship with F&G to ensure the monitoring is performed diligently and purposefully at every stage.

It will be the responsibility of the Principal Contractor, to provide regular progress updates in line with the building contract requirements issued monthly. These reports will discuss the current project progress with planned schedule of work in terms of time and budget to forecast the project finish date. These reports also highlight the constructability problems, quality issues including test results, contract changes including modification in design and increase/decrease in quantities, and pending issues from progress meetings.





Financial management of the project will be undertaken by a consultant appointed to the role of Quantity Surveyor for the commercial management of the entire project, and it will be a contract requirement that the post holder is a RICS Chartered Quantity Surveyor.

It will be a requirement that progress photos are attached to these reports to show the achievement of key milestones. This traditional construction management system will provide the Council's Project Manager with the various reports such as progress control, earned value management and resource management.

The successful project completion requires the concerted effort of the project team to carry out the various project activities, and it is the Project Manager who at the centre of the project network will be responsible for directing the whole construction process. The Project Manager will maintain the project network and monitor against slippages in cost, time and quality for the duration of project. In achieving this, the Project Manager relies heavily on a reliable Monitoring system that can provide timely signalling of project problems, whether they are real or potential. To achieve this, The Council will employ a digital construction, collaboration and Monitoring system, a web-based electronic collaboration technology offering the very best practice for the construction industry where all the information for a project including drawings, documents, photographs and reports etc. can be stored safely in the cloud and shared on-line with all project participants.

The platform also acts as a document controller and repository so that all the information for a project is managed and stored in one place. The project will also utilise Microsoft SharePoint to share information, an innovative modern digital workplace and intranet that we can issue to stakeholders, end users and members of the supply chain for the purpose of project collaboration, exchanging documents and sharing information from a single on-line source. Because the platform integrates with Microsoft Office, it can be configured for a project to store, retrieve, search, archive, track, manage and report on digitised documents.

Risk Management - Set out your detailed risk assessment:

The Broxtowe Borough Council recognises the importance of risk management for effective corporate and project governance. Risk management is a process that allows individual risk events and overall risk to be understood and managed proactively, optimising success by minimising threats and maximising opportunities.

The Council's principles for dealing with risk are detailed within its Risk Management





Policy and a detailed risk assessment has been undertaken in the form of the risk register. This is set within the PDP.

The key objective of the Risk Register is to apply pre-assessed and documented risk management procedures to specific, identified hazards. Risks have been assessed using judgements in relation to the probability and impact of each risk item. Proposed mitigation for these risks is detailed alongside that demonstrating planned action to adequately control the risk within acceptable tolerances.

The risk register categorises risk in line with the Green Book guidance. Those categories are listed below. Project subcategories are also applied for internal purposes:

- Design
- Planning
- Build
- Project intelligence
- Environmental
- Contractual
- Operational
- Availability and performance
- Demand
- Volume
- Maintenance
- Technology
- Funding
- Catastrophe
- Regulatory

Some key high-score risks associated with the project as extracted from the risk register are:

Public Sector Funding: Failure to secure the LUF bid funding. Mitigation: Ensuring a robust application and strong supporting business case with support from an independent third party, AMION consulting. Pre- / Post- score: 15/10.

Inflation Risk: Cost of projects escalate due to wider economic environment. Mitigation: Factor in additional inflation and contingency into cost plan, ensure suitable balance and transfer of risks / risk sharing at procurement stage. Pre- / Post-score: 15/10.





Geopolitical instability: Conflict over Ukraine causing price increases in construction - materials, technology equipment, and transport delays. Mitigation: Factor in considered inflation and contingency to cost plan – forward purchase equipment as funding comes onstream, make use of off-site storage / stocks. Pre- / Post- score: 16/9.

The Risk Management process

Individual risk has been allocated to members of the project team best placed to mitigate the risk given their role within the project. Where known individual persons are quoted to be clear on accountability. Where procurement is required to engage the specific project team role the consultant discipline is listed. The requirement to manage the identified risk will be embedded within the procurement task for the consultant team members.

Risk will be managed within the individual workstream, as set out within the Project governance, and reviewed on a regular basis by the Chief Executive RH. The various project managers will hold the responsibility for the maintenance of the risk register. The programme board will be responsible for the allocation of resources and key decisions to mitigate the impact of risk that materialises during the project delivery.

As each risk is mitigated in full, the proportion against risk will be reviewed and reallocated in conjunction with the advising consultant team with decisions ratified by the programme board.

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

Successfully delivered large projects

Broxtowe Borough Council has successfully delivered several large capital projects and is well placed to continue with the rapid acceleration into delivery once the LUF funding for projects is secured. Recent changes to the Local Assurance Framework of the Stapleford Town Deal have allowed there to be continuous rolling major project Delivery Board for Levelling Up. The Board has now gone live with the approval and the assurance reports for 5 of the six Stapleford Town Deal Projects will have oversight and ensure delivery of all the Borough's Levelling Up funded activity. Naturally this includes the Stapleford Town Deal capital projects and these new LUF funded projects. The Project Delivery Board will be chaired and directed by





the Borough's S151 Officer but will include private sector Board Members with property development and construction expertise.

LUF Projects Delivery

The LUF Projects Delivery Board has been established with the full executive authority of the Council with a clear mandate and an approved commitment to delivery. It is chaired by Broxtowe Borough Council's Chief Executive and directed by the S151 Officer, always has a clearly identified project sponsor and has Cabinet coalition representation from each main political party was represented. This provides the confidence to delegate key decision-making to the board which, in turn, allowed for agile directing of the delivery team and area project boards. The requirements as set out in the HM Government Published Code of Conduct for Recipients of Government General Grants will be adhered to and act as a core informant of the governance process.

Standing agenda items:

- Costs, budget and financial viability
- Risks
- Programme Progress
- Area Board Escalated Issues
- EM and local CPI monitoring report
- Health and safety
- DHLUC delivery requirements including M&E
- Equalities Impact Assessment Tracking
- Environmental Performance (Zero Carbon)
- Communications and Public Relations
- Realisation

The project will be delivered by collaborative, competent staff drawn from diverse resource pool across the council and its selected supply chain partners, in the delivery of shared ambitions in areas such as efficiency delivery, carbon reduction, P3M, stakeholder engagement, sustainable development and innovation. The council will manage delivery partners in line with their Responsible Business Strategy, by utilising better information management, technology and collaborative working arrangements.

A project director will be appointed to provide leadership and strategic support to the delivery team, and a project manager to deliver the day-to-day contact requirements on a full-time basis.





Open, transparent and collaborative manner

Our management team will deliver the project requirements in an open, transparent and collaborative manner to deliver the project outcomes and improve continually throughout the duration of the project. We will focus on KPIs both internally and externally to achieve this. We are at present successfully implementing this approach on other council initiatives where we have developed an ISO44001 compliant Relationship Management Plan. The council team will bring a wealth of knowledge in terms of systems, process and tools in all areas of the project including programme management and contract administration, to ensure accurate and timely reporting to the Project Board and senior management team, to make informed decisions and improve delivery.

Integrated project controls

The council will implement an integrated project controls system to gather information, both internally and from our Delivery partners, to ensure the availability of timely, accurate data. This data will inform a suite of key performance metrics jointly agreed and aligned to ensure the council business objectives are met for the project. monthly monitoring and reporting of this dashboard of metrics will include leading and lagging indicators; enable the management team to identify trends at the earliest opportunity, that indicate areas where performance requires challenge and improvement or equally areas of good performance that should be shared and replicated. Areas of performance improvement or best practice will also be identified, through the regular auditing of compliance, and deliverables from our delivery partners. This will be shared with all partners, and trigger levels will be set with regards to escalation procedures, monitored by our Project Director, to ensure the right people are made aware in a timely manner.

LUF papers will be published on the Broxtowe Borough Council website in line with the Best Practice Guidance, in accordance with the Local Government Act 1972 and within the required time limits. Any declarations of interest will be declared at meetings and included in the minutes. Minutes will follow Broxtowe Borough Council's document classification policy in terms of how the documents are classified as public, controlled or restricted.

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:





Cycle Path Network and Bennerley Viaduct Eastern Ramp

Via East Midlands, Nottinghamshire County Council's highways TECKAL will be constructing the Network and will be involved with their maintenance. It is estimated that the upkeep of these routes will be minimal for a significant period of time. Donation points for users of the routes to contribute towards their maintenance will be installed along the route periodically.

Once constructed, the operation costs for the Eastern Ramp at Bennerley Viaduct will be minimal. There will be no additional cost to the Council as The Friends of Bennerley Viaduct will be responsible for the new asset once completed.

Digby Street Industrial Units and Relocation of KMWFC

The Council will retain ownership of the units after construction. The Council will rent out the units to businesses, which will cover the operational and maintenance costs. The Digby Street revenue profile has been modelled on the similar Mushroom Farm Court project that Broxtowe Borough Council completed in 2021, with prices updated for 2022. A test costing exercise was completed to ensure that the units are feasible and would not be a risk to Council resources. This exercise has been appended to this application.

Kimberley Town Centre Regeneration Project

Business and Community Hub - Broxtowe Borough Council will work collaboratively with Kimberley Town Council to ensure that the co-working and rentable office space at the Hub is fully occupied, and that the community space on the ground floor is well used. Due to the lack of office and co-working space in the area it is anticipated that vacancy will not be a significant risk. The Parish Hall as it currently stands hosts a great deal of community groups and activities so it is predicted that the new Hub will also be well subscribed for community activity.

Lights and VR Display - The main cost for this project is the up-front cost of purchasing the equipment. Following this, Kimberley Town Council will be responsible for the operation and maintenance of the equipment.

Small Business Grants - There are no ongoing costs with this grants scheme, as it will be managed in-house at Broxtowe Borough Council.

Set out proportionate plans for monitoring and evaluation:





Introduction

In developing a robust approach to monitoring and evaluation, full regard will continue to be given to the guidance outlined in Annex E of the Technical Note and supplementary information. As an applicant, Broxtowe Borough Council will be responsible for collecting data for monitoring purposes, with DLUHC leading on the programme level evaluation. It will also have regard to the monitoring requirements of other project partners including Kimberly Miners Welfare Football Club.

Aims

Benefits management, monitoring and evaluation will be carried out by the Council and delivery partners to understand the success of interventions, whether they are achieving desired outcomes, how and why this is the case, and to enable change or management strategies to be deployed. The key research questions which will inform the M&E approach will include:

Whether the intervention in the implementation phase is proceeding in accordance with the delivery plan – this will ensure oversight of the delivery process.

Whether the rationale for intervention continued to apply during the implementation phase – this will confirm that the case for change and key assumptions remain valid.

Whether assumptions underpinning the Theory of Change and leading to benefits held in practice – this will inform future decision making in relation to prioritisation and configuration of intervention.

The extent to which outputs and outcomes can be attributed to LUF interventions – this will confirm the additionality of the intervention;

And the impact of the LUF programme and whether it provides value for money.

Monitoring outputs will include monthly dashboard reports to the Project Board during the implementation phase, moving to quarterly reports during the deployment phase. At the project level, the Council will carry out the process, impact, and value for money evaluation.

Outline of bid level M&E approach

M&E will be undertaken in line with guidance issued by DLUHC. The approach will ensure that all those involved in delivering the LUF-funded projects will have a clear





understanding of the benefits to be achieved and the mechanisms through which these benefits will arise. The approach details the expected timeline over which benefits will arise identifies how these benefits will contribute towards the achievement of the LUF objectives and includes processes for reviewing and updating benefits realisation plans if proposed interventions change. Key stages include:

Agreement of key research questions

Profiling and monitoring benefits - a clear profile of benefits is outlined for each project, including baseline position, financial spend targets, target delivery schedule, key milestones and target output forecasts. Specific KPIs are identified to ensure targets are achieved within set delivery schedules. A benefit plan is further developed to include a description of the realised benefits, the quantifiable, financial gain of the benefit, the metrics used to measure the scale of the benefit, the main beneficiaries of the project and the duration.

Realising benefits – identified project staff will track the progress of benefits realisation, ensuring benefits remain relevant, deliverable and valid. Benefits will be agreed as being realised when the expected measurement of change has been achieved. It will be the responsibility of the project manager to ensure that the targets are achieved as planned.

Monitoring and review - The approach will be proportionate to the resource invested in each intervention, making efficient use of existing capacity, data and expertise. This will inform decisions about the shape of the project and highlight areas where additional resource/capacity is required, enabling remedial action to be taken if interventions are not delivering the desired outputs. Data collected will feed into the evaluation.

Evaluation – the evaluation will consider how the programme has worked from delivery perspective and through the experience of stakeholders. Where appropriate, the Council will participate in the programme level evaluation.

Overview of key metrics

Table E in the workbook sets out performance indicators that have been identified to track the progress of the LUF programme. It includes sources for monitoring each objective, the frequency of collection and responsibility for this. The metrics have been identified in accordance with the Theory of Change for the project, and will include:





New or improve cycle ways; New or improved pedestrian path; Roads converted to cycling ways – New Cycle path network in and around Kimberley

Sites cleared; Industrial space created or improved – Digby Street Site released for redeveloped into industrial units

Community centre space created or improve; Sports centre space created or improved; Volunteering opportunities created – Kimberley Miners Welfare Football Club relocated to new pitch and facilities, sqm. created/improved.

Public realm created or improved; - Town centre improvements that include light installations and Victorian features for shop fronts.

Office space created or improved; Community centre space created or improved – New community hub.

Outcome:

- Increase in footfall
- Change in cycle flow
- Mode shift
- Change in air quality
- Change in perception of place
- Change in the physical and mental health of residents
- Change in business investment
- Change in business sentiment
- Change in consumer spending
- Change in the employment rate

The following indicators will also be monitored during the implementation phase:

- Project spend (total, co-funding, co-funding committed)
- Project delivery (project streams started on time, completed, completed budget, completed on time)
- Delivery capacity (staff and budget invested)
- Social Value outcomes (jobs created and safeguarded)
- Resourcing and governance arrangements

Funding has been allocated for the following M&E activities:



- Time to gather, verify and report the required monitoring information to DLUHC
- Purchase of data/commissioning of surveys and data gathering by market research or other specialist companies (e.g. on vacancies, rental levels etc.)
- Independent set-piece evaluation studies at interim and impact evaluation stages, ensuring an objective and robust assessment of progress and enabling all stakeholders to provide their views.
- Day-to-day responsibility for monitoring and performance management will be allocated amongst the project management team, with the team also having responsibility for reporting on finance and spending and wider outcomes achieved to the Project Board. Appointed individuals within Broxtowe Borough Council will have overall responsibility for oversight and reporting on performance to DLUHC. Appropriate CRM systems will be established prior to project implementation. Gateway reviews within the project governance structure will be used to ensure the project remains on time and on budget.

Regular feedback will be given to partners and stakeholders on the progress and performance of the project. This may include focus groups or meetings to discuss any issues identified during the monitoring of the project and arising from the interim and impact evaluations.

The following indicators will also be monitored on a six-monthly basis:

- Project spend (total, co-funding, co-funding committed)
- Project delivery (number of projects started on time, completed, completed on budget, completed on time)
- Delivery capacity (staff and budget invested)
- Outcomes (jobs created and safeguarded)
- Resourcing and governance arrangements

Appointed individuals within the Council will have overall responsibility for oversight and reporting on performance to DLUHC. Day to day responsibility for monitoring and performance management will be allocated amongst the project management team, with the team also having responsibility for reporting on finance and spend and wider outcomes achieved. Appropriate CRM systems will be established prior to project implementation where necessary. Gateway reviews within the project governance structure will be used to ensure the project remains on time and budget.

Regular feedback will be given to partners and stakeholders on the progress and performance of the project. This may include focus groups or meetings to discuss





Broxtowe
Borough
COUNCIL

any issues identified during the monitoring of the project and arising from the interim and impact evaluations.



UK Government

**LEVELLING
— UP —**



Section 9 – Declarations and Attachments

Project 1 Name: Cycle Path Network including Bennerley Viaduct Eastern Ramp

Provide a short description of this project:

The proposed Cycle Path Network will create a new active travel route in and around Kimberley. This route would link up with pre-existing routes in the area and connect Kimberley with key employment, retail and leisure sites. This includes Bennerley Viaduct (a Grade 2* listed railway viaduct), Giltbrook Shopping Park, Eastwood, and Phoenix Park tram stop. This project also involves constructing an Eastern Ramp at Bennerley Viaduct, which currently is inaccessible by bicycle. Constructing this would enable full access to cyclists and those with limited mobility access to and across the Viaduct, creating a comprehensive, accessible cycle route between Kimberley and the Erewash Canal and into Derbyshire. The Network would make Kimberley more accessible without a car and enable both residents and visitors to travel in and out of the area in healthier and more environmentally-friendly ways. Encouraging cycling has both physical and mental health benefits as well as reducing carbon emissions.

Provide a more detailed overview of the project:

The projects, taken together, serve to significantly improve Kimberley's connectivity and fully realise its potential as a place to grow and do business. The proposal will have significant active travel benefits in a town poorly served by existing transport links, providing significant health benefits to local residents, as well as improving employment and business opportunities. The town will also benefit from increased footfall, increasing the vibrancy of place, and connecting people to local heritage and traditions in the form of Bennerley Viaduct.

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

Cycle Path Network & Bennerley Viaduct Eastern Ramp – the proposed cycle network is primarily a set of new off-road routes, connecting Kimberley town centre to Phoenix Park tram stop in the east (creating a new sustainable link into Nottingham town centre), through to Bennerley Viaduct and Eastwood in the west. Construction of links to the Viaduct would enable full access to cyclists and those





with limited mobility, creating a comprehensive, accessible cycle route between Kimberley and the Erewash Canal and into Derbyshire. In conjunction with the cycle route improvements in Kimberley's sister bid, The Healthy Heart of Eastwood, Kimberley will see transformative impacts in terms of active travel and generating a much-needed modal shift, to reduce and mitigate existing problems of congestion and air quality issues within Kimberley town centre.

Transport project location details for this project:

Cycle Path Network & Bennerley Viaduct Eastern Ramp – the proposed cycle network is primarily a set of new off-road routes, connecting Kimberley town centre to Phoenix Park tram stop in the east (creating a new sustainable link into Nottingham town centre), through to Bennerley Viaduct and Eastwood in the west. Construction of links to the Viaduct would enable full access to cyclists and those with limited mobility, creating a comprehensive, accessible cycle route between Kimberley and the Erewash Canal and into Derbyshire. In conjunction with the cycle route improvements in Kimberley's sister bid, The Healthy Heart of Eastwood, Kimberley will see transformative impacts in terms of active travel and generating a much-needed modal shift, to reduce and mitigate existing problems of congestion and air quality issues within Kimberley town centre.

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

- Regeneration and Town Centre – 0%
- Cultural – 15%
- Transport – 85%

Value for money:

It is estimated that the Cycle Path Network scheme will generate direct benefits of more than £28.4 million. Allowing for distributional effects, reflecting the benefit of investment in an area of relative deprivation, the assessed benefit has increased to over £29.1m. The private sector contribution (discounted real prices with OB) of [REDACTED] is subtracted from these benefits. Based on estimated net marginal costs of [REDACTED], the identified benefit will support an initial BCR of 2.8:1 and adjusted BCR of 2.9:1. This is above the threshold of 2.0 and is therefore considered to be high value for money, particularly in light of the wider benefits described below.





Whilst the above monetised impacts are considerable and support a position of “high” value for money, the position is strengthened with respect to several on-monetised benefits which ought to be considered as part of the overall proposal.

Visual Amenity Impacts – the proposal will include considerable improvement to public realm and connection between the sub elements of the project. The lights display, the building of a new modern work and community hub, and the rejuvenation of the town centre through better shop frontages and reduced vacancy rates will help to transform Kimberley back into a vibrant location. Image and vitality - the proposal would dramatically alter the perception of Kimberley, and acting as a catalyst for future investment, and putting Kimberley back on the map as a destination in its own right. Alongside new and improved routes (cycle network) will help tie together the proposal for a forward-thinking town in step with modern times, whilst also being mindful of its history as a former coal mining/industrial town.

Community pride – The scheme will re-establish the heart of the town centre as a focus for work, leisure and key services. High quality design, prominently situated in the centre, alongside the creation of facilities to host a wide range of community and civic functions, will contribute to enhancing community pride and integration.

Preservation of local culture / history – the connection to Bennerley Viaduct is unique and is a distinguishing feature of the Kimberley bid. The “Iron Giant “has been described by the World Monuments Fund as being an “extraordinary monument” meriting inclusion in the 2020 World Monuments Watch, one of only 25 sites chosen globally. Historic England consider the viaduct is a “stunning example of the genius of British Engineering”.

Increased footfall – whilst this is to some degree implicit within estimates on wider land value uplift, the town will benefit from increased connectivity in terms of active travel (especially in conjunction with proposals for Broxtowe Kimberley’s sister-bid, Eastwood). This will contribute to increased vitality(above), making Kimberley a more attractive place to invest and do business. It will also improve perceptions over safety within the town.

Project 2 Name: Digby Street Units and Relocation of KMWFC

Provide a short description of this project:

A major element of this bid is the relocation of the Kimberley Miners Welfare Football Club (KMWFC) at Digby Street to a new facility. This facility will provide the football





club with a new and much improved facility and will improve sports participation in the area. The relocation of the football club also enables the grounds at Digby Street to be redeveloped into new industrial units in a prime location. The purpose of these new units is to attract investment into Kimberley, which is currently significantly lacking any new industrial space for businesses. It will enable start-up businesses and SMEs the chance to grow and develop their organisations and bring new jobs and wealth into the area.

Provide a more detailed overview of this project:

The projects, taken together, serve to significantly improve Kimberley's connectivity and fully realise its potential as a place to grow and do business. The proposal will have significant active travel benefits in a town poorly served by existing transport links, providing significant health benefits to local residents, as well as improving employment and business opportunities. The town will also benefit from increased footfall, increasing the vibrancy of place, and connecting people to local heritage and traditions in the form of Bennerley Viaduct.

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

████████████████████ from existing ground at Digby Street (NG16 2HP)

Swingate Farm Sports Centre (N16 2SU) - relocation of the Kimberley Miners Welfare Football Club (KMWFC) at Digby Street to a new facility at the edge of Swingate (less than 1 mile from Kimberley town centre) will greatly increase accessibility of local residents to sporting facilities. The relocation of the club enables the grounds at Digby Street (NG16 2HP) to be redeveloped into new industrial units in a prime location within Giltbrook, next to the existing industrial area and a short distance from Giltbrook Shopping Park. The new development will increase local employment opportunities and encourage new investment into Kimberley, meeting a demonstrated demand and need for small industrial spaces.

Transport project location details for this project: N/A

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

- Regeneration and Town Centre – 100%
- Cultural – 0%



- Transport – 0%

Value for money:

It is estimated that the Digby Street Units and Re-location of KMWFC scheme will generate direct benefits of more than £10.1 million. Allowing for distributional effects, reflecting the benefit of investment in an area of relative deprivation, the assessed benefit has increased to over £11.0 million. Based on estimated net marginal costs [REDACTED], the identified benefit will support an initial BCR of 2.1:1 and adjusted BCR of 2.3:1. This is above the threshold of 2.0 and is therefore considered to be high value for money, particularly the wider benefits described below. Whilst the above monetised impacts are considerable and support a position of “high” value for money, the position is strengthened with respect to several on-monetised benefits which ought to be considered as part of the overall proposal.

Image and vitality - the proposal would dramatically alter the perception of Kimberley, and acting as a catalyst for future investment, and putting Kimberley back on the map as a destination in its own right. Alongside new and improved routes (cycle network) will help tie together the proposal for a forward-thinking town in step with modern times, whilst also being mindful of its history as a former coal mining/industrial town.

Community pride – The scheme will re-establish the heart of the town centre as a focus for work, leisure and key services. High quality design, prominently situated in the centre, alongside the creation of facilities to host a wide range of community and civic functions, will contribute to enhancing community pride and integration.

Increased footfall – whilst this is to some degree implicit within estimates on wider land value uplift, the town will benefit from increased connectivity in terms of active travel (especially in conjunction with proposals for Broxtowe Kimberley’s sister-bid, Eastwood). This will contribute to increased vitality(above), making Kimberley a more attractive place to invest and do business. It will also improve perceptions over safety within the town.

Project 3 Name: Town Centre Regeneration Project

Provide a short description of this project:





Town Centre Regeneration project will involve construction of a new Business and Community Hub built in the place of the current Parish Hall. This will provide new community space as well as business space. There will be opportunities for flexible co-working and rentable office space for start-ups and SMEs. In addition, grants will be offered to existing local businesses to support town centre regeneration, modelled on a successful grants scheme run by Broxtowe Borough Council in Stapleford. Finally, a laser lights display and VR project will bring Kimberley to life, developing events-based attractions in Kimberley and driving footfall. This will be a unique selling point for Kimberley, which should divert an increase in the percentage of visitors to the neighbouring IKEA and Retail Park who visit Kimberley and support its local businesses.

Provide a more detailed overview of this project:

The projects, taken together, serve to significantly improve Kimberley's connectivity and fully realise its potential as a place to grow and do business. The proposal will have significant active travel benefits in a town poorly served by existing transport links, providing significant health benefits to local residents, as well as improving employment and business opportunities. The town will also benefit from increased footfall, increasing the vibrancy of place, and connecting people to local heritage and traditions in the form of Bennerley Viaduct.

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

Town Centre Improvements (Newdigate Street, NG16 2NJ) – the Business and Community Hub will be built in place of the existing Parish Hall on Newdigate Street, just off Main Street in Kimberley town centre. Kimberley town centre itself serves a local population of around 12,000 people, with town centre premises dominated by retail-based concerns. Some of the local neighbourhoods immediately around Kimberley town centre are relatively deprived (in the top 20-40% most deprived areas nationally) across income, employment, education, skills & training, and crime domains (see strategic fit). Kimberley historically has been home to industry including coal mining, brewing and hosiery manufacturing. The local brewery stopped operating in 2007 and little remains of Kimberley's industrial past. An opportunity exists to improve social mobility and to empower local communities, improve health, and reduce anti-social behaviour. Town centre footfall has also been reducing and the decline needs to be halted before further businesses are lost. The proposed Grants scheme will be offered to existing local businesses to support town centre regeneration, modelled on a successful grants scheme run by Broxtowe Borough Council in Stapleford, for example by refreshing shop frontages and





investing in new equipment. Finally, a laser light display (“Kimberley Illuminations”) with an augmented reality screen will provide unique selling point for Kimberley town centre on Main Street, driving up footfall and becoming a focus for local events.

Transport project location details for this project: N/A

What is the proportion of funding request for each of the Fund’s three investment themes?

- Regeneration and Town Centre – 90%
- Cultural – 10%
- Transport – 0%

Value for money:

It is estimated that the Kimberley Town Centre Regeneration scheme will generate direct benefits of ██████ million. Allowing for distributional effects, reflecting the benefit of investment in an area of relative deprivation, the assessed benefit has increased to ██████ million. The private sector contribution (discounted real prices with OB) ██████m is subtracted from these benefits.

Based on estimated net marginal costs of £█████m, the identified benefit will support an initial BCR of 2.3:1 and adjusted BCR of 2.5:1. This above with the threshold of 2.0 and is therefore considered to be high value for money, particularly in light of the wider benefits described below. Whilst the above monetised impacts are considerable and support a position of “high” value for money, the position is strengthened with respect to several non-monetised benefits which ought to be considered as part of the overall proposal.

Visual Amenity Impacts – the proposal will include considerable improvement to public realm and connection between the sub elements of the project. The lights display, the building of a new modern work and community hub, and the rejuvenation of the town centre through better shop frontages and reduced vacancy rates will help to transform Kimberley back into a vibrant location. Image and vitality - the proposal would dramatically alter the perception of Kimberley, and acting as a catalyst for future investment, and putting Kimberley back on the map as a destination in its own right. Alongside new and improved routes (cycle network) will help tie together the proposal for a forward-thinking town in step with modern times, whilst also being mindful of its history as a former coal mining/industrial town.





Community pride – The scheme will re-establish the heart of the town centre as a focus for work, leisure and key services. High quality design, prominently situated in the centre, alongside the creation of facilities to host a wide range of community and civic functions, will contribute to enhancing community pride and integration.

Preservation of local culture / history – the connection to Bennerley Viaduct is unique and is a distinguishing feature of the Kimberley bid. The “Iron Giant “has been described by the World Monuments Fund as being an “extraordinary monument” meriting inclusion in the 2020 World Monuments Watch, one of only 25 sites chosen globally. Historic England consider the viaduct is a “stunning example of the genius of British Engineering”.

Increased footfall – whilst this is to some degree implicit within estimates on wider land value uplift, the town will benefit from increased connectivity in terms of active travel (especially in conjunction with proposals for Broxtowe Kimberley’s sister-bid, Eastwood). This will contribute to increased vitality(above), making Kimberley a more attractive place to invest and do business. It will also improve perceptions over safety within the town.

