



CUMBRIA
LOCAL
ENTERPRISE
PARTNERSHIP

Full Business Case

Applicant Details

Project Name	Reconstruction of Greyhound/ Torpenhow Junction and scheme development and enabling works to the deliver the A595 Strategic Improvement Bothel (Full Scheme)
Project Applicant	Cumbria County Council
Organisation Type	Local Authority
Company Registration Number (or equivalent)	n/a
VAT Number	257177145
Senior Responsible Owner	Nicola Parker, Infrastructure Planning Manager, CCC
Contact Name (if different to SRO)	Nicola Parker
Applicant Address	Parkhouse Building Kingmoor Business Park Baron Way Carlisle
Applicant Postcode	CA6 4SJ
Location of Project	A595
Email	nicola.parker@cumbria.gov.uk
Telephone	07500 975157
Mobile	07500 975157

Guidance

This document provides a template for a Full Business Case (FBC), in support of an investment – project, procurement or scheme.

In all cases, except where previously agreed by CLEP, an Outline Business Case (OBC) should have been completed and agreed prior to the submission of this document for approval.

Prior to contract signature, the main purpose of the FBC is to evidence that the most economically advantageous offer is being procured and that it is affordable. In addition, the FBC explains the fundamentals of the negotiated deal and demonstrates that the required outputs can be successfully achieved.

In practice, the author will find this entails updating the economic case to reflect the procurement phase; completing the commercial case to record the preferred service provider's offerings; and putting in place robust management arrangements for delivery of the required products and services.

Please note that this template is for guidance purposes only and should be completed in accordance with the guidelines laid down in the HM Treasury's Green Book

<https://www.gov.uk/government/publications/the-green-book-appraisal-and-evaluation-in-central-government>

The level of information provided should be proportionate to the size and complexity of the scheme proposed. Project over £5 million are considered to be large schemes.

Appendix Checklist

Appendix Document	Appendix Number (if applicable)	Comments (e.g. if not included, why?)
Most recent Audited Accounts		Cumbria County Council is the applicant.
Most recent Management Accounts		Cumbria County Council is the applicant.
Most recent Bank Statement (within last 3 months)		Cumbria County Council is the applicant.
Economic Appraisal (if project is over £5m)	Appendix A	Economic appraisal and AST.
Estate Plan (Skills Capital Projects Only)	N/A	
Full Options Appraisal	Appendix B	An options appraisal report was undertaken during the development of the full A595 Bothel Strategic Improvement.
Evidence of Match Funding		The £5m of MCHLG Getting Building Funding will fund the reconstruction of the Greyhound/ Torpenhow Junction whilst ensuring that the delivery of the enabling works for the full A595 Bothel Strategic Improvement. The £5m is provided with the aim of levelling the £25m from the DfT's Major Roads Fund to ensure delivery of the full scheme.
Project Plan / GANTT Chart	Appendix C	A high level gantt chart has been prepared for the £5m of funding.
Risk Register	Appendix D	A quantified risk analysis (for the entire scheme) has been undertaken to inform contingency in the cost estimate.
Detailed Elemental Cost Plan	Appendix D	A cost summary report was developed for the full A595 Bothel Strategic Improvement – to inform the cost estimate.
Site Plans and Designs	Appendix E	These were prepared to support the DfT OBC.

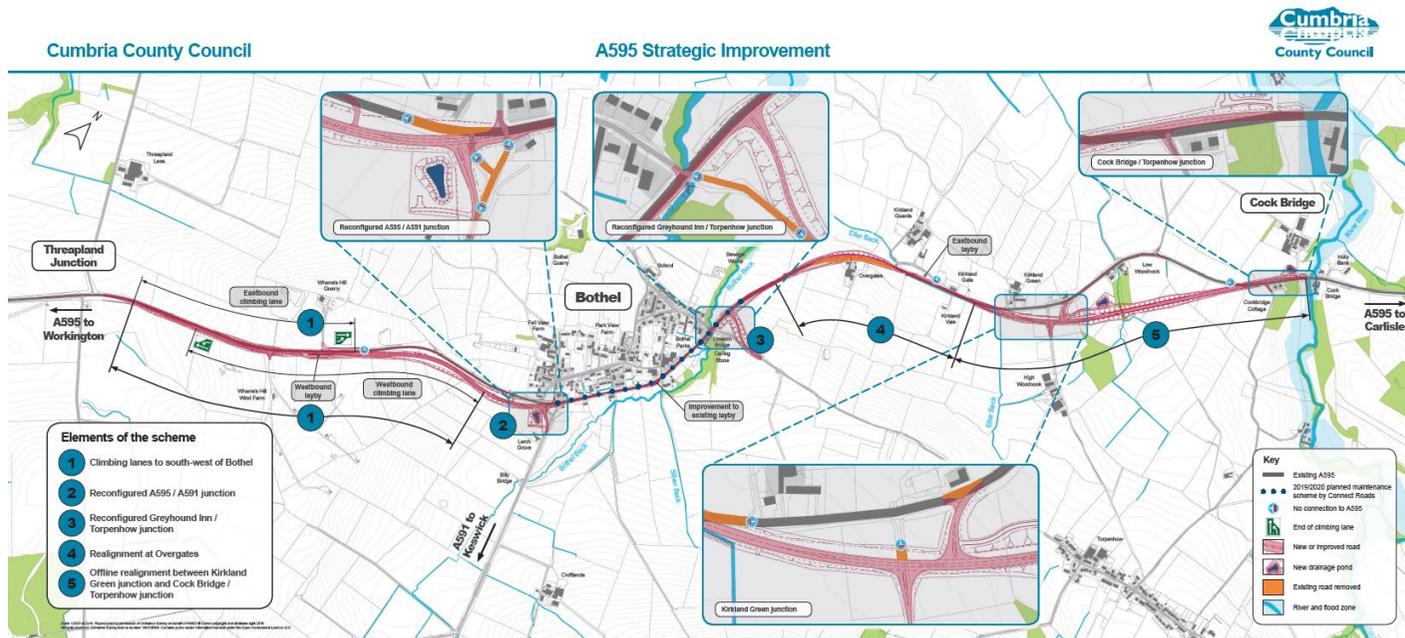
Cash Flow forecast for duration of project		Cumbria County Council is the applicant.
Cash Flow forecast for applicant for 12 months following completion of project		Not relevant; funding for design and construction only and no spend following completion.
Insurances (Public, Professional, Employers)		Cumbria County Council policies to be supplied on request.
Equality and Diversity and People Management Policies		Cumbria County Council policies to be supplied on request.
Health and Safety Policy		Cumbria County Council policies to be supplied on request.
Procurement Policy		Preliminary design/planning stage already procured through council's Professional Services Framework. Detailed design and construction proposed to be procured as Design and Build through council's construction frameworks.
Evidence of Land Ownership (or valuations, / agreed Heads of Terms etc. if relevant)		Third-party land is required to deliver the scheme. Early engagement with landowners has begun, and it is proposed that negotiations for land purchase will begin soon. However, a Compulsory Purchase Order process will also be started at the same time as planning permission is sought to ensure the land is available at the necessary time for construction.
Statutory Permissions (Planning and other appropriate consents including discharge of any Planning Conditions		Statutory processes required for delivery of the scheme include planning permission and side road orders. The project plan assumes a planning submission in May 2021.
Stakeholder Management Plan / Communications Strategy		Cumbria County Council will supply stakeholder management plan and communications plan on request.
Independent Legal State Aid Opinion		It is considered that the scheme is State Aid compliant. Please see section 3.8. Should a full legal opinion be required, this can be provided by Cumbria County Council's Legal Services department.
De Minimis Checklist (if application is under de minimis)		Project value exceeds de minimis level.

Summary Information

Project Description

Please provide a summary description of your project in no more than 250 words

The A595 Bothel Strategic Improvement (Full Scheme) seeks to deliver an upgrade of the A595, between Cock Bridge and Wharrel Hill. The scheme would bring about a more consistent standard of road design for 5km to a section of the A595 as shown in the plan below. The realigned sections of route and climbing lanes will provide opportunity to overtake slow-moving vehicles and therefore more reliable journey times, and in doing so will support the delivery and operation of new investments (particularly in west Cumbria) and the ability to link workers to jobs; a pressing challenge given an aging workforce and skills gaps present within the County.

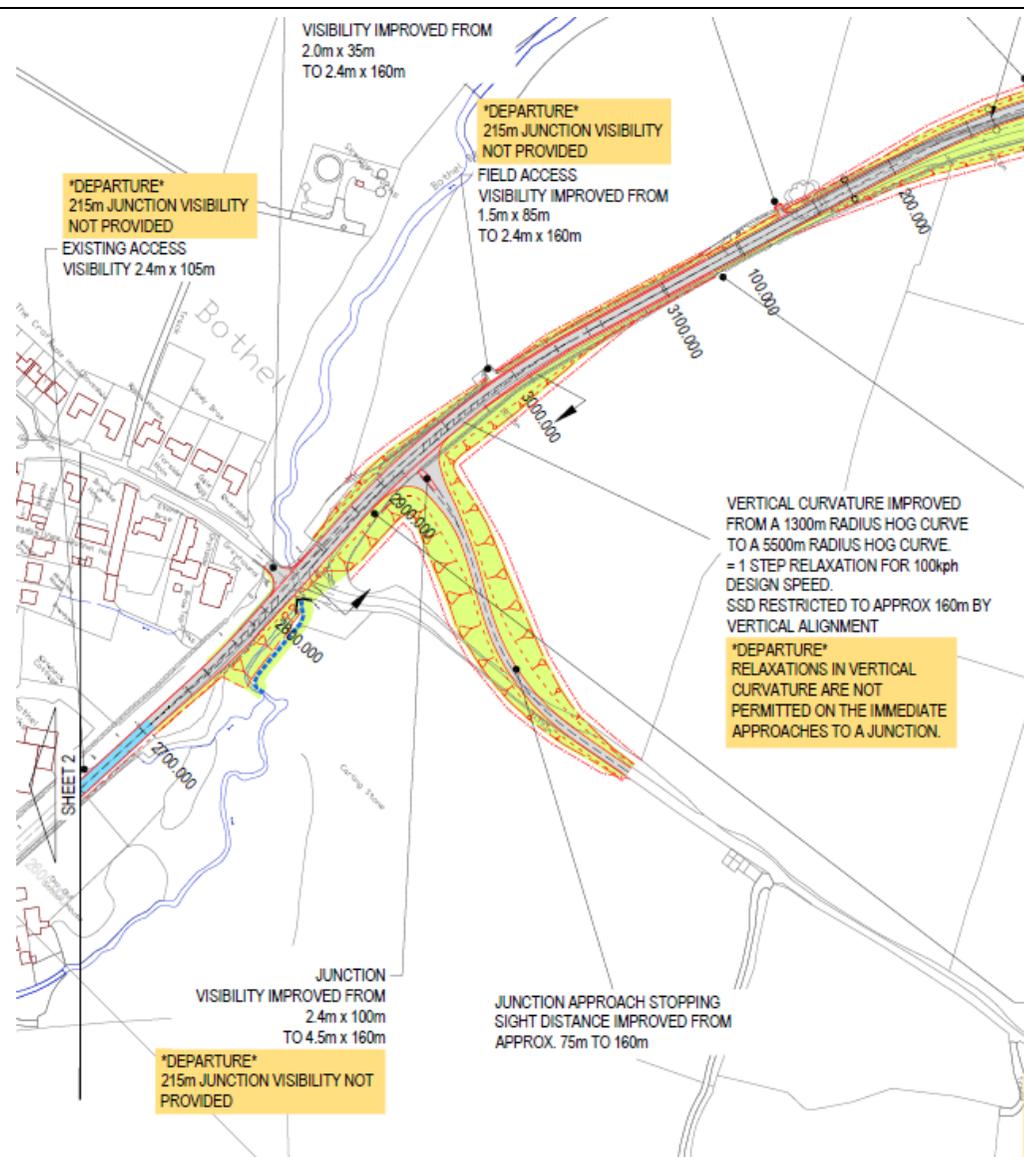


The A595 Bothel Strategic Improvement has been identified as being of pan-northern significance and was included in Transport for the North's programme of improvements promoted to DfT. An Outline Business Case (OBC) for the A595 Bothel Strategic Improvement was submitted to the DfT National Roads Fund in July 2019. The Outline Business Case is currently being updated to address DfT clarifications and will be resubmitted in Autumn 2020. The total cost of the improvements is c£30m.

DfT National Road Fund guidance has advised that a local contribution of c.15% is required. No funding for this purpose has been committed.

The request of £5m to the MCHLG's Getting Building Fund (administered by the CLEP) will provide the local contribution and will deliver the reconstruction of the Greyhound/Torpenhow Junction (located at point 3 on the plan above and in more detail in the plan to the right). The reconstruction of the Greyhound/Torpenhow Junction is a standalone project and can be delivered fully in isolation of the full scheme.

The proposal to reconstruct the Greyhound/Torpenhow junction was borne from the communities response to the initial public consultation (October/November 2020) held during the development of the full scheme. Many residents highlighted a number of safety concerns at this junction. The amendment to the scheme and the inclusion of the reconstruction of the Greyhound/Torpenhow junction met with resounding public support during the subsequent public consultation held in June 2019, with 85 % of respondents being either very satisfied or satisfied with the proposal.



The reconstruction of the Greyhound/Torpenhow Junction will change the crossroads into a staggered priority junction with ghost islands. This will have two main benefits: an improvement in journey times, as traffic waiting to turn right into the minor roads will be able to wait in the ghost island, hence no longer blocking ahead traffic; so delay, and hence journey times, will be reduced. More importantly, it will provide a significant improvement in road safety, as the segregation of turning traffic will reduce the risk of shunt accidents, and the improved visibility from the minor roads will reduce the risk of collisions between turning vehicles.

The remainder of the £5m from MCHLG’s Getting Building Fund will fund the enabling works for the full scheme to ensure that it is ‘shovel ready’ for construction once the DfT funding package has been received.

Total Project Cost £	£5m
Grant Request £	£5m - reconstruction of the Greyhound/ Torpenhow Junction and scheme development and enabling works for the full A595 Bothel Strategic Improvement.
Intervention Rate % (Grant request as a percentage of the total project cost)	100%
Proposed Start Date	October 2020
Proposed Practical Completion Date	January 2022
Proposed Date for Completion of Outputs	January 2027

Key Outputs to be Delivered by the Project

Jobs Created (FTE)		Jobs Safeguarded (FTE)	
No of Houses		Public / Private Investment £	
Learning Opportunities		Premises with access to Superfast Broadband	
Premises created (m2)		Premises refurbished (m2)	
Businesses Assisted		Other (please list below)	

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An appraisal of the reconstruction of the Greyhound/ Torpenhow Junction has been undertaken which demonstrates the journey time and safety benefits achieved by the scheme. The scheme is expected to provide around £4m of benefits (2010 present day values), and has a BCR of 3.6. This equates to very high value for money, reflecting that the scheme resolves the longstanding safety issues at this junction. This is attached as Appendix A.

The remainder of the £5m from MCHLG’s Getting Building Fund will fund the enabling works for the full scheme to ensure that it is ‘shovel ready’ for construction once the DfT funding package has been received.

An appraisal of the full A595 Bothel Strategic Improvement has been undertaken, and the scheme is expected to generate around £27m of transport and wider economic benefits (2010 present year values), including journey time and vehicle operating cost savings, accident savings and a reduction in greenhouse gas emissions. The appraisal also shows significant non-monetised benefits in terms of journey time reliability, severance reduction, and improved resilience. The full scheme is shown to have a BCR of 1.5, and achieve medium value for money.

Is this scheme linked to any other applications to the Cumbria LEP? If yes please list scheme(s) below.	Yes:		No:	No
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Has the applicant previously received funding via Cumbria LEP? E.g. Capital Development Funding. If yes please provide details below.	Yes:	Yes	No:	
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Cumbria County Council has previously received funding via Cumbria LEP. The full A595 Bothel Strategic Improvement formed part of the 2016 West of M6 Strategic Connectivity study. The Cumbria LEP contributed £44,588.16 towards this study.

Has any of the summary information altered since the SOC was considered by CLEP? If yes please provide details below.	Yes:		No:	
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N/A

Is any of the information contained in the application is of a commercial nature and should not be published? If yes please provide details of relevant sections below.	Yes:		No:	No
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Please note CLEP is required to publish all final investment decisions in line with its Local Assurance Framework.

Strategic Dimension

The strategic dimension outlines the case for change, including the rationale for intervention. It specifies the current situation, what is to be done and what outcomes are expected. It also addresses how the project fits with wider policies and objectives.

1.1 Challenge or opportunity to be addressed

Please describe the key characteristics of the problem to be addressed and / or the opportunity presented. Provide an overview of the evidence supporting this, referencing external documents where necessary.

The scale of Cumbria and dispersal of settlements and major employment sites necessitates good strategic links to access both markets and employment.

The A595 is a strategically important route within Cumbria connecting west Cumbrian communities and businesses to Carlisle, the North East and Scotland. This connectivity is integral to the Cumbrian economy and the desire to build the role of west Cumbria as a key centre of excellence for clean growth and nuclear and Carlisle as the key regional city, a status supported by St Cuthbert's Garden Village.

Despite this the A595 is highly constrained by safety and resilience issues and suffers chronically from variable journey times and journey time reliability, due to the poor alignment, restricted overtaking opportunities and large proportions of heavy goods vehicles and agricultural vehicles which cause delays to traffic, particularly on the steep inclines on the route.

Improving the route can address these existing issues, but also pave the way for a stronger; more embedded economy in west and north Cumbria; supporting supply chain growth and increasing access to employment opportunities. This is fundamental to the longer term sustainability of Cumbria, and steps towards the creation of a stronger, more integrated economy within West Cumbria. The A595 Bothel Strategic Improvement is a key component in building strong links these links. Supporting this strong rationale, the emerging financial case points to this being a proposal that should achieve good value for money.

The scheme benefits from a strong policy and evidence foundations having been developed in a strategic manner over a prolonged period.

Supporting the "infrastructure" driver defined within the Cumbria Strategic Economic Plan, in May 2016 Cumbria LEP published the Cumbria Infrastructure Plan. This identified the upgrade of the A595 as a strategic infrastructure priority. Following on from this; in September 2016, Cumbria LEP, in partnership with Highways England and Cumbria County Council, published the West of M6 Strategic Connectivity Study. This examined the issues and constraints

associated with the strategic road connectivity, route capability, resilience and reliability of the A595, A66 and A590 to the west of the M6 motorway. Recognising the importance of west and south Cumbria to the energy and advanced manufacturing sectors, the need to upgrade the A595 in the vicinity of Bothel was clearly articulated within Transport for the North's proposed Investment Programme.

Through this study, improvements to the A595 at Bothel was one of 38 schemes prioritised for further development. The West of M6 Strategic Outline Business Case: A595 and A66 was published in January 2018, and identified Bothel as a priority for improvement. In line with these recommendations, Cumbria County Council have prepared an Outline Business Case (OBC), which was submitted to DfT in July 2019.

The proposal to reconstruct of the Greyhound/ Torpenhow junction was borne from the communities response to the initial public consultation held (October/ November 2018) during the development of the full scheme. Many residents highlighted a number of safety concerns at this junction. The amendment to the scheme and the inclusion of the reconstruction of the Greyhound/Torpenhow junction met with resounding public support during the subsequent public consultation held in June 2019, with 85 % of respondents being either very satisfied or satisfied with the proposal.

The reconstruction of the Greyhound/Torpenhow Junction will changes the crossroads into a staggered priority junction with ghost islands. This will have two main benefits: a modest improvement in journey times, as traffic waiting to turn right into the minor roads will be able to wait in the ghost island, hence no longer blocking ahead traffic; so delay, and hence journey times, will be reduced. More importantly, it will provide a significant improvement in road safety, as the segregation of turning traffic will reduce the risk of shunt accidents, and the improved visibility from the minor roads will reduce the risk of collisions between turning vehicles.

The reconstruction of the Greyhound/ Torpenhow Junction is a standalone project and can be delivered fully in isolation of the full scheme.

The remainder of the £5m from MCHLG's Getting Building Fund will fund the enabling works for the full scheme to ensure that it is 'shovel ready' for construction once the DfT funding package has been received. This includes:

- Progressing the next stage of design (preliminary design) for the entire scheme through to planning application
- Land Acquisition
- Statutory diversions work design and where possible delivery
- Preparation of the Full Business Case for the full A595 Bothel Strategic Improvement to the DfT for Major Roads Funding

1.2 Why has the issue not been addressed previously?

Please provide a summary of why this issue has not been addressed prior to this application.

The reconstruction of the Greyhound/Torpenhow Junction and the delivery of the A595 Bothel Strategic Improvement (Full Scheme) requires central government funding; this is the first opportunity the scheme has had to secure this level of funding.

The Department for Transport followed up the commitments made in the Transport Investment Strategy to create the Major Route Network in England around five policy areas:

- Reduce congestion – alleviating local and regional traffic, reducing traffic jams and bottlenecks
- Support economic growth and rebalancing – support delivery of the Industrial Strategy (Cumbria Local Industrial Strategy in this case) contributing to positive economic impact felt across the region
- Support for housing delivery – unlocking land for new housing developments
- Support all road users – recognise the need for all road users
- Support the Strategic Road Network (SRN) – complement and support the existing SRN by creating a more resilient road network for England.

The Major Road Network (MRN) was established in early 2019, and includes the A595 at Bothel (and the Greyhound/ Torpenhow Junction) as part of the section of route between Carlisle and Cockermouth. Accompanying Investment Planning Guidance, produced by the Department for Transport, sets out the key criteria required or to award funding for improvements to the MRN.

MRN objectives are already closely aligned to those established for the A595 at Bothel. Importantly, they also align to key SOBC objectives for the whole A595 corridor: to provide a critical piece of infrastructure that secures resilience and connectivity between Carlisle Furness and West Cumbria, as part of a wider package of measures. Its contribution to the successful outcomes in Cumbria's Local Industrial Strategy, cannot be overstated.

DfT Major Road Network schemes are expected to seek a local contribution of up to 15% of the total scheme cost.

Cumbria County Council is not in a position to provide this level of funding to secure the local contribution. It is however important to note that Cumbria County Council has internally resourced all scheme development to the point of submitting the Outline Business Case for the Full Scheme and in addition are internally funding the technical modelling work to underpin the assessment of the benefits of the reconstruction of the Greyhound/Torpenhow Junction.

Cumbria County Council also provided a significant contribution to the underpinning evidence bases - West of M6 Strategic Connectivity Study (September 2016) and the West of M6 SOBC: A595 & A66 (January 2018). This demonstrates the level of Cumbria County Council's commitment to the scheme and underlies its strategic importance to improve connectivity in north and west Cumbria.

The MCHLG's Getting Building Fund to secure the local contribution and to deliver the reconstruction of the Greyhound/ Torpenhow Junction and the enabling works for the full scheme to ensure that it is 'shovel ready' for construction once the DfT funding package has been received providing greater certainty of its delivery and help secure the remaining funding for this critical scheme.

1.3 What would the impact be if the issue was not addressed?

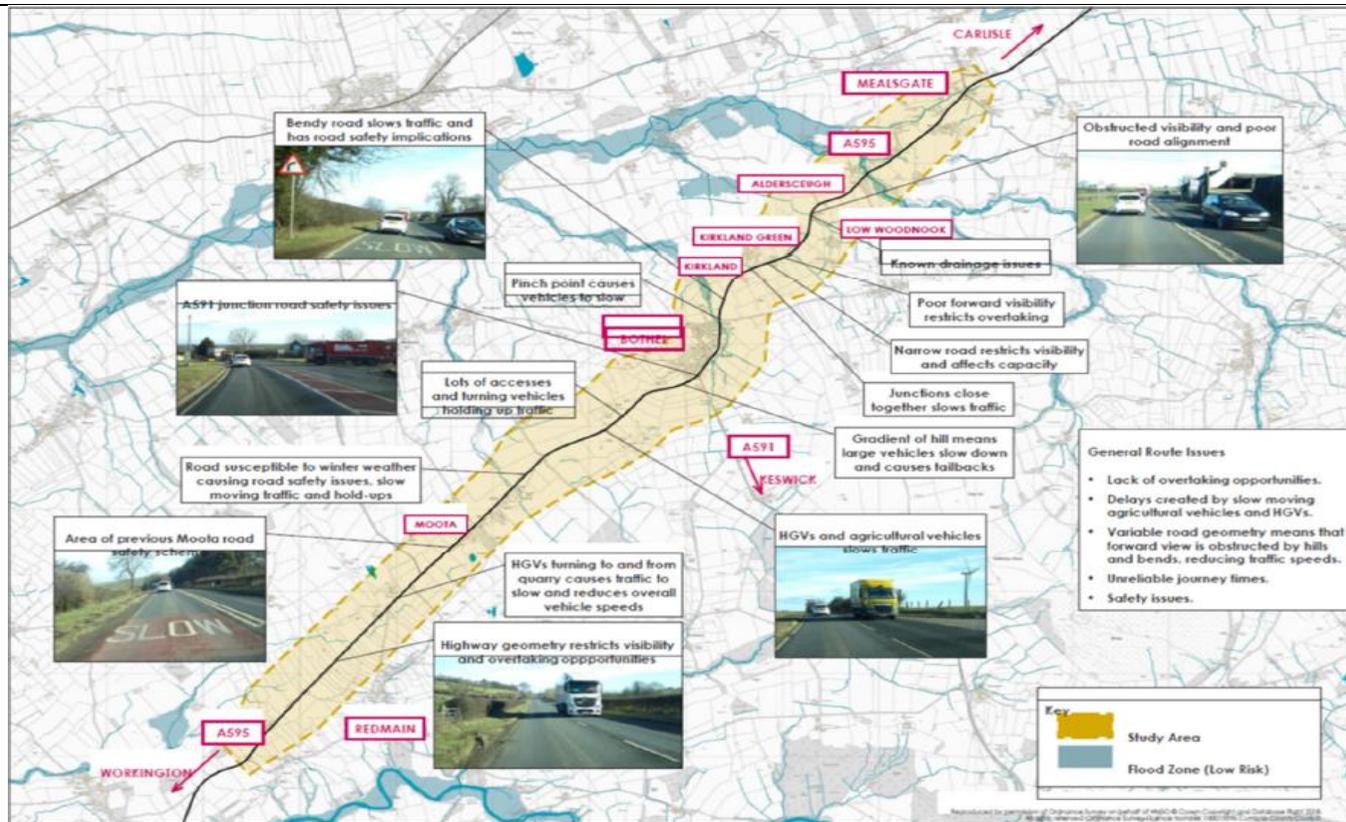
This should describe the current situation and the impact of continuing with the current arrangements (business as usual) without making any changes.

The A595 Greyhound Inn junction is one of the key junctions in the full A595 Bothel Strategic Improvement. It forms the main access to both Bothel and Torpenhow, but is constrained through the vertical and horizontal highway alignment, as well as suffering from poor visibility due to the structure over Bothel Beck.

Overall, the A595 within the vicinity of Bothel is sub-standard, with poor visibility and alignment. A 'drive-through' of the A595 within this area, in a southwesterly direction, highlights the range of problems with the route at present, as described and shown in the plan below.

- Heading in a south westerly direction, the A595 crosses the River Ellen in a dip at Cock Bridge on a sub-standard vertical alignment with limited forward visibility. The speed limit is unrestricted with a number of minor side road junctions and accesses intersecting with the road. Double white lines are a feature on this section of the road;
- The road continues to rise past Cock Bridge cottages and the junction for the road to Torpenhow on the left. This side road junction has limited forward visibility looking in both directions;
- The road then starts to take a slow right hand bend with limited forward visibility until it takes a sharp left hand bend at the junction of the road to Blennerhasset. This section of the road is on a downhill approach to the junction. The road through this area is bendy with a slight dip and has a poor a sub-standard vertical and horizontal alignment with obstructed visibility. Double white lines are still a feature of the road for 100m or so past the side road junction;
- To the south of the Blennerhasset junction, there is a history of drainage issues on the inside of the bend, with a need to close the road from time to time following periods of heavy rainfall;
- Through the left hand bend heading towards Bothel, the road starts to climb again and it then takes a slow right hand bend past a side road junction for Torpenhow as well as some isolated properties fronting the edge of the road. There is limited forward visibility with a solid white lines heading in a westerly direction followed by double white lines to deter overtaking;
- The road straightens heading west before it starts to take a left hand bend past Overgates Farm. The farm access is on the inside of the bend and has very restricted visibility in both directions. The road has double white lines to prevent overtaking on the inside of the bend;

- The road then heads south on an uphill gradient as it approaches Bothel. Through this area the road has limited verge widths and is characterised as being within a constrained corridor with a high hedge close to the edge of the road, particularly on the right hand side. There is a variable message speed (VMS) warning sign in the left hand side verge. Moving westwards there is a left hand bend with two side road junctions just over the brow of a hill, one heading into Bothel and the other for the minor road to Torpenhow. On the approach the vertical alignment of the road restricts forward visibility in both directions;
- Both the side road junctions forming a cross-roads at the north end of Bothel have severe limitations for forward visibility from the side roads looking northwards owing to the vertical and horizontal constraints of the road. The road also has a solid centre white line through this section heading eastwards. In the case of the Bothel junction, there is also an existing solid bridge parapet which obstructs visibility;
- Past the two junctions, the road continues uphill on a gentle right hand bend as it starts to run through Bothel with residential properties and side road accesses on both sides of the road. The road straightens but is still on an uphill gradient as it passes several side road junctions and property accesses on the approach to the A591 junction; The section of the A595 route through Bothel has no protected right turn lanes and vehicles have to slow and potentially stop on the uphill approach for any turning vehicles;
- The A591 junction for the road to Keswick is a non-standard layout, which is a source of confusion for those unfamiliar with the junction from the Cockermouth direction. There is no protected right turn lane on the Cockermouth approach for right turning traffic and vehicles often turn into the exit from the junction;
- Heading west the road continues past the A591 junction at the south end of Bothel on a right hand bend with an uphill gradient. This gradient continues uphill as the road turns to the left again on a gradient throughout this length of the route. Throughout this section of the route, the road also has limitations for forward visibility owing to the sub-standard vertical and horizontal alignment of the road. On this section of the route there are numerous field accesses directly onto the A595;
- The road then levels out as it approaches the side road access for the telecommunications mast at Wharrels Hill on the right hand side of the road. This is within the area of an existing westbound layby on the left-hand side of the road. The route then takes a slow right-hand bend heading downhill past the entrance to the Wharrels Hill Wind Farm on the left hand side of the road;
- Continuing downhill, the road turns to the right on a slow bend and runs in a south westerly direction before a slow left-hand bend as it approaches the two staggered side road junctions to Threapland and Sunderland. Throughout this length of the route there are numerous field accesses directly onto the A595.



Failure to deliver the Greyhound/ Torpenhow junction would mean the safety issues at this location are unresolved. The poor visibility and need for turning vehicles to queue on the main carriageway would continue to provide an increased risk of collisions compared to the proposed scheme. It would also mean that vehicles travelling between West Cumbria and Carlisle would suffer increased delay as they queue waiting for turning vehicles. This would also impact on resilience, as more collisions mean the road is more likely to be closed to deal with these collisions.

The scheme development and enabling works for the full A595 Bothel strategic Improvement would ensure that it is 'shovel ready' for construction once the DfT funding package has been received providing greater certainty of its delivery and help secure the remaining funding for this critical scheme.

As previously explained, the A595 at Bothel is constrained and serves to undermine the strategically important route with poor journey times, reliability, safety and resilience issues. Failure to deliver the improvement will see these issues continue to grow, with up to 14% traffic growth predicted over the next 15 years – even without the transformational growth aspirations for Cumbria.

The scale of Cumbria and dispersal of settlements and major employment sites, for example Sellafield (sitting at the heart of a globally significant nuclear cluster), necessitates good strategic links to both markets and employment. Moving into the future, the need for this scheme and the strategic connectivity it brings will grow; supporting the delivery and operation of new investments, and the ability to link workers to jobs is a pressing challenge, given an aging workforce and skills gap present in the County. Failure to deliver the full A595 Bothel Strategic Improvement would therefore challenge the ability to deliver economic growth and would mean Cumbria's fullest contribution to the future success of the UK economy cannot be achieved.

1.4 What are the aims of the project?

Please describe the overall aims or desired outcomes that the project hopes to achieve and how this will address the problem or maximise the opportunity identified.

The aim of the project is to deliver the reconstruction of the Greyhound/Torpenhow Junction.

The proposal to reconstruct of the Greyhound/ Torpenhow junction was borne from the communities response to the initial public consultation held during the development of the Full A595 Bothel Strategic Improvement. Many residents highlighted a number of safety concerns at this junction. The amendment to the scheme and the inclusion of the reconstruction of the Greyhound/Torpenhow junction met with resounding public support with 85 % of respondents being either very satisfied or satisfied with the proposal.

The reconstruction of the Greyhound/Torpenhow Junction will changes the crossroads into a staggered priority junction with ghost islands. This will have two main benefits: a modest improvement in journey times, as traffic waiting to turn right into the minor roads will be able to wait in the ghost island, hence no longer blocking ahead traffic; so delay, and hence journey times, will be reduced. More importantly, it will provide a significant improvement in road safety, as the segregation of turning traffic will reduce the risk of shunt accidents, and the improved visibility from the minor roads will reduce the risk of collisions between turning vehicles.

The reconstruction of the Greyhound/ Torpenhow Junction is a standalone project and can be delivered fully in isolation of the full A595 Bothel Strategic Improvement. The £5m of MCHLG's Getting Building Fund will be used to undertake the following:

- Public Consultation (to be aligned with the full scheme)
- Development of the design and build to include:
 - Planning process

- Statutory processes
- Detailed design
- Land acquisition
- Construction

The remainder of the funding request will also fund the enabling works for the full A595 Bothel Strategic Improvement, to ensure that it is 'shovel ready' for construction once the DfT Major Road funding has been received and will be used to undertake the following:

- Preliminary design, consultation and submission of planning application
- Statutory process and planning process
- Preparation of the Full Business Case to DfT for Major Roads Funding
- Statutory diversion design and delivery

The full A595 Bothel Strategic Improvement will provide a more consistent standard of road design for 5km to a section of the A595. Plans of the full scheme are attached as Appendix E. The full scheme includes:

- Climbing lanes to the south west of Bothel
- Reconfigured A595/A591 Junction
- Realignment at Overgates
- Offline realignment between Kirkland Green junction and Cock Bridge Torpenhow.
- Local access maintained to Bothel Village and residential properties
- Environmentally sensitive route alignment and construction
- Improved local and strategic connectivity on the A595
- Improved resilience of highway infrastructure.

Connecting and expanding supply chains from the advanced manufacturing, renewable and nuclear energy sectors between north and west Cumbria (the "Energy Coast") is a key element of Cumbria's economic future, as is growing the highly-skilled and versatile workforce, to make it happen. Good roads provide the journey time reliability and just-in-time assurances to make the private sector invest. Without it, confidence would falter, and the ambitious growth agenda set out in the *Northern Powerhouse Economic Review*, *Transport for the North's Strategic Transport Plan* and *Cumbria's Local Industrial Strategy*, would be put at risk.

1.5 How will the aims be achieved?

Please clearly outline the scope of the project. A small set (around 5 or 6) of Specific, Measurable, Achievable, Realistic and Time-limited (SMART) objectives should be identified. They should ideally include the outcomes that are the rationale for the proposal and in some cases the outputs required to deliver them.

The aims of the reconstruction of the Greyhound/Torpenhow junction are closely aligned with the aims of the full A595 Bothel Strategic Improvement, these are:

- **Support economic growth and rebalancing.** Improving the A595 will making it more suitable for freight traffic accessing existing and proposed development and will improve access to markets and supply chains, extending travel-to-work areas and opening up employment opportunities, helping to facilitate the delivery of investment in Cumbria.
This will be measured by the number of jobs created following the completion of the scheme and increases in GVA within 1 and 5 years of construction.
- **Improved connectivity (and resilience)** to improve the links between major population, employment and service centres, including health and educational facilities also help to improve access to local facilities, educational facilities, and key health services. The improvements will also support the Strategic Road Network by improving the connectivity of the A595 to the A66, A69 and M6. This will support highway connections between urban conurbations and transformative employment growth sites, securing pan-northern and nationwide travel to/from Cumbria. This improvement will also support the operation of tactical diversions from the A66.
This will be measured by journey time observations within 1 and 5 years of construction.
- **Improve journey times.** Reliability is a particular constraint on this section of the A595, with the route characterised by poor vertical and horizontal alignments, a mix of junctions and a range of users, including agricultural traffic – an issue exacerbated by the absence of passing opportunities, which sees agricultural vehicles or labouring HGVs dictate journey speeds along its extent. The improvements will reduce delays and ensure more consistent and reliable average speeds.
This will be measured by journey time observations within 1 and 5 years of construction.
- **Improve safety for all road users.** Reducing accidents and the risk of accidents is a key aim and the development and design of the scheme will improve junction safety and support improvements for all road users.
This will be measured by PIA records for number and severity of incidents, including NMUs journey time observations within 1 and 5 years of construction.
- **Minimise traffic impacts on communities** and will support local trips and have a broadly positive impact on noise and air quality.
This will be measured by air quality and noise monitoring within 1 and 5 years of construction.

1.6 What would the impact be if the project did not receive CLEP funding?

This should describe the impact on the scheme if CLEP funding was not received. For example would the scheme proceed with no change, are there alternative sources of funding, or would the scheme not go ahead at all, or be reduced / delayed? If an alternative solution would be implemented please clearly identify how this would differ from the proposed scheme.

The reconstruction of the Greyhound/ Torpenhow junction would not proceed and the vital enabling works for the full A595 Bothel Strategic Improvement, to ensure that it is 'shovel ready' for construction would not happen.

The £5m of MCHLG Getting Building funding will provide the 15% local contribution for the full A595 Strategic Improvement. There are no other sources of funding to meet funding gap of £5m. Without the contribution of £5m; £25 m of critical investment will be lost to Cumbria.

Failure to deliver the A595 Bothel Strategic Improvement would therefore challenge the ability to deliver economic growth and would mean Cumbria's fullest contribution to the future success of the UK economy cannot be achieved.

1.7 Organisational Objectives

What are the overall objectives of the applicant organisation? Please detail how the project addresses these and why the applicant organisation is the best placed to deliver the proposed project. If the scheme has involved partners in the design and development, or will include partners in its delivery, these should also be referenced here.

Cumbria County Council's Council Plan 2018 to 2022 sets out the outcomes the Council wants to achieve for the people of Cumbria, and the approaches it will use to contribute to achieving these outcomes. This Plan reflects the big challenges and significant uncertainty the Council and is facing to 2022.

With regard to specific objectives relevant to this project, the Plan aims to:

- Provide transport infrastructure to improve connectivity and reduce the cost of travel to help address a 20,000 shortfall of workers;
- Address "unsatisfactory transport infrastructure" and highlights "Challenges in attracting infrastructure investment and economic growth - in part due to the rural nature of the County and need to compete with large urban areas"; and
- Tackle "the impact of severe weather events" (resilience)

1.8 Local Industrial Strategy Strategic Fit

How does the project fit with the emerging priorities identified in Cumbria's Local Industrial Strategy?

Cumbria's Local industrial Strategy (LIS) identifies that if the government's population projections materialise, it will lead to a very significant fall in the available workforce over the next decade, with at least a 20,000 shortfall in people available to meet Cumbria's existing job requirements. Consequently, this has been identified as one of the greatest challenges facing Cumbria, given that the labour market is already very tight.

Strategic Objective 5: improving connectivity across the County is of particular relevance to the current bid. This highlights that "reliability and reliance of many of our connections are poor". Table 9.1 of the LIS highlights A595/A66 (West of M6) improvements in Table 9.1 Priority Transport Infrastructure Schemes in Cumbria.

There is an excellent fit between the proposed reconstruction of the Greyhound/Torpenhow junction and the full A595 Bothel Strategic improvement and the Priority Transport Schemes in Cumbria.

1.9 Wider Policy Context Strategic Fit

How does the project fit with other key documents and relevant local and national policies?

For Skills Capital projects, specific reference should be made to the Estate Plan, and how the project demonstrates fit within this.

The **West of M6 Strategic Connectivity Study** and follow-up report, **West of M6 Strategic Outline Business Case: A595 & A66** sets out the underpinning evidence base to drive investment priorities on these key strategic highway corridors. Both studies identified broadly overarching problems that must be addressed for each scheme improvement proposed, including in the vicinity of Bothel.

Alongside these key pieces of evidence are complementary policy initiatives and strategies that support the case for the reconstruction of the Greyhound/ Torpenhow junction and the full A595 Strategic Improvement scheme. Some can directly help to secure investment to deliver the scheme, whilst others ensure the scheme's objectives are consistent with those set out from a national, regional and local context.

National Policy Context

Transport Investment Strategy: Moving Britain Ahead (DfT, July 2017)

The Transport Investment Strategy set out how the Government will take investment decisions realistically and pragmatically in relation to today's challenges and driving progress towards the aims of the Industrial Strategy. It therefore underpins the emerging aims and objectives of Cumbria's Local Industrial Strategy, which was published in March 2019.

The West of M6 SOBC: A595 & A66 indicated the complexities involved with coordinating different funding streams, especially at the route corridor level where a single road could switch between the SRN and MRN. This highlights the importance of programming a series of improvements that deliver the full benefits at the most appropriate time.

Proposals for the creation of a Major Road Network (DfT, December 2017)

Following up the commitments from the DfT's Transport Investment Strategy, the Proposal for the Creation of a Major Road Network sets out the Government's commitment to creating the MRN across England. The network will be created around five policy areas:

- Reduce congestion – alleviating local and regional traffic, reducing traffic jams and bottlenecks;
- Support economic growth and rebalancing – support delivery of the Industrial Strategy (Cumbria Local Industrial Strategy) contributing to a positive economic impact felt across the region;
- Support for housing delivery – unlocking land for new housing developments;
- Support all road users – recognise the need for all road users, and
- Support the Strategic Road Network (SRN) – complement and support the existing SRN by creating a more resilient road network for England.

A finalised map of the MRN is available to sub-regional transport bodies and local authorities, and includes the A595 corridor in its entirety. It is the intention of Cumbria County Council to seek funding for the A595 Strategic improvement at Bothel through the National Roads Fund, of which £3.5bn of the £28.8bn secured for Road Period 2, between 2020/21-2024/25, will be allocated to “the most important local roads which would include the Major Road Network”.

Road Investment Strategy 1 & 2 2015 – 2015 (Highways England)

The RIS provides an element of funding certainty, with £15bn secured for investment in England's SRN between 2015 and 2020 as part of RIS 1. In relation to the North of England, the RIS Overview acknowledges the north-south strategic connections in Cumbria and implies focus is required on east-west movements for the next period of investment. It is important to note that RIS 1 contained no specific schemes in Cumbria, although development of the improvement on the A595 at Whitehaven, originally earmarked for RIS 2, has since been brought forward.

The West of M6 SOBC: A595 & A66 states the importance in continuing collaboration between partners in Cumbria, Transport for the North, and Highways England studies, leads to wins for Cumbria's SRN upon the publication of RIS 2 in 2019. This will provide forward momentum to also deliver the complementary schemes on the MRN and Local Road network, as part of the same route corridor.

Regional/Sub-Regional Policy Context

Cumbria Local Industrial Strategy (Cumbria LEP, 2019)

Cascaded down from the national Industrial Strategy, Cumbria LEP's **Local Industrial Strategy** will replace the **Strategic Economic Plan** to drive the county's economic priorities through to 2030. To enable this, Cumbria's Local Industrial Strategy sets out five Strategic Objectives:

1. Grow and better use Cumbria's talent pool
2. Capitalise on Cumbria's productivity, innovation and enterprise potential
3. Exploit underdeveloped economic opportunities to achieve a better balanced economy
4. Ensure all residents contribute by sharing prosperity and opportunity
5. Improve connectivity across the county

Key Priorities and Policy Asks will emerge from each strategic objective and form the basis for investment packages across the county. It is important that road infrastructure improvements, such as the A595 Bothel Strategic Improvement, is seen as a key enabler to support these objectives.

Cumbria Infrastructure Plan (Cumbria LEP, May 2016)

The West of M6 SOBC: A595 & A66 acknowledges the Cumbria Infrastructure Plan (CIP) is a strategic document that prioritises the infrastructure needed to facilitate economic growth and maximise the opportunities from large projects over the next fifteen years. The CIP highlights the following issues:

- Infrastructure issues already exist in Cumbria and that road connections away from the M6 is often characterised by low travel speeds and a lack of resilience
- Journey time unreliability across Cumbria is a major issue, particularly on the A595, which suffers from low peak hour speeds, delays and sections of single carriageway in built up areas; improved journey speeds, capacity and reliability are vital to ensure development potentials are realised
- The variability and unpredictability of Cumbria's strategic routes restrict the growth of its economy, restricts access to markets, supply chains and the movement of goods and people; addressing these issues would extend travel-to-work areas and open up employment opportunities associated with the major economic investments proposed for Cumbria

The Four Pronged Attack: Cumbria Strategic Economic Plan (Cumbria LEP, 2014)

The current Strategic Economic Plan (SEP) for Cumbria sets out the four priorities to drive growth in Cumbria, namely:

- Advanced manufacturing growth
- Nuclear and energy excellence
- Vibrant rural and visitor economy
- Strategic connectivity of the M6 corridor

The West of M6 SOBC: A595 & A66 acknowledges that Cumbria is one of the top performing LEP areas on indicators such as manufacturing and export intensive sectors, with a GVA proportion derived from manufacturing of 24.4%, compared to 10% nationally and 13.5% across the Northern Powerhouse. In addition it outlines its plan for comprehensive road improvements to increase resilience and enhance future capacity to meet its vision of a Cumbria as an international destination for business, creating 31,500 new jobs by 2024 and boosting the economy by £1.3Bn. The progress and achievements made through the SEP will be developed further through its replacement economic vision, Cumbria’s Local Industry Strategy

Local Policy Context

The A595 Strategic Improvement - Bothel (and the reconstruction of the Greyhound/ Torpenhow Junction) lies within the administration of Allerdale Borough, but is very close to its neighbouring borough of Copeland and the district of Carlisle. Each set out long-term housing and employment growth in their Local Plan documents. The table below presents a summary of these details.

Local Plan Development Forecasts

Planning Policy	Housing	Employment	MRN Routes
Allerdale Local Plan 2014 – 2029	5,471	54ha	A595
Carlisle Local Plan 2015 - 2030	8475	45ha	A595
Copeland Local Plan 2013-2028	3450	89ha	A595

Whilst the area within the vicinity of Bothel itself is predominantly rural, there is a housing commitment in Allerdale Local Plan Local Plan 2014-2029 for 26 houses within the village of Bothel. Other strategic housing and employment allocations in Allerdale, Carlisle and Copeland, will require a modern and resilient A595 within the vicinity of Bothel to facilitate cross-boundary road travel for commuting, business, leisure and access to local services.

1.10 Risks, Constraints and Dependencies

What are the key risks, constraints and dependencies of the project identified in relation to the Strategic Case? This should include consideration of external factors and the potential impact upon the project.

Risks:	A qualified risk analysis for the full A595 Bothel Strategic Improvement is attached in OBC’s Cost Summary Report at Appendix D. The risks for the reconstruction of the Greyhound/ Torpenhow junction are proportionate to the full scheme.
Constraints:	A number of constraints exist and will need to be addressed during the detailed design or construction phases of the project. These include: Environmental – the general location is immediately north of the Lake District National Park, as well as being in close proximity to local ecological designations (County Wildlife Sites and Special Roadside Verges). However no nationally or internationally designated ecological sites are present within the 1km of the scheme’s centreline. There is also the potential

	<p>for adverse impacts on non designated habitats, landscape and visual amenity, designated and non designated,cultural heritage assets and loss of agricultural land.</p> <p>Geotechnical – some of the improvements may require further consideration of the underlying geology and soils, to enable a detailed road design appropriate to this area. Moota quarry (Cemex) is a fully operational quarry inside the study area; historical evidence suggests multiple disused quarries in the same vicinity which may or may not begin producing aggregate in the future.</p> <p>Land purchase – land required to deliver the scheme;</p> <p>Existing road operations – the extent to which constructing the scheme impacts on existing traffic broadly depends on delivery of each discrete improvement; online elements will disrupt journey time reliability more during construction than elements that are predominantly off-line.</p>
<p>Dependencies:</p>	<p>Funding availability – the delivery of the reconstruction of the Greyhound/ Torpenhow Junction can be fully met by the funding request of £5m from MCHLG’ Getting Building Fund.</p> <p>The remainder of the £5m will fund the enabling works for the full scheme to ensure that it is ‘shovel ready’ for construction once the DfT funding package has been received.</p> <p>A funding path through the Major Roads Fund is sought and is subject to Full Business Case approval by the Department for Transport.</p> <p>MRN schemes are also expected to seek a local contribution of up to 15% of total scheme cost; the CLEP contribution will provide the 15% local contribution.</p> <p>Business Case approval – securing government funding requires the DfT’s Transport Business Case process to be followed. Revised OBC to be submitted and updated to reflect confirmation of local contribution</p> <p>Planning / Statutory approvals – planning approval will need to be secured taking into account the impacts of the scheme as a whole;</p> <p>Scheme costs – changes to outturn costs could impact on the scheme’s realised value-for-money;</p> <p>Environmental –an Environmental Impact Assessment or Environmental Statement may be required to be submitted, as part of the planning application to Cumbria County Council;</p> <p>Consultation – drop-in events held in November/December 2018; a follow-up event held in June 2019 following feedback from the initial consultation; further consultation planned prior to planning application submission;</p> <p>Design – the scheme is currently conceptual; progress through preliminary and detailed design stages may highlight new issues</p> <p>Wider A595 programme – other schemes identified through the <i>West of M6 SOBC: A595 & A66</i>, are in various stages of planning; issues and factors affecting the wider delivery programme may have bearing on the precise delivery timescales for the A595 Bothel Strategic Improvement.</p>

Economic Dimension

The economic dimension determines the net value to society (the social value) of the intervention compared to continuing with Business As Usual. It specifies the risks and their costs, and outlines how they are best managed. It determines which option reflects the optimal net value to society.

Please note that ALL projects over £5 million (total project cost) require a Full Economic Appraisal which should be appended to the FBC (see Appendix Checklist), which can be cross-referenced in this section. If a full Options Appraisal has been undertaken and is appended to the FBC this can also be cross referenced within section 2.1.

2.1 Strategic Assessment of Alternative Options

2.1.1 Long Listed Options

Please detail the long list of options considered to deliver the strategic objectives identified.

In consider the full scheme a total of 16 potential options were considered as part of longlisting. The options cover the full stretch of the A595 from Redmain to Mealsgate, and vary in scale of intervention, from new offline dual carriageways to online widening and junction upgrades.

These options were:

- A. Redmain to Threapland dualling
- B. Threapland to Kirkland dual carriageway bypass of Bothel
- C. Threapland to Kirkland single carriageway bypass of Bothel
- D. Threapland to Bothel climbing lanes (new alignment)
- E. Bothel to Kirkland Gate carriageway realignment
- F. Kirkland Gate to Cock Bridge single carriageway (new alignment)
- G. Charley Pit Wood to Mealsgate Bridge online widening

- H. Charley Pit Wood to Mealsgate (Pink House) single carriageway bypass of Mealsgate
- I. Williamsgate to Laal Moota climbing lane (online)
- J. Laal Moota to Former Moota Hotel climbing lane (online)
- K. Former Moota Hotel to Threapland Junction online widening
- L. Threapland Junction to Wharrels Hill / Bothel to Wharrels Hill climbing lanes (online)
- M. Cock Bridge to Charley Pit Wood online widening
- N. Laal Moota to Former Moota Hotel climbing lane (online, West of M6 Option)
- O. Bothel (Limekiln Bridge) to Wharrels Hill climbing lane (online, West of M6 Option)

2.1.2 Critical Success Factors

Please identify the critical success factors (important factors that would be critical in assessing how options could contribute towards the objectives); including any relevant information regarding how these have been defined and agreed, noting if there have been any changes since the submission of an SOBC.

The critical success factors for the scheme are:

- Delivery of a modern highway infrastructure on the A595, improving connectivity between West Cumbria and Carlisle;
- Improved capacity and journey time on the A595, including the provision of overtaking opportunities
- Local access maintained to Bothel and other neighbouring settlements, residential properties and agricultural land;
- Improving road safety, particularly at existing junctions
- Environmentally sensitive route alignment and construction;
- Improved resilience of highway infrastructure and journey time reliability; and
- Ensure the project minimises its environmental impact, and provides direct access to minimise carbon emissions.

2.1.3 Long Listed Option Assessment

Please detail the process used to shortlist options, including reference to critical success factors where relevant.

Each option on the long-list was scored, based on the Department for Transport's Early Assessment and Sifting Tool (EAST). Inputs to the process at this early stage were guided by the judgements of the design team, based on consultation with the council's highway engineers, an options workshop, and probable engineering constraints, following desktop studies and site visit, and potential costs.

The recommendation tool identified three of the original eight options were viable and could be taken forward for further consideration. A fourth option (the Purple route) was added following public consultation held between October and November 2018.

Further information on the long list assessment is provided in the A595 Bothel Options Assessment Report (Attached as Appendix B)

For the Getting Buiding Fund request of £5m the proposed project was based deliverability of the different components and the opportunity to accelerate the shortfall in the DfT funding. For this specific business case, the A595 Greyhound Inn junction improvement was selected from the overall scheme as an important first step in the delivery of the A595 Bothel Improvement. It was selected as the preferred option for the acceleration of the scheme for the following reasons:

- it has very strong safety benefits due to the large number of existing accidents in the vicinity of the junction;
- it will provide modest journey time savings by segregating queuing traffic on the mainline A595 away from through-traffic travelling between West Cumbria and Carlisle;
- it demonstrates a commitment to listening to feedback from the consultation exercise, where the importance of this junction to the communities in Bothel and Torpenhow was highlighted, so has strong stakeholder support;
- it is achievable, with no significant risks to delivery.

2.1.4 Short Listed Options – Strategic Assessment

Please detail the short listed options considered to address the identified issue. This should include the reference case ('business as usual' (BAU) option), the proposed scheme as well as alternative options.

	Option 1 Reference Case (BAU)	Option 2 Proposed Scheme	Option 3	Option 4
Option Name The name by which the option is known	Do minimum	Preferred Option	Discounted Option 1	Discounted Option 2
Option Description A summary description of the project, highlighting key differences between the proposed scheme and the option.	No changes to the highway network, beyond standard maintenance and emergency repairs	Option L (eastbound and westbound climbing lanes, online), Option E (Bothel to Kirkland Gate realignment), Option F (Kirkland Gate to Cock Bridge realignment), Option P (A595/A591 Junction Upgrade)	Option D (eastbound and westbound climbing lanes, new alignment), Option E (Bothel to Kirkland Gate realignment), Option F (Kirkland Gate to Cock Bridge realignment), Option P (A595/A591 Junction Upgrade)	Option O (westbound climbing lane, online), Option E (Bothel to Kirkland Gate realignment), Option F (Kirkland Gate to Cock Bridge realignment), Option P (A595/A591 Junction Upgrade)
Technical Assessment & Appraisal The level of technical assessment or appraisal undertaken – including previous studies / relevant data to assess the option	Not assessed	EAST assessment considering impact on scheme objectives, cost, deliverability	EAST assessment considering impact on scheme objectives, cost, deliverability	EAST assessment considering impact on scheme objectives, cost, deliverability
Indicative Cost (£) The indicative cost for the project and information on how this has been calculated.	£0m (i.e. no extra funds, over and above existing budgets)	£10–30m	£15–45m	£15–45m

Impact against Strategic Objectives How the option delivers against the strategic objectives set out in 1.4	Does not achieve any objectives	Provides overtaking objectives, improves forward visibility and junction arrangements to improve safety, online widening reduces environmental impact	Provides overtaking objectives, improves forward visibility and junction arrangements to improve safety	Provides overtaking objectives westbound, improves forward visibility and junction arrangements to improve safety, online widening reduces environmental impact
Key Risks Key technical, funding (inc. affordability) and delivery risks associated with the option		Land purchase (but reduced land take compared to other options)	Land purchase	Land purchase
Rationale for Rejection / Selection Why the option has been rejected / selected	Does not improve connectivity or journey time reliability; does not meet scheme objectives	Scored highest through the decision framework, lowest cost and achieves objectives	Scored highly through EAST, but higher cost and environmental impact	Scored highly through EAST, but higher cost and provides climbing lane in one direction

2.2 Value for Money

2.2.1 VFM – Transport Projects

Transport projects should use the attached spreadsheet to complete the relevant Appraisal Summary Table and clearly summarise the Benefit Cost Ratio (BCR) in the space below.

BCR (VFM Statement):

The A595 Greyhound/Torpenhow junction is one of the key junctions in the scheme. It forms the main access to both Bothel and Torpenhow, but is constrained through the vertical and horizontal highway alignment, as well as suffering from poor visibility due to the structure over Bothel Beck.

The proposed improvement at this junction changes the crossroads into a staggered priority junction with ghost islands. This will have two main benefits: a modest improvement in journey times, as traffic waiting to turn right into the minor roads will be able to wait in the ghost island, hence no longer blocking ahead traffic; so delay, and hence journey times, will be reduced. More importantly, it will provide a significant improvement in road safety, as the segregation of turning traffic will reduce the risk of shunt accidents, and the improved visibility from the minor roads will reduce the risk of collisions between turning vehicles.

The Appraisal of the benefits of the reconstruction of the Greyhound/ Torpenhow Junction is attached as Appendix A.

The journey time savings have been appraised using the PICADY software. The software takes traffic flows and geometric parameters of the highway to calculate delays at the current junction, and forecast delays in the future.

The existing four-arm crossroads and both proposed three-arm priority junctions were created in the model. Geometric parameters were measured from CAD plans of the junctions, and traffic flows were taken from 2018 surveys, with growth factors applied to create future year flows. The growth factors were calculated using the TEMPro software. Finally, the delays for the existing and proposed junctions were monetised using values of time from the TAG data book.

The monetised values of time were annualised across a year, summed across the 60-year appraisal period, and discounted to 2010 present day values. The calculations show that the junction improvement would provide £58k in monetised journey time benefits. An assumption on reliability benefits and wider economic impacts was also calculated, as a proportion of the journey time benefits, in line with the methodology for the West of M6 study. This calculated an additional £20k of benefits.

An appraisal of the safety benefits has been undertaken using the COBALT software. This software takes existing accident records and traffic flows to predict how they will change in the future with intervention.

The existing four-arm crossroads and both proposed three-arm priority junctions with ghost islands were added into the model. The existing accident rate was calculated for the existing junction, and an assumed accident rate based on the new junctions was calculated by the programme. Traffic flows were taken from the 2018 surveys, and growth factors were calculated using the TEMPro software and applied to create future year flows.

The software shows that the junction improvement would save 67.1 accidents across the 60-year appraisal period, with a monetary benefit of £3.9m.

The cost of the A595 Greyhound/ Torpenhow junction improvement is £1.1m. The spend profile until the proposed opening in January 2022 has had optimism bias of 15% applied, been rebased to 2010 prices, discounted and converted to market prices. This gives a total scheme cost, in 2010 present day values, of £1.13m.

The Benefit to Cost Ratio (BCR) of the A595 Greyhound/ Torpenhow junction improvement is therefore calculated as 3.6. This represents high value for money. This reflects the significance of existing safety issues at the junction that are resolved by the junction improvement.

As stated in the strategic case, the delivery of the A595 Greyhound/ Torpenhow junction improvement represents the first stage, and an acceleration, of the A595 Bothel Improvement as a whole. A full appraisal of the A595 Bothel Improvement has been undertaken, in line with the DfT's Transport Analysis Guidance (TAG).

The appraisal of the full A595 Bothel Strategic Improvement as a whole shows that it delivers journey time savings for existing users, improves safety in the area, and supports economic growth.

The economic appraisal shows the full A595 Bothel Strategic Improvement would achieve positive transport user benefits, coupled with wider economic benefits for Cumbria as a whole, with monetised benefits, in 2010 present day values, of around £27m.

Non-monetised benefits show the scheme would have significant positive impacts in terms of journey time reliability, resilience, severance and accessibility. For resilience, a sensitivity test demonstrates that the scheme would deliver further benefits as closures on the A590 continue to occur.

For discounted scheme costs of £17.6m in 2010 present day values for the full scheme, it can be seen that the full A595 Bothel Strategic Improvement achieves a BCR of 1.5, and with the non-monetised benefits secures medium value for money.

2.2.2 VFM – Non Transport Projects

Non-transport projects should complete the Appraisal Summary Table below, or outline the approach used to calculate VFM in comparison to alternative options in the space at 2.2.4

	Option 1 Reference Case (BAU)	Option 2 Proposed Scheme	Option 3	Option 4
Net Present Social Value Present the estimate of the net present social value for the option (outlining the economic assumptions used to calculate this in 2.2.3)				
Public Sector Cost (or appropriate value for cost)				
Appropriate Benefit Cost Ratio				

Significant unmonetizable costs / benefits				
Significant unquantifiable factors				
Risk costs by type and residual optimism bias				
Switching Values				
Time Horizon and Reason				
2.2.3 Economic Assumptions				
Please present economic assumptions used to calculate the above				
Discount value	In line with TAG (3.5% for first thirty years, 3% for 31-60)			
Optimism Bias	Optimism bias at 15% has been applied to the costs for the economic appraisal. A Quantified Risk Assessment (QRA) was undertaken to inform the contingency allowance. The QRA mitigates cost uncertainties of constructing the scheme, as it moves from an indicative outline design into a preliminary design stage. This allows the level of optimism bias to be set at 15%.			
Deadweight				
Displacement				
Leakage				
Substitution				
Apportionment				
2.2.4 If an alternative approach to calculating VFM in comparison to alternative options has been used, please outline the method and summarise the findings in the space below. As a minimum, CLEP expect a BCR for the preferred option to be stated, with supporting evidence and reasons for the selection of the preferred option.				
2.3 BREEAM				
Please provide details of the anticipated BREEAM rating. The expectation is that new-builds will achieve 'Excellent' and refurbishments will achieve 'Very Good'. Confirm what work has been done to establish that the appropriate standard will be achieved.				

Commercial Dimension

The commercial dimension considers whether the scheme is commercially viable and presents evidence of risk allocation

3.1 Commercial Viability

Please identify the approach taken to assess commercial viability of the scheme including reference to any market research undertaken

Cumbria County Council has confidence that the contractual and commercial arrangements proposed are appropriate and workable and are commercially viable to deliver both the reconfiguration of the Greyhound/ Torpenhow Junction and the full A595 Bothel Strategic Improvement. The approach taken is outlined below:

- Set the objectives, outcomes and constraints;
- Identify the preferred procurement route and contractual arrangements;
- Assess how risk might be identified, apportioned and managed, and
- Outline how the contract will be managed to a successful delivery and conclusion

Similar arrangements were successfully applied to the delivery of major schemes in the past, such as the Carlisle Northern Development Route (£70m), and the Infrastructure Recovery Programme (£120m), vital to securing Cumbria's economy following devastating winter storms in 2015/16.

The level of experience gained on previous schemes translates to developing a robust strategy for procuring all work stages. The approach to procurement has been shaped to ensure the following outcomes:

- Achieve cost certainty in delivery;
- Minimise costs by ensuring value for money and appropriate quality;
- A robust and achievable delivery programme, and
- Acceptance and support of the scheme from stakeholders.

3.1.2 Is the project expected to achieve a commercial return on investment?	Yes:		No:	No
If yes, please note that CLEP may require further information in the format of longer term cash flows or impact assessments in addition to those referenced within the appendix checklist.				
3.2 Procurement				
3.2.1 Is a procurement strategy in place that will be used for the project?	Yes:	Yes	No:	
<p>3.2.2 If yes, please ensure that it is appended to the FBC (see Appendix Checklist), and this can be cross referenced in this section.</p> <p>If no, please detail the procurement route and strategy that will be used for the project. This should include: details of the procurement mechanism to be used; details of whether it is an existing framework or contract; the timescales associated with the procurements; and details of other routes considered for delivery and why these were rejected.</p> <p>If there are different elements to be procured within the project, please identify the procurement strategy for each element.</p> <p>It should be noted that if the applicant is a private sector organisation and the request for public sector funding forms more than 50% of the total project costs then procurement is required to be compliant with public procurement regulations. If the applicant is a private sector organisation requesting less than 50% from the public sector there remains the requirement for the process to be fair, transparent and competitive.</p>				
<p>The following core objectives underpin the delivery of the preferred procurement strategy:</p> <ul style="list-style-type: none"> • Deliver the scheme within the available funding; • Ensure all scheme promoters commit to the project in full; • Ensure Best Value is delivered; • Ensure that appropriate quality is delivered; • Offer an affordable whole life cost solution; • Reduce risks to a level that is 'As Low as Reasonably Practicable' (ALARP); • Maximise benefits to the economy of Cumbria; • Enhance the skills and experience of Cumbria County Council's workforce; and • Enhance capability and experience of the supply chain. 				

In summary, the council's Professional Services Framework has been used to procure consultancy support for the preliminary design and submission of a planning application.

It is proposed to procure a contractor through a Design and Build contract through the council's Capital's Works Framework for detailed design and construction.

3.3 Risk Identification and Allocation

Please provide a risk register detailing risks within the commercial case including: impact; likelihood; allocation; and mitigation measures. If this is appended to the FBC it can be cross referenced in this section.

A Quantified Risk Register for the entire scheme as set out in the Outline Business Case submitted to the DfT. A Quantified Risk Register for the full A595 Bothel Strategic Improvement was undertaken to inform the Cost Estimate Report attached as Appendix D.

The proposed works constitute relatively routine highways works for which there are a large number of contractors capable of delivering within both the cost and time constraints. The greatest risk relates to poor ground conditions at the northern end of the scheme, which would increase the construction programme; however, the quantified risk register has informed the robust contingency allowance to ensure the project is deliverable, and the construction programme has been extended to 18 months to ensure sufficient time is available to construct the scheme. With respect to the Getting Building fund the key risks are:

Risk	Likelihood Rating	Impact Rating	Total Rating (RAG)	What mitigating action will / could be taken?
Getting Building Funding is not successful	1	5	5	Funding already allocated to CLEP and provisionally allocated to A595 Bothel subject to approval of the FBC at the Investment panel on 9 September
Getting Building Funding timescales are not achievable	2	4	8	Ensure funding is available to start the preliminary design in September 2020
Accelerated works exceed the available budget and there is a requirement for CCC to fund any overspend.	2	5	10	The detailed design for the whole scheme could be undertaken at a later date if required
Funding conditions are not favourable / acceptable to CCC	2	5	10	

3.4 Contract Management

Please provide the contractual arrangements for delivering the proposed scheme. An organogram may be useful.

The preliminary design is being procured through the County Council's Professional Services Framework. The appointed consultant will take on the role of Principal Designer under CDM regulations. A Design and Build tender will be used for the detailed design and construction works, to be competitively tendered through the Capital Works Framework under an NEC Construction contract.

Cumbria County Council has considerable experience in contract management of consultancy support to develop and deliver infrastructure projects. The Council routinely manages contracts relating to scheme development service delivery and capital projects. Recently delivered schemes include the Preliminary design for the Carlisle Southern Link Road, Carlisle Northern Development Route (£70m), and projects aligned to the Infrastructure Recovery Programme (£120m), to rebuild the county's infrastructure following the winter storms of 2015/16.

Effective contract management is recognised as critical to the successful delivery of the reconstructed of the Greyhound/Torpenhow junction and full A595 Bothel Improvement. In managing contracts, the Council, as Employer, seeks to follow three major threads, all of which are discussed below:

- Managing Performance and Service Delivery;
- Contract Administration, and
- Managing Relationships.

Managing performance and service delivery

These activities ensure the contractor performs and delivers what is contracted, including:

- Managing the contractor to deliver its contractual obligations;
- Ensuring the Employer meets its obligations and ensuring internal stakeholders do not do anything that effectively relieves the contractor of their responsibilities, or inadvertently commits the Employer to additional contractual commitments;
- Using information generated by the contract as evidence of achieved output;
- Reviewing and examining cost and associated information related to the performance of the contract; and
- Using the contract to get what the Employer is paying for.

Contract Administration

The Council will administer all activities involved with keeping accurate records, e.g. performance, payments and changes to the contract. They will also ensure prompt payment for goods or services received, which meets government targets for payment turnaround.

3.5 Constraints and Dependencies

What are the constraints and dependencies of the project identified in relation to the Commercial Case? This should include consideration of external factors and the potential impact upon the project. Relevant elements of the risk register can be cross referenced in this section. This should include confirmation that the applicant is not subject to any contractual or other restriction imposed by its own or any other organisation's rules or regulations or otherwise which may prevent or materially impede it from meeting its obligations in connection with this Grant request.

Cumbria County Council, is not subject to any contractual or other restriction imposed by its own or any other organisation's rules or regulations or otherwise which may prevent or materially impede it from meeting its obligations in connection with this Grant request.

Third-party land is required to deliver the scheme. Early engagement with landowners has begun, and it is proposed that negotiations for land purchase will begin soon. However, a Compulsory Purchase Order process will also be started at the same time as planning permission is sought to ensure the land is available at the necessary time for construction.

3.6 Social Value

Please demonstrate how the project will deliver social value.

The results from the appraisal show that the scheme will deliver significant safety benefits through the improvements to the A595 Greyhound/ Torpenhow junction. As the majority of the accidents at this junction are collisions with vehicles either waiting to turn or turning into or out of the villages of Bothel and Torpenhow, they disproportionately affect the residents of these villages who use the A595 to access employment opportunities and services.

These improvements will therefore have a direct positive impact on the local communities of Bothel and Torpenhow. The improvement will also reduce driver stress and perceived safety issues for residents of Bothel and Torpenhow by providing a higher-quality junction with improved visibility.

3.7 Sustainability

Please demonstrate how the project will contribute towards the sustainability agenda.

The improvements arising from the reconstruction of the Greyhound/ Torpenhow Junction will result in the following benefits:

- Reduction in greenhouse gas emissions through reduced delays at the junctions;

- Positive transport benefits, totalling nearly £60k, through reduced delays for both traffic turning onto the A595 from Bothel and Torpenhow, but also from reduced delays for through-traffic as queuing on the mainline A595 is eliminated due to the provision of right-turn ghost islands;

The full A595 Bothel Strategic Improvement scheme also provides these benefits to a higher degree, as well as the following new benefits:

- Better connectivity between the M6 and west Cumbria, achieving the key objective for the West of M6 Strategic Connectivity Study;
- Wider economic benefits, as reduced journey times brings people and businesses closer together by increasing the size of the available labour supply for businesses, as well as agglomeration benefits by bringing businesses themselves closer together.

3.8 State Aid

Please note that an independent legal state aid opinion is usually a requirement at FBC stage.

3.8.1 Has an independent legal state aid opinion been undertaken and appended to the FBC (see Appendix Checklist)?

Yes:

No:

No

3.8.2 If no, please detail why, and with reference to the General Block Exemption Regulation and other State Aid frameworks explain why the proposed scheme is considered compatible with State Aid regulations.

Article 107 of the Treaty for the Functioning of the European Union sets out 4 characteristics, all of which have to be present for support to be considered as state aid. Only when state aid is considered to be present is there then a requirement to consider a suitable route to provide the aid, for example seeking advance approval from the European Commission, or in the majority of cases by making use of the ‘block exemptions’ set out within the articles of the General Block Exemption Regulation (GBER).

The 4 ‘tests’ which must be met for state aid to be present are shown below, together with an assessment of each in the context of the project:

1. The support is provided by the state, or through state resources.

Grant funding support to deliver the reconstruction of the Greyhound/ Torpenhow Junction and the enabling works for the full A595 Bothel Strategic Improvement is from the Ministry of Housing, Communities and Local Government (Getting Building Fund, via Cumbria Local Enterprise Partnership). The delivery of the full A595 Bothel Strategic Improvement is sought from both the Department for Transport (National Roads Fund). It is therefore clear that this support is provided from state resources.

Conclusion: This test has been met.

2. It favours certain undertakings or the production of certain goods.

Within the scope of state aid an ‘undertaking’ is any organisation engaged in economic activity, regardless of the status or nature of that organisation. The project delivers improvements to the public highway, the results of which will be available free of charge to all users on a non-discriminatory basis. These activities are not ‘economic’ in nature and no market exists for the provision of the activities the project will deliver. Therefore, the delivery of the activities by Cumbria County Council cannot be considered an ‘undertaking’ and the provision of grant funding to Cumbria County Council does not provide a selective advantage, as the Council is merely acting in its strategic role as highways authority. It is also necessary to ensure that support does not favour any other undertakings involved in the delivery of the project, namely any external contractors to be appointed by the Council to undertake construction works, or provide professional services associated with the works. Cumbria County Council is a ‘Contracting Body’ as defined within the Public Procurement Regulations 2015 and the Council’s approach to all procurement for the project is fully compliant with the PCR, including the use of existing procurement frameworks where appropriate. As such, the works and services associated with the project will be delivered at market rates and no supplier to the project will be receiving a selective advantage as a result.

Conclusion: This test has not been met.

3. It distorts, or threatens to distort competition.

As stated above, no market exists for the provision of ‘free to use’ public highway infrastructure and grant funding support cannot therefore distort competition. Furthermore, the fact that all suppliers to the project will be procured in compliance with the PCR ensures that competition in the supply chain (where a market does clearly exist) will not be distorted.

Conclusion: This test has not been met.

4. It affects trade between member states.

The provision of public highway infrastructure is by nature a localised activity, however as mentioned above the market to supply construction and associated professional services has potential to cross borders between member states. In practice the threshold by which the European Commission judges there to be sufficient potential for cross border interest is low, therefore a cautious approach would be to assume that the project does have potential to affect trade between member states in respect of the project supply chain.

Conclusion: This test has been met.

As only 2 of the 4 ‘tests’ above have been met, our conclusion is that provision of grant funding to support delivery of the project does not constitute the provision of state aid to Cumbria County Council or to any of the suppliers engaged in delivery of the project. Should a full legal opinion be required, this can be provided by the Council’s Legal Services department.

Financial Dimension

The financial dimension focuses on affordability. It considers the impact of the proposal on the public sector budget in terms of the total cost and presents evidence on funding arrangements, technical accounting issues and the financial profile of the project.

A Cost Summary Report was prepared for the full A595 Bothel Strategic Improvement (July 2019) to support the scheme development required for the preparation of the Outline Business Case for the Department for Transport and is appended at Appendix D. The Project Costs presented below are for the elements of the project that will be delivered with The Getting Building Funding.

4.1 Project Costs						
4.1.1 Has a detailed elemental cost plan been appended to the FBC (see Appendix Checklist)?		Yes:		No:		
4.1.2 Please complete the table below, summarising the project costs using a maximum of 5-6 Budget Headings. Please ensure the total expenditure matches the total project cost identified within the Summary Information.						
Cost Heading	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Torpenhow Junction						
<i>Construction Works Cost</i>		£850,000				£850,000
<i>Other Scheme related survey and development costs</i>	£4,744					£4,744
<i>Consultants Fees (Prelim Design)</i>	£17,219					£17,219
<i>Consultants Fees (Detailed Design inc. Orders)</i>		£18,686				£18,686
<i>Consultants Fees (Con. Man).</i>		£34,698				£34,698
<i>Client Management Costs</i>	£6,344	£10,875				£17,219
<i>Public Inquiry related costs</i>						0
<i>Statutory Undertaker Costs</i>		£31,818				£31,818
<i>Land and compensation costs</i>		£49,358				£49,358
<i>Contingency & Risk Sum</i>	£28,095	£48,163				£76,258
Total Expenditure	£56,402	£1,043,598				£1,100,000

Full A595 Bothel Improvement Scheme Acceleration						
<i>Construction Works Cost</i>						£0
<i>Other Scheme related survey and development costs</i>	£40,621	£69,635				£110,256
<i>Consultants Fees (Prelim Design)</i>	£166,880	£286,079				£452,959
<i>Consultants Fees (Detailed Design inc. Orders)</i>		£722,653				£722,653
<i>Consultants Fees (Con. Man).</i>		£35,829				£35,829
<i>Client Management Costs</i>	£46,400	£79,542				£125,942
<i>Public Inquiry related costs</i>						£0
<i>Statutory Undertaker Costs</i>		£1,276,364				£1,276,364
<i>Land and compensation costs</i>		£640,642				£640,642
<i>Contingency & Risk Sum</i>	£197,236	£338,119				£535,355
Total Expenditure	£451,136	£3,448,864				£3,900,000

4.1.3 Please identify the stage of the costs i.e. indicative costs, full tendered costs etc.

Indicative Costs

4.2 Funding Package

4.2.1 Please complete the table below, profiling the funding package for the project. Please ensure that the total funding package matches the total expenditure, and that the total from Cumbria LEP matches the Grant Request in the Summary Information.

Match Funder	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Getting Building Funding	450,000	3,450,000				5,000,000
Total Funding						5,000,000

4.2.2 Please identify the status of the match funding below. If not yet secured, a date should be given of when this is expected to be in place. Evidence of any confirmed match funding should be appended to the FBC (see Appendix Checklist).

Match Funder	Status (including relevant appendix reference / date expected etc.)
Cumbria LEP	
Getting Building Fund	Awaiting LEP approval at Investment Panel on 9 September 2020

4.3 Contingency

Please provide evidence of what contingency has been applied to the project costs and the basis for how this has been calculated. If this has been calculated as a quantified sum based on the estimated cost and the likelihood of risks, please append any relevant documents and cross reference within this section.

A quantified risk register has been developed for the full A595 Bothel Strategic Improvement - Cost Estimate Report prepared for the DfT Outline Business Case. The quantified risk register will be updated as part of the preliminary design for the A595 Strategic Improvement – Bothel. A quantified risk register will be developed as part of the detailed design for the Greyhound/Torpenhow junction. For the purpose of the cost estimate for the scheme included in this FBC a 15% contingency has been used.

4.4 Financial Procedures

Please outline the organisational financial procedures and confirm the process for dealing with conflicts of interest, fraud and systems in place to deal with the prevention of fraud and / or administrative malfunction.

Part 5G of Cumbria County Council’s constitution deals with Financial Standing Orders. The Section 151 Officer (Assistant Director – Finance) is responsible for reporting, where appropriate, breaches of the rules to Council and/or to Cabinet. The Section 151 Officer is also authorised to temporarily suspend financial regulations in exceptional circumstances.

4.5 Risk Identification and Allocation

Please provide a risk register detailing risks within the financial case including: impact; likelihood; allocation; and mitigation measures. If this is appended to the FBC it can be cross referenced in this section. Specifically this should include:

4.5.1 Cost Overruns

Identify how cost over runs will be managed and / or shared with other parties / funding bodies. Cumbria LEP will not be able to fund cost over runs and will be capped at the offer awarded.

The approach to managing cost over runs: options to address such an eventuality include re-scoping the project works or underwriting the over-run.

Levering in developer contributions is unlikely given the nature of the project and its location.

It is considered that this is a matter which can be conditioned should a decision to award the grant be forthcoming.

4.5.2 Delivery Timescales

Identify how delivery timescales will impact upon the cost of the project and how this is to be managed / allocated.

If the scheme is pushed into the next financial year there is likely to be an increase in the cost of the scheme as materials and labour would rise in line with inflation.

Management Dimension

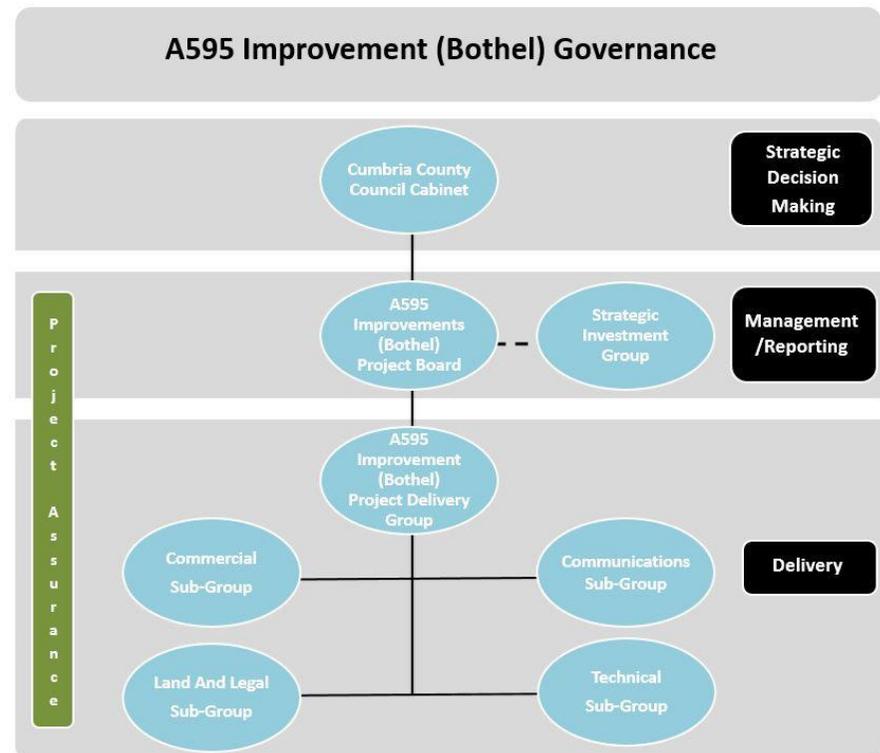
The management case ensures there are realistic and robust delivery plans and how the proposal will be delivered.

5.1 Scheme Management

Please identify the management structure for the delivery of the project. This should include the SRO (identified within Summary Information) and assign key responsibilities to individuals / organisations. The governance arrangement and reporting structure should be clearly identified. An organogram may be useful.

The project management for delivering the Greyhound/ Torpenhow Junction will be co-ordinated by Cumbria County Council as Highway Authority and aligned with the delivery of the full A595 Bothel Strategic Improvement. The Council will be responsible for setting up the governance structure and appointing the key personal that will drive the project forward, ensuring that milestones are reached, and the scheme is successfully completed to the agreed programme.

The governance structure will operate at a number of levels, as summarised in the following sections, and shown in figure to the right.



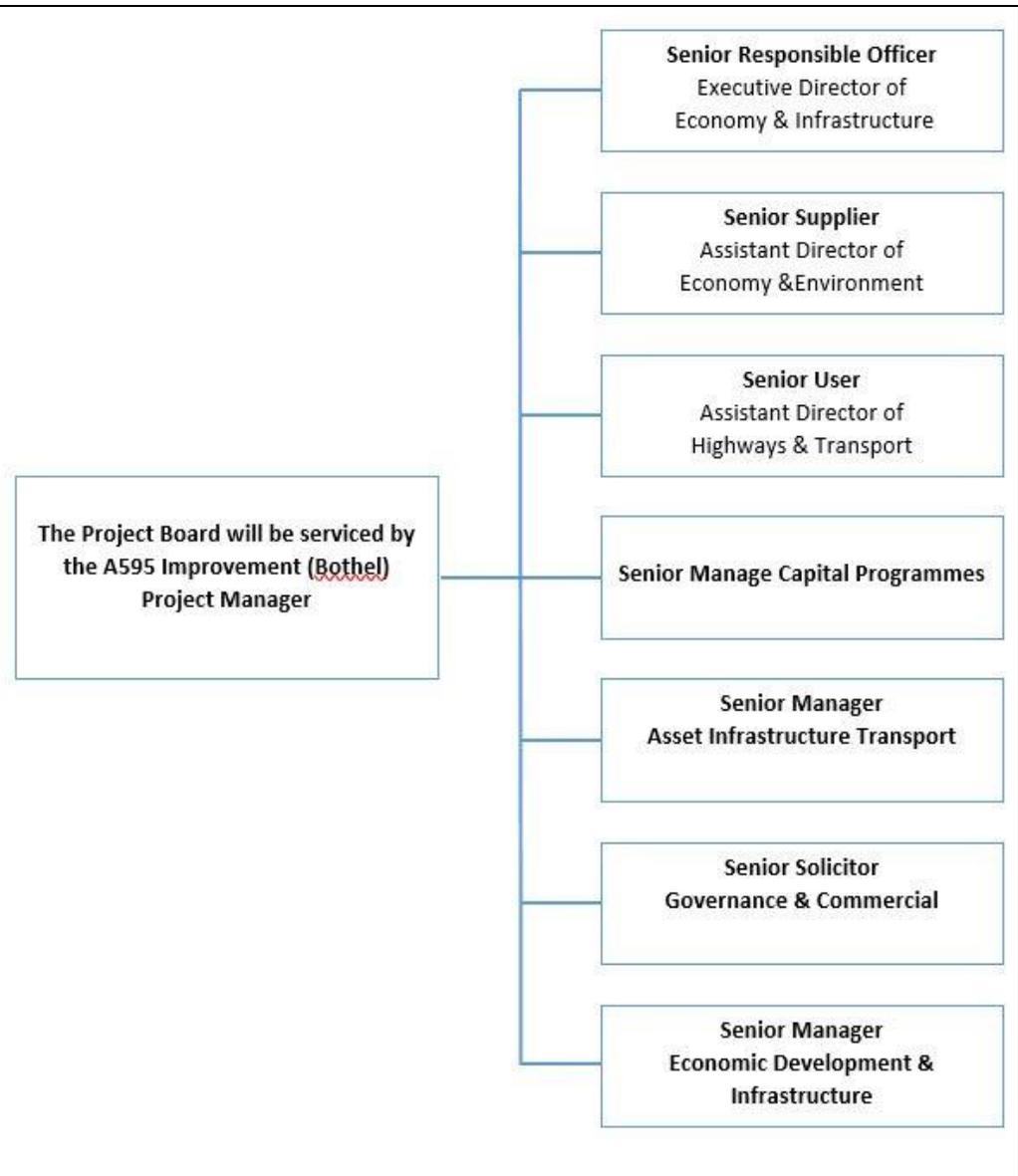
A595 Bothel Strategic Improvement Project Board

The A595 Bothel Strategic Improvement Project Board provides the strategic and corporate direction for the project and is the key body ensuring the decision making process is aligned with the County Council Constitution, with the fundamental purposes of ensuring effective management and delivery of the improvement.

The project has identified, at Assistant Director level, a Senior User and a Senior Supplier. Senior Management support is also in place from legal and finance teams to input into the project. Specific technical advice will be provided by external consultants as required.

The Board will meet on a monthly basis and have the following responsibilities:

- Set the strategic direction of the project to ensure its objectives are met;
- Be accountable for meeting project objectives and realising scheme benefits;
- Provide the Senior Responsible Officer with the technical information necessary to make key decisions on the project;
- Agree all project plans;
- Approve budget and resources;
- Monitor and report on progress, and
- Manage risk.



Strategic Investment Group

The Strategic Investment Group (SIG) provides a co-ordinated forum within the Council for planning strategic capital related activity in the short, medium and long term. SIG is jointly chaired by the Assistant Director for Highways and Transport and the Assistant Director for Economy and Environment and supported by the Senior Manager for Accountancy and Finance.

SIG is responsible for managing the gateway approval process for projects and allocating resources for the next stages of delivery, at the request of the A595 Strategic Improvement Project Board. SIG reports to the Economy and Infrastructure Departmental Management Team (DMT) on a 6-weekly basis. Issues are escalated through the Council's structure to Cabinet. The key objectives of SIG include:

- Ensuring that Capital Investment proposals are aligned to the Council's strategic plans and savings plans;
- Managing a gateway approval process to determine the allocation of resources at all stages to projects, and
- Ensuring the processes and delivery arrangements for asset strategy and capital programme are economic, effective and efficient and support the delivery of the Council's objectives.

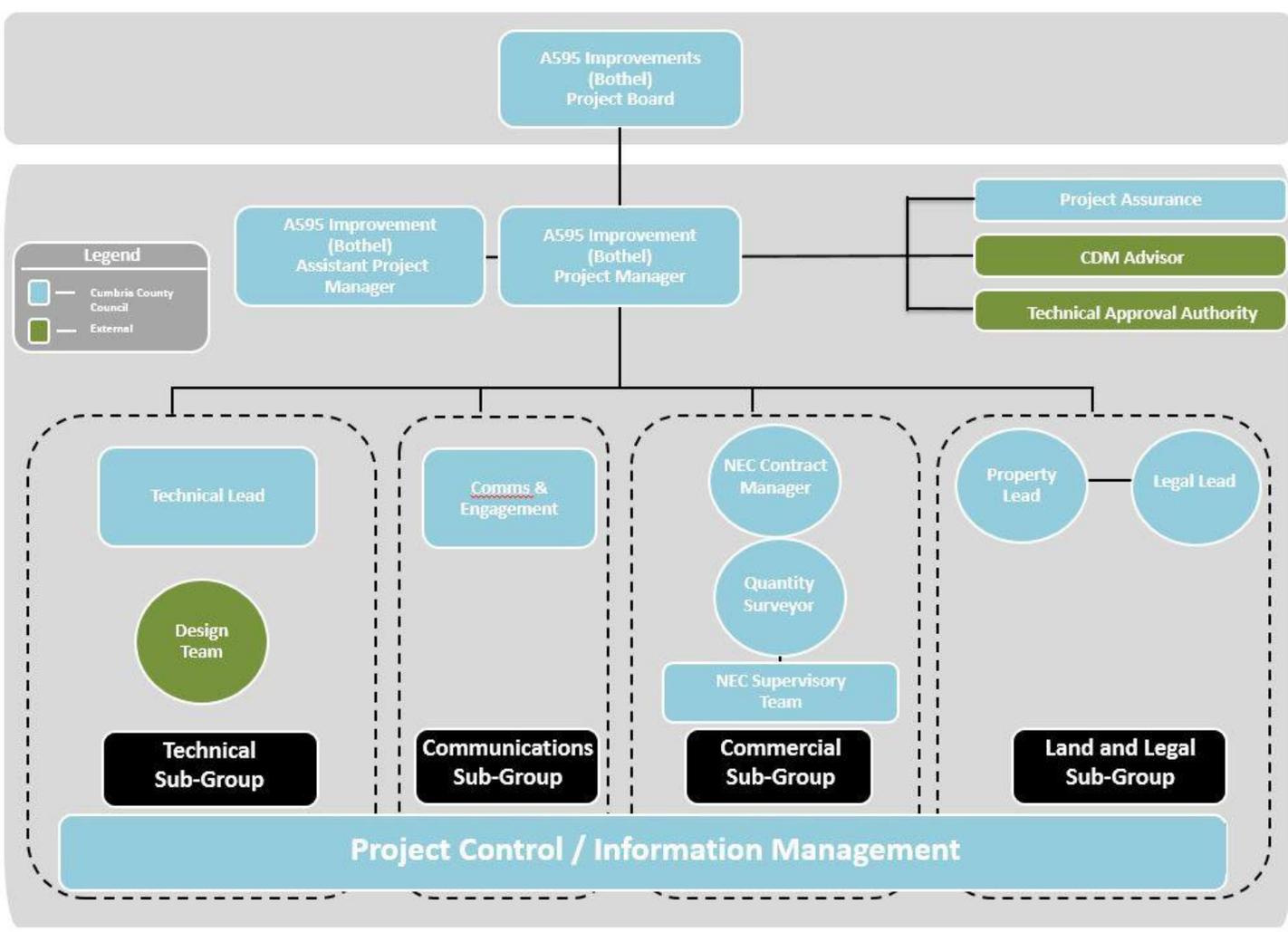
A595 Bothel Strategic Improvement Project Delivery Group

The Project Delivery Group (PDG) is responsible for delivering both the Greyhound/ Torpenhow junction and the full A595 Strategic Improvement – Bothel. It will seek approval from the Project Board, in line with the programme, for key elements of work and, where necessary, will seek authorisation for expenditure or any divergence from the approved scheme which attracts extra cost or savings. The PDG will meet monthly to ensure progress is maintained and resolve all issues in a timely manner.

The PDG team will be led by the Project Manager (PM), who will be responsible for providing instruction to the team to ensure all tasks are completed through the PCF lifecycle. The PM will report to the Project Board at each stage-gate for scrutiny of project resources, timescales and budgets. This provides the transparency and assurance that the scheme is being delivered as efficiently as possible through the council's Capital Programme, and that all objectives are being met.

The PM will also oversee all technical consultants providing advice on transport, environmental, design and engineering issues relating to the scheme and its delivery. To support the PDG, a series of Governance Sub-Groups have been established to review, challenge and provide assurance to the board around key project decisions.

A595 Improvement (Bothel) Project Delivery Team



5.2 Project Delivery

5.2.1 Has a Project Plan / GANTT Chart been appended to the FBC (see Appendix Checklist)?	Yes:	Yes - Appendix C	No:	
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5.2.2 Please identify the key milestones (e.g. securing planning; commencement of groundworks) which should demonstrate that the project is deliverable within the timescales identified.

Milestone Description	Date
Reconstruction of the Greyhound/ Torpenhow Junction	
Scheme development - Preliminary Design	October 2020 – December 2020
Procurement of D&B Contract	December 2020 – February 2021
Statutory processes and planning process	March 2021 – September 2021
Land acquisition	October 2020 – March 2021
Detailed design	March 2021 – August 2021
Construction	September 2021 – January 2022
A595 Bothel Strategic Improvements Acceleration	
Procurement for Preliminary Design and Planning Application submission	August 2020 – September 2020
Scheme development, including preliminary design and planning application submission	October 2020 – June 2021
Statutory processes and planning process	June 2021 – September 2021
Land acquisition	March 2021 – January 2022
Development of Full Business Case (FBC)	October 2021 – January 2022
Statutory diversions design and delivery	September 2021 – January 2022
Detailed design and production of works information	August 2021 – January 2022
Construction	TBC (Subject to MRN DfT Funding)

5.2.3 Please describe the track record of the applicant organisation in delivering schemes of this type, including whether they were completed to time and budget.

Cumbria County Council will deliver both the Greyhound/ Torpenhow Junction and the enabling works for the full A595 Bothel Strategic Improvement.

Cumbria County Council’s project manager will take on the role of NEC Project manager to manage the design and construction contract. An NEC Supervisor will supervise the works on site.

The detailed design would be procured through the County Council’s Professional Services Framework (PSF). The Designer would take on the role of Principal Designer under CDM regulations. The works will be competitively tendered through the Capital Works Framework (CWF) under an NEC Construction contract.

Project progress would be monitored through the Project Board, through which senior manager oversight and engagement from both Council’s will be provided.

Cumbria County Council have the experience and capability of delivering similar projects through its existing Capital Programme worth in excess of £100m.

5.3 Output Delivery

5.3.1 Please complete the table below, profiling the outputs to be delivered by the project. Please ensure that the totals match those identified in the Summary Information.

Output	Baseline This should provide the current level of output in order to create a baseline against which to measure	2019/20	2020/21	2021/22	Future Years up to and including 2024/25	Total (Do not include the Baseline figure)
Jobs Created (FTE)						
Jobs Safeguarded (FTE)						
No of Houses						

Public / Private Investment £					£23.8m	£23.8m
Learning Opportunities						
Premises with access to superfast Broadband						
Premises created (m2)						
Premises refurbished (m2)						
Businesses Assisted						
Transport user benefits (including journey times, safety, greenhouse gases)					£4.05m	£4.05m
Wider economic benefits						

5.3.2 If learning opportunities have been identified as an output, please also complete the table below

Learner Category	Baseline	Total
14 – 16	N/A	N/A
16 – 19 EFA	N/A	N/A
Adult Skills Classroom-Based	N/A	N/A
16 – 18 Apprenticeships	N/A	N/A
Adult (19+) Apprenticeships	N/A	N/A
Adult Skills Workplace	N/A	N/A
Total (please ensure these figures match with the totals in table 5.3.1)	N/A	N/A
Learner Level	Baseline	Total
Level 2	N/A	N/A
Level 3	N/A	N/A
Level 4+	N/A	N/A
Total (please ensure these figures match with the totals in table 5.3.1 and above)	N/A	N/A

5.3.3 Please complete the table below for each type of output identified to be delivered by the project. This should describe precisely what the indicator is and how it will be measured. The responsibility for reporting outputs to CLEP following the practical completion of the project should be taken into consideration. If there is a separate benefits realisation plan in place for the project, this can be appended to the FBC and cross referenced.

Output / Result	Definition	Data to be collected	Tool / Method	Frequency	Responsible Owner
Journey time reliability and fewer delays	Journey time savings in line with forecasts	Journey time surveys	DfT Teletrac Navman dataset	1 and 5 years post opening	Cumbria County Council
Improved local and strategic connectivity	Traffic demand in line with forecasts Freight demand increase	Traffic surveys	Traffic counters / video surveys	1 and 5 years post opening	Cumbria County Council
Improved EDR function for A590	Planned EDR deployment includes HGV traffic Traffic delays during EDR deployment reduced	Traffic observation	Police and Highways England ops reporting	1 and 5 years post opening	Cumbria County Council
A safer route for drivers and non-motorised users	Reduction in accidents and casualties	Accident statistics	STATS19 records	5 years post opening	Cumbria County Council
Reduction in accidents and casualties	Reduction in through traffic in village Increases in pedestrian and cycle trips in Grizebeck	Traffic and NMU surveys	Traffic counters / video surveys	1 and 5 years post opening	Cumbria County Council
Improved local environment	Improvement in air quality and noise levels	Air quality and noise observations	Air quality and noise surveys	1 and 5 years post opening	Cumbria County Council

5.4 Evaluation

Please describe what process is in place to evaluate the project. This should include the associated cost and how this will be met. All projects are expected to complete a final evaluation report and projects over £3m (grant) are expected to carry out an evaluation in line with the Magenta Book. CLEP will also have requirements with regard to ongoing reporting, and consideration should be given as to how this will be completed by the applicant following practical completion of the project.

As with all major transport schemes, the A595Bothel Strategic Improvement, will be subject to a programme of monitoring and evaluation, to demonstrate the extent to which the scheme's milestone SMART objectives are being achieved, and to flag and address any post-opening issues. It also ensures that lessons learned are captured and built into the development of future projects that aid successful scheme delivery.

5.5 Land Ownership

5.5.1 Do you (applicant) own the Freehold? If yes, please append evidence (e.g. certificate of title).	Yes:		No:	No	N/A:	
5.5.2 If not, do you have Freeholder permission? If yes, please append evidence.	Yes:		No:	No	N/A:	
5.5.3 If not owned yet, are you in the process of buying the freehold? If yes, please append any relevant documentation e.g. Heads of Terms	Yes:		No:	No	N/A:	
5.5.4 If leasehold, does the project comply with the lease agreement? If leasehold, please append lease.	Yes:		No:		N/A:	N/A

5.5.5 Are there any additional issues in relation to land ownership that may be relevant to the delivery of the project of which we should be aware e.g. Rights of Access etc.? If so, please provide information below.

No

5.6 Permissions

5.6.1 Is Planning Permission required for the project?	Yes:	Yes	No:	
5.6.2 If yes, has this been obtained? If yes, please append evidence. Evidence will also be required of the discharge of any conditions	Yes:		No:	No

5.6.3 If no, what date is this expected?	Reconstruction of Greyhound/ Torpenhow Junction - Statutory processes and planning process – March to September 2021 A595 Bothel Strategic Improvement Acceleration - Statutory processes and planning process – June to September 2021
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5.6.4 Please identify below details of all other statutory powers or consents that are required for the project

Type	Status (Obtained or Outstanding)	Comment (include date to be achieved, conditions, any challenge period etc.).
Removal of hedgerows to be compliant with requirements of the Hedgerow Regulations	Outstanding	To be progressed once funding has been approved
Project to be compliant with public procurement regulations	Outstanding	To be progressed once funding has been approved
Independent State Aid opinion to inform compatibility with State Aid regulations	If required	If required

5.7 Stakeholder and Communication Management

5.7.1 Is there a Stakeholder Management Plan / Communications Strategy in place for this project?	Yes:	In development	No:	
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If yes, please ensure that it is appended to the FBC (see Appendix Checklist).

If no, please detail the stakeholders for the scheme and how they will be involved using the table below.

Stakeholder	Role / Relevance / Interest	Consultation / Communication Method	Frequency
Cumbria CC	Update on scheme development; consultation events;	Lead and Local Members kept up to date on progress, via established boards such as Highways Working Groups	Bi-monthly
DfT	Principal Funder (Business Cases for Major Road Funding)	Submission of Business Cases Progress reports Claim and monitoring forms	Quarterly
CLEP (administrator of MCHLG's Getting Building Fund)	Local Contribution Funder Update on budget spend	Submission of Full Business Case Progress reports Claim and monitoring forms	Quarterly
Allerdale Borough Council	Stakeholder Stakeholder	Progress reports Officer dialogue	When required in line with programme

	Local Authority in which scheme is located		
Third Party Land Owners	Update on scheme development; consultation events; Negotiation of 3 rd party land required to deliver the scheme	Information sheets Email Updates Presentations Via CCC Property team	When required in line with programme
Parish Councils	Update on scheme development; consultation events;	Information sheets Email updates Web site updates Presentations	When required in line with programme
Local residents / businesses	Update on scheme development; consultation events;	Information sheets Email updates Web site updates Presentations	When required in line with programme

5.8 Document Retention

If a grant is awarded, documentation relating to this grant must be kept for a period in line with the Funding Agreement, which may be up to 12 years. Please detail how this will be done and the responsible owner.

Cumbria County Council has a document retention policy and is well versed at document retention linked to external grant funding awards. This policy can be made available on request.

5.9 Security

Please confirm the form of security you propose to offer against any Grant awarded. Details of the nature of the security, when the security will be in place, any existing charges or other encumbrances, and who will put in place the security if not the applicant, should be identified.

Confirmation of security arrangements can be provided if required.

Declarations and Understanding

Has any director / partner ever been disqualified from being a Company Director under the Company Directors Disqualification Act (1986) or ever been the proprietor, partner or director of a business that has been subject to an investigation (completed, current or pending) undertaken under the Companies, Financial Services or Banking Acts?	No
Has any director / partner ever been bankrupt or subject to an arrangement with creditors or ever been the proprietor, partner or director of a business subject to any formal insolvency procedure such as receivership, liquidation, or administration, or subject to an arrangement with its creditors	No
Has any director / partner ever been the proprietor, partner or director of a business that has been requested to repay a grant under any government scheme?	No
<p>If your answer is “yes” to any of these questions, please give details on a separate sheet of paper of the person(s) and business(es) and details of the circumstances. This does not necessarily affect your chances of being awarded grant.</p>	
<p>I am content for information supplied here to be stored electronically and shared in confidence with other public sector bodies who may be involved in considering the case.</p> <p>I confirm as the applicant I have not committed, nor shall commit, and Prohibited Act.</p> <p>I understand that if I give information that is incorrect or incomplete, grant may be withheld or reclaimed and action taken against me. I declare that the information I have given on this form is correct and complete.</p> <p>I also declare that, except as otherwise stated on this form, I have not started the project which form the basis of this application and no expenditure has been committed or defrayed on it.</p> <p>I confirm that I have full authority from the appropriate level within the applicant organisation to enter into this application and any subsequent Grant Funding Agreement.</p> <p>I understand that any offer may be publicised by means of a press release giving brief details of the project and the grant amount.</p>	
Signature of Applicant	
Print Full Name	Nicola Parker
Designation	Infrastructure Planning Manager, Cumbria County Council
Date	21 st August 2020