



CUMBRIA
LOCAL
ENTERPRISE
PARTNERSHIP

Full Business Case

Applicant Details

Project Name	A595 Grizebeck
Project Applicant	Cumbria County Council
Organisation Type	Local Authority
Company Registration Number (or equivalent)	N/A
VAT Number	257 1771 45
Senior Responsible Owner	Nicola Parker, Infrastructure Planning Manager
Contact Name (if different to SRO)	Paul Landreth, Infrastructure Planning Programme Lead
Applicant Address	Infrastructure Planning Team, Economy & Infrastructure, Cumbria County Council Parkhouse Building, Kingmoor Business Park, Carlisle
Applicant Postcode	CA6 4SJ
Location of Project	Grizebeck, Kirkby-in-Furness, Cumbria
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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 applicant
Most recent Management Accounts		Cumbria County Council is applicant
Most recent Bank Statement (within last 3 months)		Cumbria County Council is applicant
Economic Appraisal (if project is over £5m)	Appendix C	
Estate Plan (Skills Capital Projects Only)		
Full Options Appraisal	Appendix B	A595 Grizebeck Stage 2 Report and Stage 2 Addendum (Long List) and A595 Grizebeck Preferred Route Report (Short List)
Evidence of Match Funding		Scheme cost £15m; £2.25m LEP funding accompanied with £12.75m funding from DfT
Project Plan / GANTT Chart	Appendix D	
Risk Register	Appendix E	A quantified risk analysis has been undertaken to inform contingency in cost estimate
Detailed Elemental Cost Plan	Appendix E	
Site Plans and Designs	Appendix F	
Cash Flow forecast for duration of project		

Cash Flow forecast for applicant for 12 months following completion of project		Not relevant; funding for 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	Appendix A	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. Further details in OBC (Appendix A)
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		State Aid compliant. Independent confirmation to follow.
De Minimis Checklist (if application is under de minimis)	N/A	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 through Grizebeck is sub-standard, with poor visibility and alignment. In one location the route becomes a single-lane through farm buildings, requiring vehicles to give-way to oncoming traffic. Elsewhere within Grizebeck unsuitable rural lanes are used by high volumes of traffic as shortcuts. Without investment, journey time reliability will deteriorate further, with increased risk of accidents due to increased traffic growth and other significant delay incidents at Grizebeck. The A595 needs investment so it can operate effectively as an Emergency Diversion Route (EDR) during closures on A590 between Dalton in Furness and Greenodd.

The West of M6 Study and A595 and A66 SOBC provide evidence and detail of the issues and measures identified along those two route corridors. It demonstrated the importance of transport investment in north-south connectivity, between the west coast of Cumbria and Furness Peninsula, in defining its scheme objectives: economic growth, connectivity, network performance and environment. A package of highway improvement measures on the A595 corridor were identified, including Grizebeck.

Scheme's objectives:

- to improve strategic and local connectivity through improved journey times and better journey time reliability;
- enhance resilience of the road to withstand severe weather events;
- preserve its function as an EDR for the A590;
- reduce severance and accidents;
- will support nuclear and manufacturing sector supply chains; and
- environmental improvements at Grizebeck.

Four route improvement options were assessed. The "Blue Route" was selected following public consultation. Funding is sought for the delivery of this improvement.

Total Project Cost £

£15m

Grant Request £

£2.24m

Intervention Rate % (Grant request as a percentage of the total project cost)	15%		
Proposed Start Date	June 2022		
Proposed Practical Completion Date	December 2023		
Proposed Date for Completion of Outputs	2028 (five years post-opening benefits appraisal)		
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)	
<p>The A595 Grizebeck project will secure £12.5m of central government investment for improved transport infrastructure in Cumbria, and will specifically deliver a new 1 km highway to replace existing bottlenecks on the Major Road Network.</p> <p>A full appraisal of the scheme has been undertaken, and the scheme is expected to generate nearly £17m of transport 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 up to £6.5m of wider economic benefits, as well as significant non-monetised benefits in terms of journey time reliability, severance reduction, and improved resilience.</p> <p>Further details are provided in Appendix C, in the Economic Assessment Report.</p>			
Is this scheme linked to any other applications to the Cumbria LEP? If yes please list scheme(s) below.	Yes:		No: No

Has the applicant previously received funding via Cumbria LEP? E.g. Capital Development Funding. If yes please provide details below.	Yes:	Yes	No:	
The Grizebeck scheme formed part of the 2016 West of M6 Strategic Connectivity study. The Cumbria LEP contributed £44,588.16 towards this study. The Grizebeck scheme also formed part of the A595 and A66 West of M6 SOBC. The Cumbria LEP contribute £60,000 towards this study. As the Grizebeck scheme was only one of many included in the above two pieces of work, it is not possible to confirm the proportion of the above funds which directly related to this specific project.				
Has any of the summary information altered since the SOC was considered by CLEP? If yes please provide details below.	Yes:		No:	No
The project remains consistent with that considered by CLEP at the SOBC stage.				
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
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 A595 at Grizebeck is an important piece of highway infrastructure that serves a number of purposes: it provides strategic north-south connectivity between Furness and West Cumbria; it facilitates access to centralised local goods and services for a widely dispersed and rural population, and it serves as an Emergency Diversion Route [EDR] for the Strategic Road Network during periods of closure on the A590, between Dalton-in-Furness and Greenodd.

Currently the A595 through Grizebeck is sub-standard, with poor visibility and alignment; in one particular location, the route becomes a single-lane through farm buildings, requiring vehicles to wait before passing; elsewhere within the village, unsuitable rural lanes are used by high volumes of traffic as shortcuts.

Without investment, journey time reliability will deteriorate further, with an estimated Cumbria wide traffic growth of 18% to the year 2036; it will also increase the risk of accidents and other significant delay incidents at Grizebeck, as well as hamper the ability of the A595 to operate effectively as an EDR.

The scheme's objectives are: to improve strategic and local connectivity through improved journey times and better journey time reliability; enhance resilience of the road to withstand severe weather events and preserve its function as an EDR for the A590, and reduce severance and accidents, whilst enhancing the local environment. Funding is sought to deliver the scheme on A595 at Grizebeck

The objectives are closely aligned to those set out in the Strategic Outline Business Case: A595 and A66 and the Department for Transport's objectives for the Major Road Network.

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 scheme requires central government funding for delivery; this is the first opportunity the scheme has had in recent history to secure this 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 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
- 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 Grizebeck, as part of the section of route between Dalton-in-Furness and Whitehaven. 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. The case for investment at Grizebeck was bolstered by the Secretary of State for Transport’s announcement, in October 2018, of its inclusion in a first round of MRN funded schemes, subject to delivery of a favourable business case.

MRN objectives are already closely aligned to those established for the A595 at Grizebeck. 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 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.

The Department for Transport have awarded £12.75 Million towards the cost of implementing the “Blue Route” which, following public consultation, was selected as the preferred rout option. This application to the LEP is for funding of £2.25 Million to match fund the Department for Transport’s funding contribution.

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 section of A595 between Calder Bridge and Dalton-in-Furness is particularly sub-standard, with an undulating, meandering alignment, and a number of pinch points which restrict traffic flow. The following ‘drive-through’, approaching from the south, highlights the particular problems at Grizebeck:

- A 40mph speed limit is maintained on the A595 after leaving Kirkby-in-Furness until passing Chapels. At this point it drops to 30mph where the road narrows;
- Where the road narrows and the speed limit is 30mph, there are no centre line markings, indicating the width of the road is below 5.5m and insufficient width for two clear lanes of traffic. The route immediately passes a number of dwellings and then winds before reaching Dove Farm to the south of Grizebeck. There are intermittent wider points where vehicles can pass;
- Through the farm buildings the road narrows considerably further and there is evidence of previous building strikes as well as the presence of metal poles to deter drivers passing too close to buildings. There are dwellings and barns immediately adjacent to the road on both sides.
- Beyond the farm, the road continues to a sharp right hand bend with limited visibility for cars before widening to two lanes. At this bend there is also a junction towards Bank End (known locally as the 'Mousetrap') that is often used as a short-cut route to and from the A595 to the north-west;
- A further 100m from this point the road narrows again with insufficient width for two lanes of traffic, passing the community centre (a distance of approximately 125m), before widening into the village. However the alignment of the road through the village means it is often difficult for two vehicles to pass, especially where there are HGV's;
- Overall, there is a continuous length of 520m where the road width is below standard width. The length of road, from the start of this restriction, south of the farm, to the junction with the A5092, is just over 1km;
- The junction of the A595 and A5092 is a priority T-Junction with the A595 running from south to west and the A5092 approaching from the east, terminating at this junction. The A595-A5092 runs west to east and has priority;
- The junction has flaring for traffic turning into and out of the junction but there is no turning pocket for eastbound vehicles turning right onto the A595 and heading southbound through Grizebeck. This means any turning vehicles held up by traffic approaching from the east will block traffic in the west-east direction;
- The road drops steeply from Gawthwaite in the east, with a maximum slope of 12.5% (signed), to a low point west of Grizebeck before climbing to the west with an approximate gradient of 8% (based on mapping data);
- There is a second junction approximately 60m east of Grizebeck which provides access and egress to the petrol station and adjacent yard. This section of road is also accessible from the A595 south of the junction with the A5092 creating a loop to the petrol station.

Without investment, journey times and journey time reliability will deteriorate further. It will also increase the risk of accidents and other significant delay incidents at Grizebeck, as well as hamper the ability of the A595 to operate effectively as an Emergency Diversion Route [EDR] for A590.

Records from Highways England indicate a total of 48 full road closures on the A590 trunk road between 2016 and 2018. Of these closures, 21 (44%) took place between Barrow-in-Furness and Greenodd, requiring the A595 EDR to be deployed. When in operation, the EDR must bear the brunt of strategic traffic during the closure. This causes significant delays and congestion, particularly at known pinch-points like Grizebeck. Sections of substandard road and driver unfamiliarity with the diversion also increase the risk of accidents and collision damage.

Due to the nature of the highway at Grizebeck, the EDR at this section is highlighted within the diversion route documentation as being unsuitable for heavy goods vehicles. When the EDR is in operation, HGVs are typically held or turned rather than permitted to use the route which causes significant delays for road freight, with consequential impacts on businesses affected, which will feed through to the wider economy. Anecdotally, there have been occasions when HGVs have managed to travel along the route, resulting in the EDR becoming completely blocked at the Grizebeck pinch points.

In the longer term, no investment at Grizebeck will act as a serious brake on the economic growth planned for south and west Cumbria.

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 A595 improvement at Grizebeck seeks to remove a substandard section of road that provides strategic connectivity between the economic centres of Furness and west Cumbria. The A595 at this location is managed by Cumbria County Council in their role as highways authority. It is expected the road, and associated complementary works, will have the following key features and aims:

- A modern, single-carriageway road of 7.3m width, and speed limit up to 60mph, connecting the existing A595 from Chapels, approximately one mile south of Grizebeck, to where the A595 meets the A5092, just north of the village;
- Removal of the pinch-point at Dove Farm, where the A595 narrows to a single-lane, with a passing place;
- A new junction with the A595 and A5092;
- Local access maintained to Grizebeck village, Dove Farm and ancillary buildings and residential properties;
- Remove through-traffic from unsuitable local roads, e.g. the 'Mousetrap';
- Environmentally sensitive route alignment and construction;
- Improve local and strategic connectivity on the A595; and
- Improve resilience of highway infrastructure.

Connecting and expanding supply chains from the advanced manufacturing, renewable and nuclear energy sectors between Furness 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.

Through development of the OBC the following scheme objectives were defined:

- Support economic growth by improving journey times on the A595
- Improve the A595 to make it suitable for freight traffic accessing existing and proposed major developments
- Improve resilience and journey time reliability, particularly when the road is used as a diversion route
- Improve road safety by reducing the number and seriousness of accidents
- Minimise adverse impacts on the environment and reduce carbon emissions
- Reduce the impact of the A595 on severance in Grizebeck

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 DfT have announced further development and delivery of the A595 Grizebeck scheme. The business case has been submitted and confirmation of the £12.75m funding is expected soon. Notwithstanding this, the project would not be able to proceed without CLEP funding. The DfT expect a local contribution to the scheme, and it is highly unlikely that the funding gap of £2.25m would be secured through any other source; the remote location of the scheme mean developer contributions are not available.

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 improvements to A595 at Grizebeck 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.

National Policy

The A595 Outline Business Case highlights several key policies at the national level in relation to transport in the North of England that reaffirm the focus on enhanced connectivity, and supporting economic growth.

Government's 'cast-iron' commitment to Cumbria's Roads, November 2018

The Secretary of State for Transport issued a statement confirming its commitment to invest in Cumbria's major road links. Speaking at the launch of a consultation event on improving the A595 around Whitehaven, set to begin in the early 2020s, Chris Grayling said:

- “Investing in vital transport routes cuts congestion, ensures drivers enjoy faster, safer journeys, and increases the freight capacity needed to drive forward jobs and economic growth.”
- “This shows our cast-iron commitment to Cumbria, as we deliver the investment needed to provide businesses and commuters with more reliable journeys”

The consultation will look at ways cutting congestion, improving safety and reducing rat-running on other local roads.

Secretary of State for Transport’s Statement on MRN funded schemes, October 2018

As part of his address at Conservative Party Conference in October, Transport Secretary Chris Grayling announced details of the first five schemes which will be developed as part of the new Major Roads Network. This included:

- “The infamous farmyard bottleneck, Grizebeck Bypass, near Barrow-in-Furness”

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.

Proposal 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 Cumbria’s Local Industrial Strategy, contributing to a positive economic impact 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

It is Cumbria County Council’s intention to seek funding for the A595 Grizebeck improvement through the National Roads Fund, of which

£3.5 Billion of the £28.8 Billion secured for Road Period 2, from 2020 to 2025, will be allocated to “the most important local roads which would include the Major Road Network”.

Road Investment Strategy 1 & 2 (2015-2025), 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

Regional and sub-regional policy documents set out the aims and objectives for economic growth and transport connectivity across Cumbria and wider North of England.

Cumbria’s Local Industrial Strategy, Cumbria LEP, 2019

Cumbria LEP’s Local Industrial Strategy will build upon the achievements of the Strategic Economic Plan to determine 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 Grizebeck improvement, is seen as a key enabler to support these objectives.

Cumbria Infrastructure Plan, Cumbria LEP, 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.

Transport for the North's Strategic Transport Plan

To consider what improvements are needed in the North, TfN have set out seven Strategic Development Corridors (SDCs) across the North. Each Strategic Development Corridor has gaps in connectivity that need addressing. SDC A "Connecting the Energy Coasts" is of most relevance to South and West Cumbria. Work on this corridor will consider the following pan-northern objectives: increase efficiency, reliability

and resilience in the transport system; transform economic performance; improve opportunities across the North; and promote and support the build and natural environment.

Potential improvements to transport infrastructure will consider the impacts of high quality design, with potential environmental and whole life cost benefits; the potential of new transport technologies, including electric vehicles, smart and adaptive traffic management and communication systems, and connected and autonomous vehicles; behaviour change interventions; and impacts and interdependencies with other strategic transport studies and programmes

The TfN Investment Programme and Major Roads Report identifies packages for improvements to A66, A590 and A590 resulting from joint work on the West of M6 Strategic Study by Highways England and Cumbria CC. The report notes that the proposed nuclear new build at Moorside will require the import of construction materials and the movement to and from the site of 6,000 workers who do not live in West Cumbria to work on the construction project. The report notes that A66 and A595 are currently in the top third of the SRN for delay; and that the Major Road Network will need to be improved to bring about transformational economic growth.

Local Policy Context

Grizebeck is within South Lakeland district, but is very close to its neighbouring local authorities of Barrow-in-Furness and Copeland. Each set out long-term housing and employment growth in their Local Plan documents. Table 1 below presents a summary of these details:

Table 1: Local Plan Development Forecasts

Planning Policy	Housing	Employment	SRN/MRN Routes
South Lakeland Local Plan 2010-2025	6000	31ha	A590/A595
Copeland Local Plan 2013-2028	3450	89ha	A595
Barrow Borough Local Plan 2016-2031	1630	up to 91ha	A590/A595

Source: West of M6 Strategic Outline Business Case: A595 and A66

Whilst Grizebeck itself is predominantly rural, the South Lakeland Local Plan 2010-2025 includes two site allocations of 52 dwellings at Kirkby-in-Furness, approximately two miles south of the village. Other strategic and employment allocations, particularly in Barrow and Copeland, will require a modern and resilient A595 at Grizebeck to facilitate cross-boundary road travel for commuting, business, leisure and 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 is included as part of the business case and is included in Appendix E.
Constraints:	<ul style="list-style-type: none"> • Environmental – the general location is immediately south of the Lake District National Park, and in close proximity to a number of nationally and internationally important habitat areas, designated as Special Area of Conservation (SAC) and Sites of Special Scientific Interest (SSSI); there is also the potential for adverse environmental impacts to ecological habitats, visual landscape and potential archaeological assets, as well as loss of agricultural land; • Geotechnical – some route options cross watercourses and flood plains, which would require further consideration of the underlying geology and soils, to enable a detailed road design appropriate to this area; • The delivery of the scheme requires third party land acquisition. 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. • Existing road operations – the extent to which constructing the scheme impacts on existing traffic; this broadly depends on the preferred route chosen as some options are predominantly on-line improvements, which may impact journey time reliability during construction, whilst other options are mainly off-line • Diversion routes – the A595 and A5092 at Grizebeck is an Emergency Diversion Route for the Strategic Road Network (SRN), specifically the A590 between Dalton-in-Furness and Greenodd; discussions will take place between Cumbria County Council and Highways England on appropriate mitigation, in the event of the A590 being closed during scheme construction works.
Dependencies:	The DfT expect a local contribution to the scheme, and it is highly unlikely that the funding gap of £2.25m would be secured through any other source; the remote location of the scheme mean developer contributions are not

	available. Without the CLEP contribution, the opportunity to secure central government investment in the county's highway network will be missed.
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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.

The Stage 1 assessment developed four distinct approaches to addressing the problems identified at Grizebeck. Variations of this approach resulted in a 'long list' of eight options for consideration, outlined in Table 2 below:

Table 2: Long List of Options

Option No.	Description
1	On-line widening of the narrow section of road to the north and south of the farm and the implementation of traffic signals to control traffic through the remaining pinch point over a length of approximately 120m. This would include a realignment of the bend to the north of the farm to create a safe alignment.
1a	This measure is the same as above but with a bypass of Grizebeck from north of the farm to join up with the A595 to the west of Grizebeck.

2	On-line widening of the narrow section of road including the demolition of at least two farm buildings. This would include a realignment of the bend to the north of the farm to create a safe alignment.
2a	This measure is the same as above but with a bypass of Grizebeck from north of the farm to join up with the A595 to the west of Grizebeck.
3	This measure would bypass the narrow section of road to the east of the existing road creating a new connection with the existing A595 south of the village of Grizebeck. This would remove the pinch point on the road. New junctions/ access would be required to maintain accesses to the properties on the existing section of road.
3a	This measure would bypass the narrow section of road to the west of the existing road creating a new connection with the existing A595 south of the village of Grizebeck. This would remove the pinch point on the road. New junctions/ access would be required to maintain accesses to the properties on the existing section of road.
4	Full bypass to the east of Dove Farm – the same as Measure 3 but with a bypass of the village to join up with the A595 to the west of Grizebeck.
4a	Full bypass to the west of Dove Farm – the same as Measure 3a but with a bypass of the village to join up with the A595 to the west of Grizebeck.
5	<p>Buckhorn Lane Upgrade.</p> <p>Buckhorn Lane runs north from Chapels to meet the A5092 to the east of Grizebeck. This option would involve widening the existing narrow lane and realigning in locations to remove tight radii and avoid residential properties. The alignment would allow online widening on a quiet road and avoid complex traffic management. The junction of Buckhorn Lane with the A5092 has good visibility that would allow a safe junction. The route is also away from flood zones to the west of Grizebeck and would not need any significant structures.</p> <p>However this measure would involve upgrading an existing narrow rural lane to become a major road in the Cumbria road network. The route runs past at least</p>

four dwellings and the alignment would need to avoid these. It would also be necessary to downgrade the existing A595 and stop it up to avoid rat-running of north-south traffic (and vice versa) through the village.

The route is approximately 750m longer than the existing A595 route and approximately 1km longer than a bypass of Grizebeck and the farm.

6 Full bypass to the west of Dove Farm and Bank End

A new option appraised following feedback from the public consultation held between October and November 2018. This option is similar to Option 4a at the southern end, but continues to the east of the Mousetrap and Bank End to meet the A595 approximately 750 metres to the west of the existing junction. This route travels further through flood areas and there is a steep gradient at the northern end due to existing topography. The option therefore has significant deliverability factors which mean it is an expensive 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:

- Ensure the third-party land is available to successfully deliver the widened highway. Risk: failure to acquire land by negotiation may result in need for land to be compulsory purchased (delays in the implementation of the project);
- Delivery of a modern, single-carriageway road of 7.3m width, and speed limit up to 60mph, connecting the existing A595 from Chapels, approximately one mile south of Grizebeck, to where the A595 meets the A5092, just north of the village;
- Improve local and strategic connectivity on the A595;
- A new junction with the A595 and A5092;
- Remove through-traffic from unsuitable local roads, e.g. the 'Mousetrap';

- Removal of the pinch-point at Dove Farm, where the A595 narrows to a single-lane, with a passing place;
- Local access maintained to Grizebeck village, Dove Farm and ancillary buildings and residential properties;
- Environmentally sensitive route alignment and construction;
- Improve resilience of highway infrastructure; 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 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 Grizebeck Stage 2 Report and Stage 2 Addendum Report.

Two options were identified to be taken forward to the short list: The red route (Option 1, or 2a above) and the blue route (Option 2, or 4 above).

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 0 Reference Case (BAU)	Option 2 Proposed Scheme	Option 1
Option Name The name by which the option is known	Do minimum	Blue Route 4	Red Route 2a
Option Description A summary description of the project,	No changes to the highway network	<u>Full bypass to east of Dove Farm</u> This measure would diverge from the existing road, north of Chapels before	<u>Online widening with a by-pass of Grizebeck</u> On-line widening of the narrow section of road, north of Chapels, including the demolition of at

highlighting key differences between the proposed scheme and the option.		bypassing the narrow section of road to the east of the farm. The route would then cross the existing A595 south of the Grizebeck and continue to the west of the village to meet the A595 at Ellermire Bridge.	least two farm buildings. This would include a realignment of some bends; the route would then cross the existing A595 south of Grizebeck and continue to the west of the village to meet the A595 at Ellermire Bridge.
Technical Assessment & Appraisal The level of technical assessment or appraisal undertaken – including previous studies / relevant data to assess the option		Outline designs, costings and appraisal of scheme impacts (including economic benefits, environmental impacts, deliverability and public acceptability) undertaken to support selection of preferred route. Further details provided in Preferred Route Report (Cumbria County Council, 2019).	Outline designs, costings and appraisal of scheme impacts (including economic benefits, environmental impacts, deliverability and public acceptability) undertaken to support selection of preferred route. Further details provided in Preferred Route Report (Cumbria County Council, 2019).
Indicative Cost (£) The indicative cost for the project and information on how this has been calculated.	£0m	£10–15m	£10–15m
Impact against Strategic Objectives How the option delivers against the strategic objectives set out in 1.4	Does not achieve any objectives	The improvement scores well against all objectives (improving journey times, improving resilience, reducing severance)	The improvement scores well against the improving journey times and resilience objectives, but scored less well for severance as the scheme still bisects the farm
Key Risks Key technical, funding (inc. affordability) and delivery risks associated with the option	Does not improve connectivity or journey reliability	Land purchase, ground conditions	Land purchase (including private property), ground conditions, public acceptability

Rationale for Rejection / Selection Why the option has been rejected / selected	Does not meet scheme objectives; constraints remain	Scored highest through the application of the decision framework; achieves objectives and has high public support	Scored lowest through application of decision framework; has poor public support
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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 Grizebeck Improvement scheme delivers journey time savings for existing users, improves safety in the area, and supports economic growth.

The economic appraisal shows the A595 Grizebeck improvement would achieve positive transport user benefits. Wider economic appraisal shows that the impact of the scheme on the wider Cumbrian economy is significant, and

The adjusted BCR, which includes these wider economic benefits, shows the scheme would achieve a BCR of 1.76.

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.

The scheme would have a transformation effect for the local population, providing a significant improvement to the quality of the highway network. The improvements to journey times, reliability, and journey quality will provide significant improvement for people accessing services, including Furness General Hospital as well as wider retail and leisure opportunities. The wider economic impacts demonstrate that the scheme will help people into work, and will bring businesses closer together, supporting the extensive supply chain in the advanced manufacturing, energy and nuclear sectors.

The scheme also ensures the A595 is fit for purpose as a part of the Major Road Network.

All of these positive impacts need to be considered alongside the monetised impacts as part of the value for money assessment of the scheme. Given the significance of these non-monetised impacts, it is considered that they could result in a large change in value for money category. It is therefore concluded that the scheme could achieve medium to high value for money.

Further details are provided in the Economic Assessment Report.

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

This section is not applicable

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	At the stage of assessing the alternative route options, costs included a 44% optimism bias, as per TAG guidance. A detailed Quantified Risk Assessment (QRA) was carried out between Cumbria County Council and AECOM on the preferred Blue Route option. 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 fall from 44% to 15%, in line with guidance, when progressing to an outline business case.
Deadweight	
Displacement	
Leakage	
Substitution	
Apportionment	
Other relevant assumptions	<i>Further details on economic appraisal provided in Economic Assessment Report</i>
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.	
Not applicable	
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.	
Relevant BREEAM requirements will be fully taken into account in the design of the scheme. Relevant BREEAM requirements will also be fully taken into account during the construction phase of the scheme.	

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

The Commercial Case takes the following outline approach:

- 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

3.1.2 Is the project expected to achieve a commercial return on investment?

Yes:

No:

No

3.2 Procurement

3.2.1 Is a procurement strategy in place that will be used for the project?

Yes:

No:

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.

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.

If there are different elements to be procured within the project, please identify the procurement strategy for each element.

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.

Further details on procurement is provided in Appendix A. 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 construction frameworks 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 is appended as Appendix E. 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.

3.4 Contract Management

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

The project benefits from a strong governance structure, defined and owned by Cumbria County Council. The structures are central to robust decision making and underpinning project management processes. Should investment funding be secured, the A595 Grizebeck improvement scheme will be included in the Council's Capital Programme, which has delivered major projects such as the £120m Infrastructure Recovery Programme and the £70m Carlisle Northern Development Route. The successful delivery of programmes of this size demonstrates that Cumbria County Council has the experience, systems and processes in place to deliver the Grizebeck scheme.

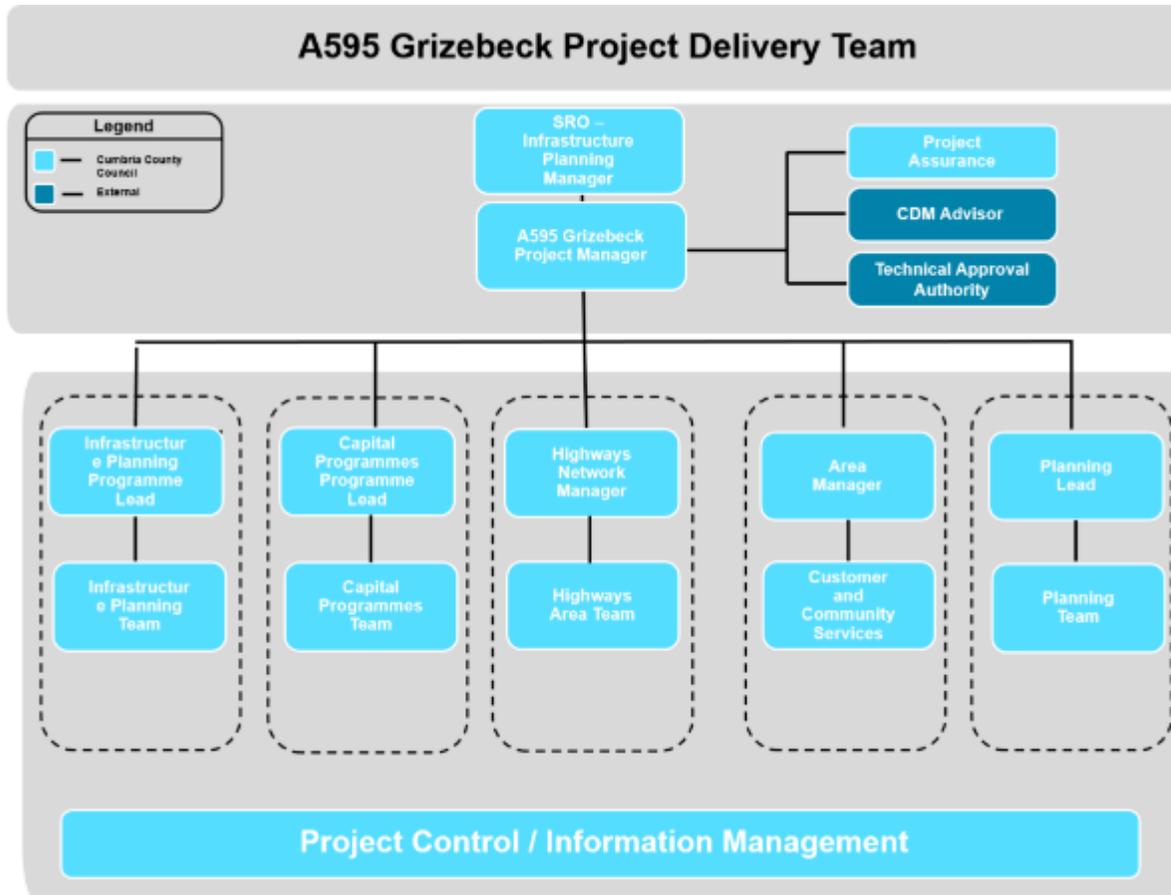
The preliminary design has been procured through the County Council's Professional Services Framework, and Capita has been appointed. Capita will take on the role of Principal Designer under CDM regulations. A Design and Build tender will be used for the detailed design and construction works, to be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

The Project Delivery Team is responsible for delivering the scheme. 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 Project Delivery Team will meet monthly to ensure progress is maintained and that all issues are resolved in a timely manner.

The Project Delivery Team will be led by the Project Manager (PM), who will be responsible for providing instruction to the team to ensure all required tasks are completed through the project lifecycle. The PM will report to the Project Board at each project 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.

An organogram showing the contract management arrangements for the delivery of the A595 Grizebeck scheme is shown below:



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.

The applicant, 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 no area will be unfairly disadvantaged by the scheme, with movements between the A595 (S) and A595 (N) showing the highest level of benefit. Journey time savings for people travelling through the scheme is in the range 0 to 2 minutes.

The scheme would have a transformation effect for the local population, providing a significant improvement to the quality of the highway network. The improvements to journey times, reliability, and journey quality will provide significant improvement for people accessing services, including Furness General Hospital as well as wider retail and leisure opportunities. The wider economic impacts demonstrate that the scheme will help people into work, and will bring businesses closer together, supporting the extensive supply chain in the advanced manufacturing, energy and nuclear sectors.

3.7 Sustainability

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

The improvements arising from the scheme which will result in the following benefits:

- Reduction in greenhouse gas emissions;
- Reduced accident impacts of the A595 Grizebeck improvement on the core demand scenario only. The outputs, as presented through COBA-LT software, provide evidence that the scheme will provide safety benefits of £1.16m;
- Positive transport benefits, spread evenly across business and non-business users; including more predictable travel times for users of this section of A595 by removing delays caused by the pinch point and narrow carriageway at Grizebeck; and full access for HGVs when A595 is used as Emergency Diversion Route for A590 between Dalton in Furness and Greenodd; and
- Improved amenity for residents of Grizebeck

Better connectivity between south and west Cumbria is a key objective for the A595 Grizebeck improvement. This was also the focus of the original West of M6 Strategic Connectivity Study, identifying the transport schemes to drive and support economic growth in Cumbria, and its follow-up study, the West of M6 SOBC: A595 & A66 where wider economic impacts were determined to be a 15% uplift of total.

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:	
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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.

To follow

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.

4.1 Project Costs

4.1.1 Has a detailed elemental cost plan been appended to the FBC (see Appendix Checklist)?

	Yes:	Yes	No:	
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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	2020/2021	2021/22	2022/23	2023/24	2024/25	Total
Preliminary design and planning	£328,449	£0	£0	£0	£0	£328,449

Technical advice (post-planning)	£0	£66,786	£0	£0	£0	£66,786
Surveys	£236,775	£0	£0	£0	£0	£236,775
Statutory utility diversions	£0	£157,264	£50,000	£0	£0	£207,264
Land	£252,000	£0	£0	£0	£50,000	£302,000
Design and Build (detailed design, construction)	£0	£700,000	£8,372,382	£4,457,563	£290,973	£13,820,918
Total Expenditure	£817,224	£924,050	£8,422,382	£4,457,563	£340,973	£14,962,192

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

Indicative costs; full costs to be obtained on completion of design and build tender.

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	2021/22	2022/23	2023/24	2023/24	2024/25	Total
Cumbria LEP	£817,224	£924,050	£502,726	£0	£0	£2,244,000
DfT	£0	£0	£7,919,656	£4,457,563	£340,973	£12,718,192
Total Funding	£817,224	£924,050	£8,422,382	£4,457,563	£340,973	£14,962,192

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	Bid for funding
DfT	Awaiting government approval

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 scheme.

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.

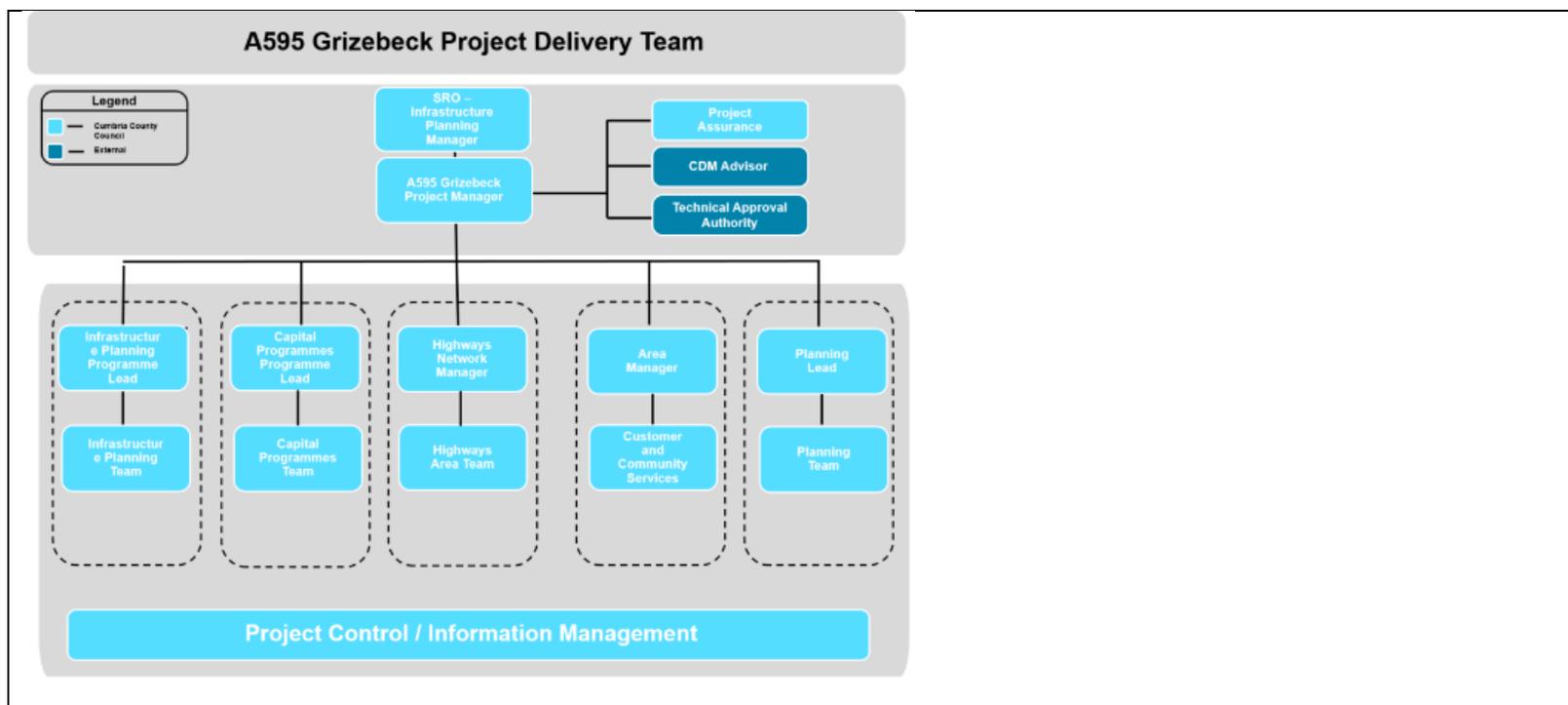
Management Dimension

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.

Cumbria County Council are the applicants for this project. Cumbria County Council will design and commission this project and, as Highways Authority, will oversee the implementation of the project. An organogram is included below:



5.2 Project Delivery

5.2.1 Has a Project Plan / GANTT Chart been appended to the FBC (see Appendix Checklist)?

Yes:

Yes

No:

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
Project Start	April 2020
Prepare planning application & EIA / ES	May 2021
Statutory Process: Planning Approval	September 2021
Statutory Process: Public Inquiry	February 2022

Statutory Process: Land CPO (if required)	June 2022
Design & build tender	October 2021
Detailed Design	June 2022
Full Business Case	June 2022
Construction	June 2022
Project End Date (ensuring factors such as retention are taken into account)	December 2023

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 would deliver the scheme. A project manager within Cumbria County Council will take on the role of NEC Project manager to manage the 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. The Designer would take on the role of Principal Designer under CDM regulations. The works will be competitively tendered through the Capital Schemes Framework under an NEC Construction contract.

Project progress would be monitored through the existing joint Strategic Partnering 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	2020/21	2021/22	2022/23	Future Years up to and including 2023/24	Total (Do not include the Baseline figure)

	baseline against which to measure					
Jobs Created (FTE)						
Jobs Safeguarded (FTE)						
No of Houses						
Public Investment £						
Learning Opportunities						
Premises with access to superfast Broadband						
Premises created (m2)						
Premises refurbished (m2)						
Businesses Assisted						
<i>Transport user benefits (including journey times, safety, greenhouse gases)</i>					£16,852k	£16,852k

<i>Wider economic benefits</i>					£6,528k	£6,528k
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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			
<p>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.</p>					
Output / Result	Definition	Data to be collected	Tool / Method	Frequency	Responsible Owner
Journey time reliability and fewer delays	<i>Journey time savings in line with forecasts</i>	<i>Journey time surveys</i>	<i>DfT Teletrac Navman dataset</i>	<i>1 and 5 years post opening</i>	<i>Cumbria County Council</i>
Improved local and strategic connectivity	<i>Traffic demand in line with forecasts Freight demand increase</i>	<i>Traffic surveys</i>	<i>Traffic counters / video surveys</i>	<i>1 and 5 years post opening</i>	<i>Cumbria County Council</i>
Improved EDR function for A590	<i>Planned EDR deployment includes HGV traffic Traffic delays during EDR deployment reduced</i>	<i>Traffic observation</i>	<i>Police and Highways England ops reporting</i>	<i>1 and 5 years post opening</i>	<i>Cumbria County Council</i>
A safer route for drivers and non-motorised users	<i>Reduction in accidents and casualties</i>	<i>Accident statistics</i>	<i>STATS19 records</i>	<i>5 years post opening</i>	<i>Cumbria County Council</i>

Improved accessibility	<i>Reduction in through traffic in village Increases in pedestrian and cycle trips in Grizebeck</i>	<i>Traffic and NMU surveys</i>	<i>Traffic counters / video surveys</i>	<i>1 and 5 years post opening</i>	<i>Cumbria County Council</i>
Improved local environment	<i>Improvement in air quality and noise levels</i>	<i>Air quality and noise observations</i>	<i>Air quality and noise sureys</i>	<i>1 and 5 years post opening</i>	<i>Cumbria County Council</i>

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.

Project progress would be monitored through the existing joint Strategic Partnering Board, through which there would be senior manager oversight and engagement from the County Council and South Lakeland District Council. The Joint Strategic Partnering Board will monitor project progress

Cumbria County Council would deliver the scheme. A project manager within Cumbria County Council will take on the role of NEC Project manager to manage the 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. The Designer would take on the role of Principal Designer under CDM regulations. The works will be competitively tendered through the Capital Schemes Framework under an NEC Construction contract.

Project progress would be monitored through the existing joint Strategic Partnering Board, through which senior manager oversight and engagement from both Council's will be provided. The joint Strategic Partnering Board, together with relevant officers from both the County Council and South Lakeland District Council, will have sufficient delegated authority to identify and implement a range of interventions to bring delivery back on track if outcomes are behind expected performance.

Cumbria County Council have the experience and capability of delivering similar projects through its existing Capital Programme worth in excess of £100m. The measuring of outcomes will be via existing and statutory local plan monitoring processes and hence absolved at no additional cost. The County Council remain committed to working with CLEP to amend the monitoring, reporting and final evaluation processes to reflect prevailing best practice.

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.												
None												
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?							Submission of Planning Application: May 2021. Planning Approval September 2021					
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	Outstanding	To follow		
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	Outstanding	Yes	No:	
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	Scheme delivery	Lead and Local Members kept up to date on progress, via established boards such as Highways Working Groups	Bi-monthly	
DfT	Principal funder	Via progress reports / claim forms	Quarterly	
LEP	Funder (if bid successful)	Via progress reports / claim forms	Monthly	
South Lakeland DC	Stakeholder	Via the South Lakeland Strategic Partnership Board and officer dialogue	Monthly	
Third Party Land Owners	Land to be acquired once funding received	Via CCC Property team	When required	
Parish Councils	Stakeholder	Email updates	When required	

Local residents / businesses	In close proximity to the scheme	Consultation events / newsletters	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	<i>N.J. Parker</i>
Print Full Name	Nicola Parker
Designation	Infrastructure Planning Manager / Senior Responsible Owner
Date	26 October 2020