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# Apply to the levelling up fund round 2

Ref. LUF20691

## Application complete

You have completed 12 of 12 sections.

Thank you for completing your application.

You may continue to make changes up to the closing date. If making any changes please check back here to ensure the application remains confirmed as complete.

The levelling up fund round 2 closing date and other useful information can be found at <https://www.gov.uk/guidance/levelling-up-fund-round-2-frequently-asked-questions>

After the closing date the application will be locked and the review process will begin.

## 1. Gateway questions

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<a href="#">Section 1: Introduction questions</a>	COMPLETED
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<a href="#">Section 2: Eligibility and gateway criteria</a>	COMPLETED
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## 2. Your bid

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<a href="#">Section 3: Bid summary</a>	COMPLETED
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<a href="#">Section 4: Equalities</a>	COMPLETED
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<a href="#">Section 5: Subsidy control and state aid analysis</a>	COMPLETED
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<a href="#">Section 6: Strategic fit</a>	COMPLETED
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<a href="#">Section 7: Economic case</a>	COMPLETED
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<a href="#">Section 8: Deliverability</a>	COMPLETED
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<a href="#">Section 9: Declarations and attachments</a>	COMPLETED
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## 3. Annexes - required for package bids only

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<a href="#">Annex A: Package project 1</a>	COMPLETED
<a href="#">Annex B: Package project 2</a>	COMPLETED
<a href="#">Annex C: Package project 3</a>	COMPLETED

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Section 1: Introduction questions

## Check your answers for this section

**What is the legal name of the lead applicant organisation?**

Cumbria County Council

[Change](#)

**Where is your bid being delivered?**

England

[Change](#)

**Select your local authority**

Cumbria County Council

[Change](#)

**Enter the name of your bid**

Energy Coast Resilient Routes

[Change](#)

**Does your bid contain any projects previously submitted in round 1?**

No

[Change](#)

**Bid manager contact details**

**Full name**

Andy Brown

[Change](#)

**Position**

Senior Manager, Highways Assets and Strategy

[Change](#)

**Telephone number**

07876 707517

[Change](#)

**Email address**

andy.brown@cumbria.gov.uk

[Change](#)

<b>Postal address</b>	Parkhouse Building Kingmoor Business Park Carlisle Cumbria CA6 4SJ	<a href="#">Change</a>
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### Senior Responsible Officer contact details

<b>Full name</b>	Phil Greenup	<a href="#">Change</a>
<b>Position</b>	Assistant Director Highways & Transport	<a href="#">Change</a>
<b>Telephone number</b>	07974 327372	<a href="#">Change</a>
<b>Email address</b>	philip.greenup@cumbria.gov.uk	<a href="#">Change</a>

---

### Chief Finance Officer contact details

<b>Full name</b>	Pam Duke	<a href="#">Change</a>
<b>Telephone number</b>	07989 345265	<a href="#">Change</a>
<b>Email address</b>	pam.duke@cumbria.gov.uk	<a href="#">Change</a>

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### Local Authority Leader contact details

<b>Full name</b>	Stewart Young	<a href="#">Change</a>
<b>Position</b>	Leader of the Council	<a href="#">Change</a>
<b>Telephone number</b>	07747 473765	<a href="#">Change</a>
<b>Email address</b>	stewart.young@cumbria.gov.uk	<a href="#">Change</a>

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### Enter the name of any consultancy companies involved in the preparation of the bid

AECOM	<a href="#">Change</a>
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### Enter the total grant requested from the Levelling Up Fund

£17826697	<a href="#">Change</a>
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### Investment themes

<b>Regeneration and town centre</b>	0%	<a href="#">Change</a>
<b>Cultural</b>	0%	<a href="#">Change</a>
<b>Transport</b>	100%	<a href="#">Change</a>

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Section 2: Eligibility and gateway criteria

## Check your answers for this section

Which bid allowance are you using?

Transport allowance

[Change](#)

Is your bid at least 90% investment in the transport theme with the remaining percentage invested in transport related activity?

Yes

[Change](#)

How many component projects are there in your bid?

3

[Change](#)

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

Yes

[Change](#)

File upload 1

Upload pro forma 1 LUF Round 2 Pro formas V6.1 Proforma 1.docx

[Change](#)

Are you submitting a joint bid?

No

[Change](#)

Are you submitting a large transport bid?

No

[Change](#)

---

## Grant value declaration

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

Tick to confirm

[Change](#)

---

## Gateway criteria: costings, planning and defrayment

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

Tick to confirm

[Change](#)

Costings and Planning Workbook

LUF\_Package\_Bid\_Costings\_Planning\_Workbook\_V1.6\_June\_22.xlsx

[Change](#)

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Section 3: Bid Summary

## Check you answers for this section

### Provide bid name

Energy Coast Resilient Routes

[Change](#)

### Provide a short description of your bid

This proposal will comprehensively upgrade 30 km of the Cumbrian highway network, which serves communities along the Irish Sea coast and nationally significant employment sites. The bid includes resurfacing and drainage works on the A590, A595 and A5086, as well as repairs to 21 bridge structures. Cumbria depends heavily on the road network for day-to-day accessibility, and the routes are vital to link communities, jobs and services across Cumbria.

[Change](#)

This investment will provide a more resilient highway network, improving access to employment opportunities and services, reduce travel costs and reduce the occurrence of road closures due to highway defects.

### Provide a more detailed overview of your bid proposal

The core focus of this application is providing a resilient and reliable highway network which is able to support communities and business. Routes within West and South Cumbria are strategically important, providing important connectivity for towns and communities as well as access to major employers such as

[Change](#)



Sellafield and BAE Systems within a landscape that limits route options.

In recognition of this, we are bidding for funding to deliver essential maintenance on the key parts of the highway network in West and South Cumbria. The proposal centres on three key routes, the A590, A595 and A5086, which are critical to the economy and wellbeing of the Cumbria's coastal communities, and significant employment sites.

Early intervention and maintenance of these highway assets will safeguard existing employment and better connect people to jobs, goods and services while also supporting inward investment capitalising on Cumbria's natural, manufacturing, nuclear and energy expertise and potential. Proposals will make Cumbria a better place to live, work and do business, while also helping to strengthen and diversify the local economy, and growing the visitor economy beyond the Lake District National Park and World Heritage Site.

Our proposal has the following objectives:

- Growing Cumbria: Ensure services centres and employment sites are well served by the highway network;
- Accessible Cumbria: Maintain and improve access and mobility needs across Cumbria;
- Safeguarded Cumbria: Prevent deterioration of the road network and reduce liability claims
- Safer Cumbria: Reduce the number of road accidents
- Resilient Cumbria: Ensure a resilient highway network linking to the Strategic Road Network.

Cumbria is a predominantly rural geography with sea, mountains and lakes constraining and funnelling the highway network into key corridors, with few alternative routes when major incidents and planned maintenance schemes arise. Any lengthy road closures result in long diversions that are extremely disruptive for general and commercial traffic and increase carbon emissions. Previously, failures on the highway network due to defects, have led to significant disruption. This bid will upgrade sections of the highway (30 km in total with

maintenance on 21 bridge structures), creating long-term resilience while supporting accessibility, connectivity, reliability and safety.

Making best use of the existing highway assets is a cost-effective means of Cumbria safeguarding current and future economic growth and prosperity. Importantly; surveys have revealed that investment now, will result in cost savings in the future, whereby more intrusive defects would result in more expensive reconstruction.

Delivery of the scheme will build upon innovation in the county, with best use of the findings of the 'Live Lab' project and the Shell Zero Carbon trial. Delivery will seek to reduce the carbon footprint at every opportunity, particularly in the construction process, working hand in hand with a suitable contractor. The enhanced network provision across the county will support connectivity between key towns, complementing a range of place-based funding initiatives, including through Town Deals and the Borderlands Growth Deal funding. It will also make Cumbria a more attractive destination for inward investment, including for businesses that can capitalise on Cumbria's clear strengths in the advanced manufacturing, energy and nuclear sectors. The importance of boosting this connectivity is strongly articulated through the Cumbria Transport Infrastructure Plan (Cumbria's Local Transport Plan) and further amplified through the level of support this application has received.

This is a package bid due to the widespread nature of the proposals, although all elements of the scheme complement each other, forming a spatially and strategically coherent set of interventions. The highway upgrades in this bid serve the communities in West and South Cumbria, an area with few transport alternatives to access jobs and services. This is also a scheme that can be delivered pace, within the existing highway boundary, and with framework contractors already in place.

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

The investment will be used to upgrade 30 km of highway network in West and South Cumbria, serving a wide range of communities and key employment sites including Sellafield and BAE Systems at Barrow-in-Furness. The roads and the extent that will be upgraded include the A590 (1 km), A595 (24 km) and A5086 (5 km).

[Change](#)

Investment is spread across three constituencies: Barrow and Furness (A590, A595), Copeland (A595 and A5086), and Workington (A5086).

Investment is wholly within Cumbria (Cumbria County Council's local authority boundary), and spread across four district authorities: Barrow-in-Furness (A590), South Lakeland (A595), Copeland (A595 and A5086), and Allerdale (A5086).

The investment is broken down as follows:

By route: A590 (2.1%), A595 (80.2%), A5086 (17.8%)

By constituency: Barrow and Furness (19.6%), Copeland (77.1%), Workington (3.3%),

By district: Barrow-in-Furness (5.6%), South Lakeland (14.0%), Copeland (72.1%), Allerdale (8.3%)

[Note that the section of A595 in the South Lakeland district is immediately between Barrow-in-Furness and Copeland and mainly links these two districts, with a small population living in this area.]

A GIS file has been appended to the bid, which shows the extent of the maintenance proposals in each.

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**Optional Map Upload**

CCC LUF2 Figures\_4.pdf

[Change](#)

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## Does your bid include any transport projects?

Yes

[Change](#)

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## Provide a short description of the transport project

The bid is located in West and South Cumbria, home to cutting-edge world-leading industries in the advanced manufacturing, nuclear and energy sectors, along what is known as the Energy Coast.

This includes a number of major sites and their associated supply chains. Sellafield is a significant employer, accounting for over 60 per cent of Copeland's GVA and a global leader in decommissioning and the safe management of legacy nuclear waste. Barrow-in-Furness hosts major advanced manufacturing and energy assets, including operation and maintenance facilities for Irish Sea windfarms, Spirit Energy gas terminal, and BAE Systems, the latter delivering the next generation of the UK nuclear submarine fleet.

The area also includes a number of important of place based regeneration proposals, including Town Deals in Barrow-in-Furness, Millom, Cleator Moor and Workington (including at the Port of Workington); LUF proposals within Barrow market, and Borderlands Growth Deal Place Programme investments in Egremont and Dalton-in-Furness.

Bounded to the west by the Irish Sea and the east by the Lake District National Park World Heritage Site, the A590, A595 and A5086 provide the only links between these areas and the wider UK.

The A590 route runs from the A590/A595 roundabout (where it meets the A590 section of the strategic road network) to Barrow Island in Barrow-in-Furness. It is a single carriageway road, with a speed limit varying from 30 mph in the town centre, increasing to 40 mph in the suburban area, and 60 mph where it meets the strategic road network at Dalton-in-Furness. It forms part of the Major Road Network.

The A595 route runs between Calder Bridge (where it meets the A595 section of the strategic road network) and the A590/A595 roundabout north of Dalton-in-Furness. It is single carriageway for its whole length, although the standard of road varies from a modern wide carriageway to a total width of around only three

metres in Grizebeck. The speed limit is typically 60 mph, and 30 mph and 40 mph limits through villages and pinchpoints along the route. It forms part of the Major Road Network.

The A5086 route runs from the A66 trunk road at Cockermouth to the A595 trunk road at Egremont. It is a single carriageway road for its whole length, with a typical speed limit of 60 mph, and 30 mph and 40 mph limits through villages along the route.

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## Provide location information

### Location 1

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<b>Enter location postcode</b>	LA14 4DW	<a href="#">Change</a>
<b>Enter location grid reference</b>	319549,472263	<a href="#">Change</a>
<b>Percentage of bid invested at the location</b>	6%	<a href="#">Change</a>
<b>Optional GIS file upload for the location</b>	CCC LUF2 Scheme GIS - A590.zip	<a href="#">Change</a>

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### Location 2

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<b>Enter location postcode</b>	LA19 5UN	<a href="#">Change</a>
<b>Enter location grid reference</b>	311111,487326	<a href="#">Change</a>
<b>Percentage of bid invested at the location</b>	72%	<a href="#">Change</a>
<b>Optional GIS file upload for the location</b>	CCC LUF2 Scheme GIS - A595.zip	<a href="#">Change</a>

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### Location 3

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<b>Enter location postcode</b>	CA13 0QX	<a href="#">Change</a>
<b>Enter location grid reference</b>	311540,529387	<a href="#">Change</a>
<b>Percentage of bid invested at the location</b>	8%	<a href="#">Change</a>

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<b>Optional GIS file upload for the location</b>	CCC LUF2 Scheme GIS - A5086.zip	<a href="#">Change</a>
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#### Location 4

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<b>Enter location postcode</b>	LA17 7TD	<a href="#">Change</a>
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<b>Enter location grid reference</b>	323363,482884	<a href="#">Change</a>
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<b>Percentage of bid invested at the location</b>	14%	<a href="#">Change</a>
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<b>Optional GIS file upload for the location</b>		<a href="#">Change</a>
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## Select the constituencies covered in the bid

#### Constituency 1

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<b>Constituency name</b>	Barrow and Furness	<a href="#">Change</a>
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<b>Estimate the percentage of the bid invested in this constituency</b>	20%	<a href="#">Change</a>
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#### Constituency 2

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<b>Constituency name</b>	Copeland	<a href="#">Change</a>
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<b>Estimate the percentage of the bid invested in this constituency</b>	76%	<a href="#">Change</a>
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#### Constituency 3

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<b>Constituency name</b>	Workington	<a href="#">Change</a>
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<b>Estimate the percentage of the bid invested in this constituency</b>	4%	<a href="#">Change</a>
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## Select the local authorities covered in the bid

#### Local Authority 1

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<b>Local authority</b>	Cumbria County Council	<a href="#">Change</a>
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name

---

Estimate the percentage of the bid invested in this local authority

100%

[Change](#)

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## Sub-categories that are relevant to your investment

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

Strategic Road  
Local Road

[Change](#)

---

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

No other funding bids for this application

[Change](#)

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Provide VAT number if applicable to your organisation

[Change](#)

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Section 4: Equalities

## Check your answers for this section

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

Cumbria County Council is commitment to Equality and has adopted a set of objectives to enable the Council and partners to address the challenges and opportunities for the Equalities agenda.

[Change](#)

The Equality Objectives are embedded within the delivery of the Council Plan Delivery Plan and Cumbria's strategic partnerships.

This project contributes towards the equality objectives by ensuring:

- o People in Cumbria are Healthy and Safe;
- o Places in Cumbria are well connected and thriving;
- o The economy in Cumbria is growing and benefits everyone.

Highways are essential to people's daily lives and local businesses, especially in a rural county such as Cumbria where there are limited alternative options for travel and a high dependency on road journeys. We recognise the significance of roads in keeping people and places connected, which supports our communities to thrive; be healthy and safe; ensures places are well connected and has an economy that continues to grow and benefits everyone.

The Highways Asset Management Strategy puts customers at the heart of everything we do in providing a



high quality highways service and well-managed asset that meets the needs of all our road users.

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Section 5: Subsidy control and state aid analysis

## Check your answers for this section

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

No

[Change](#)

**Does the support measure confer an economic advantage on one or more economic actors?**

No

[Change](#)

**Provide further information supporting your answer**

The funding is to be used by Cumbria County Council for maintenance on the road network, which is accessible to all road users (and hence all economic actors) equally.

[Change](#)

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

No

[Change](#)

**Provide further information supporting your answer**

The funding is to be used by Cumbria County Council for maintenance on the road network, which is accessible to all road users (and hence all economic actors) equally.

[Change](#)

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

No

[Change](#)

**Provide further information supporting your answer**

The funding is to be used by Cumbria County Council for maintenance on the road network, which is accessible to all road users (and hence all economic actors) equally.

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[Change](#)

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

No

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[Change](#)

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Section 6: Strategic Fit

## Check your answers for this section

### Has an MP given formal priority support for this bid?

	Yes	<a href="#">Change</a>
Full name of MP	Simon Fell	<a href="#">Change</a>
MP's constituency	Barrow and Furness	<a href="#">Change</a>
Upload pro forma 6	LUF Round 2 MP Proforma 6 SF.docx	<a href="#">Change</a>

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

In 2021, Cumbria County Council consulted on a new Local Transport Plan for Cumbria, named the Cumbria Transport Improvement Plan (CTIP). The CTIP sets out the challenges and opportunities for Cumbria's road network, and the Council's vision for the road network in 2037. The CTIP recognises that road connectivity is vital for residents, businesses and visitors in a large rural county such as Cumbria and set out the ambition for Cumbria to have a more reliable and resilient road network. The CTIP also provided details of ongoing and proposed highway improvement schemes throughout Cumbria.

[Change](#)

The CTIP is spatial in focus, identifying the importance of strategic corridors within Cumbria. The corridor from Carlisle to Barrow-in-Furness, known as The Energy Coast, evidences the concentration of strategic businesses, poor journey

resilience and reliability across all modes.

The results of the consultation showed support for the Council's vision for the highway network and the Energy Coast strategic corridor. Feedback highlighted many respondents thought that road maintenance should be an important priority, and that road maintenance should be made more environmentally friendly where possible. As a result of the consultation, the now-adopted CTIP strengthened the case to ensure effective maintenance and upkeep of Cumbria's highway networks.

In developing this bid, support has been secured from a number of strategically important organisations and stakeholders, including District Councils, National Highways, Associated British Ports, BAE Systems, Sellafield, the Port of Workington, the Nuclear Decommissioning Authority, Transport for the North, Local Enterprise Partnership and three local Members of Parliament. Within their letters of support, they highlight the importance of a resilient and reliable road network in accessing opportunities. Letters of support have also been received from partners who are working with the council on new and innovative techniques to reduce the carbon and environmental impact of road maintenance. A full list of letters of support and the letters themselves are appended to this application.

This demonstrates full support for improved maintenance of the Cumbria highway network aligned to the Council's LUF bid.

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## **Has your proposal faced any opposition?**

The council frequently receives public feedback on road conditions and the need for improvements to carriageways. Recognising this, it is expected that there will be little opposition to the proposals in this bid.

[Change](#)

It is understood that the delivery of maintenance works will inevitably

cause local disruption to the highway and to those residents close to the scheme; however, these impacts will be short-lived. We will fully inform residents in advance of our intention to carry out works and will ensure works are carried out at a time when disruption to local residents will be kept to a minimum.

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

Yes

[Change](#)

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

Cumbria's 6,767 square kilometres covers half of the land mass of the North West of England. It is the second largest county by land area, but the most sparsely populated area in England. These characteristics support a distribution of settlements and infrastructure to the coast and valleys.

[Change](#)

The west coast of Cumbria is home to 232,600 residents and over 10,000 businesses, which between them, provide 108,000 jobs and generate £5.2bn in GVA per annum. The economy is dominated by the nuclear, energy and manufacturing sectors, with significant activity focused around Sellafield and BAE Systems and their related supply chain activity. Whilst there are many positives in the area, local challenges include:

- Productivity in West and South Cumbria (GVA per hour) is below the UK and North West averages and has grown more slowly than nationally.
- Much of West and South Cumbria is characterised by high levels of deprivation, with a quarter of communities being in the two most deprived deciles nationally; the index of multiple deprivation across Cumbria is shown in Figure 1 (appended).
- Life expectancies in West and South Cumbria are up to 10 years less than, England, and GB.
- A qualifications gap between West

and South Cumbria and the national average is apparent, with the proportion of working age residents holding high level qualifications almost 10% lower than the UK average.

- Historically, young people have often left the area for higher education, and it has been difficult to attract inward migration to offset this. This has led to a fall of over 10,000 (-12%) of the working age population over the past decade, a trend which is forecast to continue without intervention, as suggested by population projections shown in Figure 2 (appended).

While there are clear challenges, Cumbria also has real opportunities, including growth in established strategically important sectors: advanced manufacturing, the continued evolution of the nuclear and energy industries; the further growth of the wind sector, and the potential for new projects including Advanced Modular Reactors, STEP fusion and hydrogen production. These have the potential to deliver real and lasting benefits for Cumbria.

Supporting these sectors are a number of important place based regeneration proposals, including Town Deals in Barrow-in-Furness, Millom, Cleator Moor and Workington; LUF proposals within Barrow market, and Borderlands Growth Deal Place Programme investments in Egremont and Dalton-in-Furness.

Set in this context, it is important to recognise that size, sparsity of population and general rural nature of Cumbria, means that there is an inherent need for people to travel further for jobs, to meet friends and family and to access services and opportunities. Given the geographic scale of the county, roads are essential for a significant proportion of day-to-day travel activity. However, the distances needed to travel and journey reliability inhibit travel; this is shown in National Infrastructure Commission data, which shows communities such as Barrow-in-Furness, Millom, Egremont and Cleator Moor being in the bottom 10 percentile for inter-urban car connectivity.

It is vital that the highway network is fit for purpose. Monitoring of the road network has shown that major maintenance investment is needed on key routes in West and South Cumbria and in particular, the A590, A595 and A5086. This is due to the strategic importance of these roads in connecting key employment and residential locations, as illustrated in Figure 3 (appended).

The condition of these roads in some locations is already leading to:

- Slower speeds over areas of poor road surface;
- Damage to vehicles
- Road traffic accidents
- Reduced resilience of the road network, with an increasing number of regular road closures resulting in people taking long diversionary routes.

These characteristics are key constraints, adding to the cost-of-living crisis and providing a barrier to the growth of the Cumbrian economy and the access to opportunities within it unless they are resolved.

---

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

The road network is vital, but it suffers from resilience and reliability issues. In the event of closures, our geography means the utilisation of long diversion routes, which creates significant barriers to travel and the ability for people and business to access markets and opportunities.

[Change](#)

Within this application, market failure manifests itself in the form of lack of access to opportunities and labour for local residents and employers through reduced transport connectivity. This could ultimately result in business inefficiency and risk the loss of investment opportunity, with businesses choosing to locate to more accessible areas, illustrated in Figure 4 (appended).

Investing on the highway network will connect people to opportunities, supporting economic growth and diversification through access to broader skills available.



Agglomeration benefits require access to markets, labour force and supplies; this is a particular challenge for Cumbria, given the small size and dispersed nature of its population. These factors mean resilient and reliable transport networks are essential.

Moving forward, it is essential that the infrastructure is put in place to ensure that access to services, markets and employment opportunities is maintained and Cumbria is an attractive location for businesses to invest and grow. This means investing in the highway network to provide good transport links for the movement of people and goods. Without these links businesses will face greater cost and risks; and with a declining working age population forecast in Cumbria they will see greater difficulty in access the skills they require.

A further component of the Cumbrian economy is tourism, with many national and international visitors to the Lake District National Park each year. Given the nature of tourism on offer in Cumbria, the predominant mode of transport for people accessing attractions is the private car. In particular there is a drive to support the growth of the visitor economy in the west and south of Cumbria. If the highway network is not maintained to allow people to make these journeys, this strategy will not succeed and opportunities for west and south Cumbria, and the visitor economy as a whole may be lost.

The consequences of a deteriorating road network and failure to invest in major maintenance activities are therefore serious. It will impact on the economic performance of Cumbria and the long-term economic prosperity of the area. It will ultimately end up costing the taxpayer more money, through a 'mend and make do' approach that does not represent good value for money in the long-term.

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

Highways are essential to people's daily lives and local businesses, especially in a rural county such as Cumbria, where there are limited alternative options for travel and a high dependency on car journeys. Roads play an essential role in keeping people and places connected, supporting communities to thrive, keeping people healthy and safe; and providing for an economy that continues to grow and benefits everyone.

Given the large spatial area of the county, Cumbria has one of the largest highway networks in the country, with 7,900km of carriageway. This is a significant asset to maintain and has led to:

- Spending on maintenance being reactive to issues that have already occurred, rather than providing preventative treatment which could stop the issue occurring in the first place;
- Poor condition of the road network in some locations is imposing direct costs on road users, including higher vehicle operating and replacement costs, longer journey times and noise and air pollution.

To ensure that the highway network continues to serve the people and businesses of Cumbria, the Council has designed a programme of maintenance activities along the A590, A595, A5086, which form the key component of this Levelling Up Fund bid; surveys of these roads have shown that the carriageway is poor in many locations, and maintenance is needed now to ensure these roads can continue to operate efficiently moving forward. The importance of these routes is expressly stated within the Cumbria Transport Infrastructure Plan (our LTP), under the Energy Coast strategic transport corridor theme.

The deliverables within this application; can be broadly divided into three parts (although other works are proposed):

- Resurfacing of the road carriageway where there are known issues of carriageway degradation;
- Bridge maintenance where issues have already been identified;
- Bridge inspections to ensure maintenance activities are identified early.

The resurfacing works will see the upgrade of over 200,000 square metres of carriageway across the three roads and we will look to make use of innovative processes and technologies. Cumbria is one of the leaders in collaborative development and deployment of innovative practices in road resurfacing works. Emerging techniques in highway maintenance, including the use of warm asphalt and recycled plastic roads, are part of Cumbria's push toward reducing its environmental impact. Cumbria have a track record of deploying these technologies, with the Cumbria's Live Lab project allocated £1.6m funding by the DfT, recycling waste plastics as part of their highways surfacing programme to reduce its carbon footprint.

Cumbria's landscape is heavily influenced by waterways, with bridges forming a vital but inherently vulnerable element of our infrastructure. Responding to this, in total 21 bridges will be inspected and maintained as part of this proposal (15 on the A595 and six on the A5086).

Maintaining the highway asset will help to provide a more resilient highway network. It is already known that the asset is ageing and it has already been affected by recent extreme weather events, which are becoming more regular. To illustrate the issue that the proposed scheme is seeking to address, a list of road closures over the last couple of years is appended in Figure 5.

When roads are closed, vehicles need to take long diversion routes with many local roads not being able to cope with heavy vehicles, due to narrow carriageways, windy routes and surface conditions, with limited suitable alternative infrastructure in this rural setting. This increases costs for people and businesses, reduces confidence in journey time reliability and has a knock-on impact on the environment through an increase in vehicle kilometres travelled and increased greenhouse gas emissions. Three diversionary routes are shown in the Figures 6–8 (appended) to highlight the increase in distance travelled.

Given the importance of these roads in providing access to key employment locations (Sellafield, BAE Systems), it is easy to see how essential maintenance works on the roads is critical to the local economy.

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**Upload Option  
Assessment report  
(optional)**

[Change](#)

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

The proposals outlined in this Levelling Up Fund application have been shaped by government priorities, as well as the local context in which they sit. The main issues which have shaped the proposals are summarised below.

[Change](#)

### Government Priorities

- Levelling Up White Paper demonstrates the need to improve both the economic and social conditions in areas across the UK.
- There is a requirement to invest in the transport network to facilitate the efficient movement of people and goods.

### Socio Economic Context

- Pockets of deprivation
- Issues of poor health
- Dependence on a few large employers
- Younger people leaving the area in search of employment or education opportunities elsewhere

### Geography

- Large rural authority which is sparsely populated
- People travel longer distances, when compared to urban areas, to access employment and key services and facilities
- Public transport often not commercially viable; there is a reliance on the private car
- Road network also essential for the movement of goods (including abnormal loads)
- Tourism is an important part of the Cumbrian economy with people accessing attractions by car

### Transport

- Extensive highway network to maintain

- Poor road condition in some locations resulting in: Slower speeds over poorly surfaced areas; increased rate of road traffic accidents; damage to vehicles; reduced resilience of the road network;
- Incidents on the network and road closures result in long diversions, increasing journey costs and reduced reliability.

The following set of objectives has been generated:

- To maintain and improve access and mobility needs across Cumbria
- To prevent deterioration of the road network and prevent liability claims
- Reduce the number of road accidents
- Ensure resilient highway networks across Cumbria linking to strategic road network
- Ensure the key employment industries in Cumbria are served by the highway network

The development of options for the bid have been informed by the objectives, local context and strong local support. The Theory of Change of how these outputs will be achieved is shown in Figure 9 (appended).

Our monitoring and evaluation plan documents how these outcomes and impacts will be monitored.

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**Theory of change upload (optional)**

CCC LUF2 Theory of change.pdf

[Change](#)

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

The bid is considered a package bid as it covers three different roads with wide geographical coverage. Whilst three different roads are in scope, each shares the same objectives in terms of maintaining the existing assets to improve network resilience, provide a safer highway network and ensure the efficient movement of people and goods.

[Change](#)

These three roads fall under the Energy Coast strategic transport corridor in Cumbria's Transport Infrastructure Plan (CTIP). As a package of interventions, these are

focused on their shared identification in the CTIP under a common theme to contribute toward meeting the future needs of the Energy Coast.

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

Given the cost of the proposals included in the Cumbria Levelling Up Fund bid, there is a need to request funding from an external source to ensure the delivery of the improved infrastructure. As part of the LUF proposal, Cumbria County Council (CCC) will input £1.98 million from their capital budget to help deliver the schemes, representing a 10% local contribution.

[Change](#)

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

The alignment of the proposals with key local strategies is summarised below.

[Change](#)

Cumbria's Transport Infrastructure Plan 2022–2037

This plan sets the policy framework for transport and connectivity in supporting sustainable and inclusive growth in Cumbria for the period 2022–2037. Two key objectives from the plan are particularly relevant for this bid:

- **Connected Cumbria:** Promoting improved transport networks across and into Cumbria to connect our places and support economic growth and opportunities for businesses and communities;
- **Community Cumbria:** Promoting integrated approaches to transport that are affordable, safe and meet the access and mobility needs of all, and which support opportunity and renewal within towns and communities across Cumbria, with better transport used to improve social inclusion.

Maintaining the existing highway asset will support current businesses and improve network resilience for future economic growth. Ensuring the highway network remains open, will

meet the access and mobility needs of Cumbrian residents and ensure transport problems do not cause issues of social exclusion within Cumbria. These three corridors fall under the Energy Coast strategic corridor with a common transport theme to contribute towards meeting future needs.

Cumbria's Highway Asset Management Strategy 2020–2025  
Cumbria's Highway Asset Management Strategy is a high-level strategic document that sets out the area's transport infrastructure assets and how decisions are made on the maintenance improvements and replacement of those assets to ensure the optimal use of the available infrastructure.

The strategy sets out a vision for the highway service as follows:  
'a customer focussed, resilient and cost-effective service that delivers a safe and well managed highway asset'

Currently, the condition of key roads in Cumbria is impacting on our highway service vision. The proposals outlined in this Levelling Up Fund bid will see large scale maintenance activities on the A590, A595 and A5086, which will improve the resilience of these roads to incidents and provide a safer highway network for drivers.

#### Local Plans (various)

A number of local plans exist for districts across Cumbria which are directly served by the road network under consideration in this funding bid. The purpose of the plans is to set out planning policies, which detail the scale and distribution of development across the local authority areas for the period of the plan. The plans set out a vision of what is intended in terms of investment over the course of the plan period, with a number of common themes across different areas:

- Economy and jobs;
- Homes;
- Environment;
- Climate change;
- Resources; and
- Quality of place.

Transport and the delivery of improved infrastructure forms an

integral part of the plans to deliver houses and employment across the county, while also addressing concerns around the environment and climate change. The proposals included in the LUF bid align with the local plans as they offer an opportunity to better connect residential developments with key services and facilities and ensure people can access all that Cumbria has to offer.

#### Cumbria Local Industrial Strategy (LIS)

This LIS sets out the LEP's vision for Cumbria, setting out five strategic objectives for the county with associated targets and supporting priorities, described as "the essential attributes of every successful economy". This plan places great emphasis on the role of supporting infrastructure toward economic growth, identifying highways, and specifically the roads that are the subject of this application, as existing pinch points, that will be key assets in helping achieve ambitions.

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

The alignment of the proposals with key government policy objectives is outlined below.

[Change](#)

#### Levelling Up The UK

The Levelling Up initiative outlines the plan for regenerating areas of deprivation that have lacked investment across the UK. There are several key objectives within the Levelling Up White Paper, including:

- Boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging;
- Spread opportunities and improve public services, especially in those places where they are weakest;
- Restore a sense of community, local pride and belonging, especially in those places where they have been lost;
- Empower local leaders and communities, especially in those places lacking local agency.

Whilst current government policy is about encouraging sustainable



modes of transport, there is also a recognition that there will continue to be a heavy reliance on the road network for the movement of people and goods, with traffic growth expected to grow between 19-55% by 2040. This is particularly true of Cumbria, due to the rural nature of the county, which means that alternative modes of transport are not always a viable alternative. This increase in traffic growth will clearly put more pressure on existing roads and there is a need to invest in maintaining the asset to ensure connectivity is not impacted by these future projections. Improved network resilience and journey time reliability will reduce costs to businesses and benefit trade. This will help achieve several of the key objectives of the Levelling Up White Paper.

#### NetZero Carbon Emissions

The climate change emergency emphasises the need to reduce carbon emissions, with transport being one of the biggest contributors. Investment in transport improvements needs to prioritise those projects whereby a noticeable reduction in carbon emissions can be achieved. Investing in the highway network in Cumbria, which improves network resilience, will mean fewer road closures and long detour distances for drivers. Overall, this will reduce the vehicle-kilometres travelled and have an overall benefit on reducing carbon emissions while also helping to reduce travel costs for drivers. The application also seeks to promote increased innovation as integral to its scope.

#### DfT's Future of Transport: Rural Strategy

The DfT's Future of Transport: Rural Strategy has a number of key objectives, which are relevant to this bid:

- To tackle rural mobility issues;
- To improve connectivity and accessibility across rural regions;
- To improve communities and make them better places to live.

Residents of Cumbria are reliant on the highway network to access key services and facilities. Likewise, key employment locations are also reliant on the highway network for the movement of goods. Improving network resilience by investing in

necessary maintenance activities will ensure that the highway network continues to be able to serve the people and employers of Cumbria, making Cumbria a better place to live.

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## Alignment and support for existing investments

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

The proposals outlined in this Levelling Up Fund bid will complement other investment planned in Cumbria.

[Change](#)

**Major Road Network Programme**  
Of key note is a major highway improvement on the A595 through Grizebeck, which is seeking £12.18m of funding from the DfT Major Road Network programme. The A595 Grizebeck Improvement is a proposed 1.4 km single carriageway road between Chapels and Grizebeck on the A595 north of Barrow. Improving the highway network in this location has been identified as critical to support the economic growth of West and South Cumbria. The scheme will also ensure the A595 can function adequately as a diversion route for the A590. However, this will only be true if the rest of the A595 is adequately maintained.

**Town Deal**  
Various conurbations in Cumbria were awarded funding as part of Town Deals. Barrow, Cleator Moor, Millom and Workington all received funding to invest in the local town's priorities. A common theme of place-making, accessibility and facilitating the movement of people to local services is present in these rural towns. This complements the ambitions of this bid, whereby maintaining resilient highway network will support linkages to rural communities.

**Levelling-Up Fund**  
Barrow benefitted from £16 million as part of the Levelling-up Fund. The package bid was focussed on schemes targeting and addressing a long-term economic strategy for Barrow. This included public realm improvements, enhancing cultural assets and better transport infrastructure. Projects are designed

to help attract residents and visitors to the area, complementary to this bid's ambitions in improving connectivity and helping the movement of people.

Borderlands Place Programme  
As part of the Borderlands Inclusive Growth deal, regeneration investment is to be delivered at Egremont and Dalton-in-Furness. This will support the delivery of capital projects orientated to support the inclusive growth and regeneration of these towns.

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

Given the large geographical area of Cumbria, and the dispersed nature of settlements, people often travel much further than the national average to access employment, education and key services and facilities. Given the distances that people travel, there needs to be a recognition that sustainable modes of transport will not always be a viable mode of transport and investment in the highway network is still needed. The investment that is proposed as part of this bid is about maintaining the existing asset rather than providing new infrastructure; this will benefit all road users.

[Change](#)

The proposals that are being put forward will not disadvantage pedestrians, cyclists or buses in any way, or prevent investment in these modes of transport moving forward. A better maintained highway can be viewed to complement investment in alternative modes which use the highway network, with all users including cyclists and bus passengers, experiencing a share of benefits from a better quality highway network.

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## **Confirm which Levelling Up White Paper Missions your project contributes to**

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

Living Standards  
Transport Infrastructure

[Change](#)

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

Living Standards – Living standards will be improved through reliable connections to wider opportunities and supporting inward investment. In addition poor condition of the road network increases wear and tear on vehicles. This causes increased cost for drivers at a time when the cost of living crisis is already impacting on living standards.

[Change](#)

Transport Infrastructure – The proposals outlined in this bid will see the maintenance of strategically important highway links within Cumbria, which will ensure connection of people with jobs, and wider economic opportunities.

Wellbeing – the roads which are the subject of this bid provide important connections between residential areas and key employment opportunities. Without the proposed maintenance activities, there is a real risk that there will be increased closures of the roads, which will impact on the ability of people to access jobs and services. The scheme will ensure existing connections are maintained to prevent a decline in the wellbeing of the local population.

Pride of Place – Cumbria wants to be proud of its real assets, and reaching these assets easily by residents and tourists from further afield will instill a sense of pride in the county. The scheme will complement and support place based investment received in Barrow-in-Furness, Dalton-in-Furness, Cleator Moor, Egremont, Millom and Workington.

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## Continue your application

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Section 7: Economic Case

## Check your answers for this section

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

The rural nature of Cumbria and the dispersed population settlements mean that there are many challenges in the provision of transport to ensure that people and places are well connected. The scale and significance of local problems is summarised below.

[Change](#)

Cumbria is a rural local authority which has a low population density when compared to urban areas. The current estimated population for the authority is 499,781 (2020 ONS), with current trends showing that population is set to decline. There is a need to retain and attract people into Cumbria to ensure economic development opportunities can be maximised. The structure of the population shows that Cumbria has an increasingly aging population, with the proportion of people aged 65+ set to increase further, and a reduction in working age population. Responding to this, there is a need for improved transport networks, better linking people to services and jobs, and ensuring Cumbria is an attractive place for existing and prospective residents while also increasing the reach of the labour force.

Cumbria's economic performance lags behind other regions and is dependent on a few key employers, in particular Sellafield and BAE Systems in West and South Cumbria. As a result, much of the west coast of Cumbria is characterised by high levels of deprivation, with a quarter of communities being in the two most

deprived deciles nationally, and life expectancies being up to 10 years less than other areas of Cumbria. Economic growth is therefore a priority to ensure productivity increases and deprivation reduces. It is essential to have infrastructure to connect people with these job opportunities and to ensure Cumbria remains an attractive location for businesses to invest.

Another essential component of the Cumbrian economy is tourism, with millions of national and international visitors to the Lake District National Park World Heritage Site each year, and the visitor economy supporting a high number of jobs. The predominant mode of transport for people accessing tourist attractions is the private car. Improved road links are important to support the growth of the visitor economy, and spread the reach of this sector to coastal communities, where it can directly support local opportunities and reduce pressure on the central Lake District at peak tourist times.

The large geographical area of Cumbria means that it has over 7,900km of highways to maintain. Monitoring of the road network has shown that major maintenance investment is needed on key roads in the local authority with the A590, A595 and A5086 identified as a priority for works. This is due to the strategic importance of these roads in connecting key employment and residential locations.

The poor condition of these roads in some locations has the following consequences: slower speeds over areas of poor road surface; damage to vehicles; road traffic accidents; reduced resilience of the road network, with an increasing number of road closures resulting in people having to take long diversionary routes.

If major investment in maintenance of the highway network is not undertaken now, there is a real possibility that these roads will need to close more frequently, or for much longer periods of time in the future. The diversionary routes that people will need to use will not be an option for many people, meaning that the opportunities for people to access

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

Evidence which was collected to inform this LUF bid was based on the county of Cumbria, with datasets disaggregated to district level or further where possible, to show variations across the authority. Each data source used as part of the analysis has been collected from reliable sources and thus represents quality assured data (i.e. ONS or 2011 Census). For the most part, to account for uncertainty associated with the COVID-19 pandemic, data has been collected for 2019 or earlier. Each dataset used is summarised below.

[Change](#)

### Economic Data:

- GVA (ONS) – data collected for Cumbria, with the United Kingdom as a comparator geography
- Development data – data sources from strategy documents for Cumbria

### Social Context:

- Population data (ONS Mid-year 2020 population estimates) – data collected for Cumbria and broken down by Middle Super Output Area to show population density
- Age structure (ONS Mid-year 2020 population estimates and future forecasts) – data collected for Cumbria
- Deprivation (IMD, 2019) – data collected for Cumbria, broken down by Lower Super Output Area boundaries to show where key deprivation issues are located

### Transport Context:

- Traffic counts – observed traffic data has been sourced from permanent Automatic Counts located on the three stretches of road. It is noted that, whilst the majority of this data is from 2019, some data is from 2020, 2021 and 2022, although outside of the main Covid-19 lockdown periods. This will likely underestimate traffic flows on these sections
- Accident data – STATS19 data for five year period



- Road surface condition – information provided from SCRIM and Scanner surveys
- 

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

In terms of determining the challenges facing Cumbria, analysis has been undertaken using data across the county. This ensured that the key areas for investment could be identified to ensure that the proposals deliver the maximum benefit in order to 'level-up' Cumbria. As part of understanding the challenges facing Cumbria and the benefits of the proposed improvements, a range of different data sources has been considered at different levels of granularity.

[Change](#)

In terms of appraising the benefits of the proposals, survey data has been used for the actual number of vehicles which use each road. The likely diversionary routes people will use should the roads close has been taken from previous closures or developed in consultation with the highways team. The diversionary routes are also an important factor when considering businesses, as some routes are unsuitable for the abnormal loads that are often transported (for example, due to weight restrictions on bridge structures).

Further information associated with the collection and justification of data is summarised in the Economic Assessment Report, which is appended to this bid.

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

The proposals included in the Cumbria LUF bid comprise maintenance works on three key roads in West and South Cumbria: the A590, A595, and A5086. The key aim of the proposals is to improve the condition of the road surface and prevent closure of the roads in the future due to maintenance issues.

[Change](#)

This will help Cumbria County Council achieve its ambition to have a more reliable and resilient road network, with the highway network seen as essential for connecting people and places across Cumbria.

The impact of the proposed maintenance works has been appraised using DfT's Highways Maintenance Appraisal Tool (HMAT), to understand how the benefits accrued address the local challenges and barriers to growth. The following summarises the transport benefits and impacts that have been calculated in the appraisal for the core scenario.

Benefits and Impacts of all routes (£'000s and 2010 prices, discounted to 2010)

Core benefits:

Vehicle Operating Costs: 19,453

Value of Time: 11,490

Carbon (from fuel): -1119

Accidents (due to road works): -56

Carbon (from fuel, due to road works): 0

Value of Time (due to road works): -49

Adjusted core benefits:

Carbon cost of materials: -325

GVA: 1,542

Of the benefits accrued, the largest proportion are vehicle operating cost benefits associated with improved traffic conditions resulting in lower vehicle maintenance costs for traffic. This will reduce the costs associated with driving for access to jobs and services within Cumbria, ensuring accessibility for people within Cumbria. However, significant positive benefits are also associated with reduced journey times (due to higher average speeds) and to wider GVA.

The impact on accidents has not been fully appraised within the current assessment; the previous table provides information on accident impacts during road works only. With improved surface conditions, it is likely there will be a reduced likelihood of accidents, which will clearly benefit the users of the road, through reduced risk of injury or reduced delay due to incidents on the highway network. It is anticipated that the improved road surface would provide a small

positive benefit for road safety.

However, whilst the key monetised benefits are to do with improving the surface condition of the roads, the appraisal does not fully quantify the wider impacts of improved highway condition. Currently, the poor condition of the roads surface leads to road closures for emergency maintenance. Without maintenance now, the frequency of these road closures will increase in the future. This means that people will have to take long diversionary routes to ensure they can continue to access jobs and key services; the different diversion routes for the three schemes are up to 50 miles longer, and can more than double the journey time. The diversion routes for the three schemes are appended as figures to this application.

The use of diversion routes will significantly increase the cost of travel, through increases in journey times but also through increased vehicle operating costs due to longer distances travelled. As a result, access to employment and other key services will be restricted. By improving the surface of the roads, the resilience of the road network will be improved, increasing customer satisfaction and ensuring people can stay connected with the many opportunities that Cumbria has to offer.

The road network within Cumbria also serves a number of major employers, who use the road network to transport goods and services. Often, due to the loads that are being transported, alternative routes are not available, for example due to weight restrictions on bridges. This means that road closures can have detrimental impacts on local businesses.

Improving the resilience of the highway network will ensure that Cumbria remains a good location in which to invest, which should ensure long-term economic and wellbeing growth within the county.

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

The appraisal of the proposals has used DfT's Highway Maintenance Appraisal Toolkit (HMAT), which is a government-issued tool for appraising maintenance schemes. The latest version of the toolkit has been used in the appraisal, updated to reference values in the most recent TAG databook May 2022 V1.18. The appraisal therefore aligns with the latest Transport Appraisal Guidance and is considered a robust tool for appraising the proposals.

Whilst the methodology in the tool itself is considered robust, there are a number of assumptions that need to be made to inform inputs into the appraisal discussed below.

To calculate the vehicle-kilometres travelled, observed traffic data was sourced from Automatic Traffic Counters (ATCs) located at various points along the routes. Each section of highway was attributed an ATC on, or within, closest proximity to that stretch. The surveyed data was annualised and multiplied by total section length to obtain the annual vehicle kilometres travelled. The ATCs provided data for 'Light' and 'Heavy' vehicles only; a split for 'Cars' and 'LGVs' was therefore calculated based on 2018 Road Traffic Forecasts (RTF) for the North West. As the data used in calculating the vehicle-kilometres is based on observed data, it is considered to be a good quality data source. However, it is noted that in some examples, data has been used from years that would have been impacted by the Covid-19 pandemic. Whilst this is considered a weakness in the data, this would likely underestimate the traffic flow and the benefits of the scheme.

The HMAT calculates a range of impacts linked to an improvement in highway conditions as follows: road condition; roadworks; accidents; carbon, and jobs.

Accident benefits resulting from the scheme have not been assessed as the works focus on improving the resilience of the highway network. However, it is expected that an improvement in condition of the road surface would result in some positive safety benefits. The appraisal therefore underestimates the

potential benefits of the improvement works.

Benefits have been calculated with an appraisal period of 15-years. Given the significant resurfacing works that are proposed, a longer appraisal period could have been justified, but it was considered that the approach is robust.

An assumption was made in the HMAT that all stretches of road identified for maintenance were classified as 'Poor' or 'Very Poor'. The resultant effect of maintenance saw the highway being classified as 'Good' or 'Very Good' depending on maintenance activity. This has a noticeable impact on the quantified benefits. To ensure the impact of this has been fully understood, sensitivity testing has been undertaken.

The appraisal requires information to be provided on when closures will take place to undertake the maintenance works. As a worst case scenario, it was agreed that the majority of closures would take place on a normal weekday during the day, reflecting that some of the works will take place in residential areas. In reality, where possible, closures will take place in the off-peak or overnight. The impact of roadworks to undertake the maintenance activities is therefore likely overestimated, which means the benefits of the proposals are likely underestimated.

In order to account for uncertainties in appraisal, sensitivity testing has been undertaken to ensure a robust estimate of the Value for Money has been carried out. Sensitivity tests have been carried out looking at both the costs of the scheme and the input assumptions. The outcomes of the appraisal show that the scheme would deliver High Value for Money in the central scenario, with the sensitivity tests showing a range between Medium and High Value for Money.

Further detail on the appraisal is provided in the Economic Assessment Report.

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

The costs for the maintenance work are presented in the following table. These were developed by experienced highway maintenance professionals in Cumbria County Council, benchmarked against other schemes and reviewed by engineering consultants AECOM. Further details on the derivation of the financial costs are presented in the deliverability section, and are summarised below:

[Change](#)

Maintenance Works Cost  
Maintenance activities: £15,829,953  
Design: £1,582,995  
Contingency: £2,374,492.70  
Monitoring and evaluation: £20,000  
TOTAL: £19,807,441

DfT TAG guidance (Units A1-1: Cost-Benefit Analysis and A1-2: Scheme Costs) has been followed to calculate a Present Value of Cost (PVC) for each option appraised. In line with TAG guidance, the following steps have been undertaken:

- Costs have been calculated in 2022 prices
- Risk (contingency at 15%) has been removed and optimism bias applied at 23%
- Cost have been deflated to 2010 prices using GDP deflator from TAG Databook 1.18 (May 2022)
- Costs have been discounted to the year in which they will be spent using a discount rate of 3.5% per annum
- Costs have been multiplied by factor of 1.19 to convert to market prices.

The proposal is for maintenance works and therefore no ongoing maintenance costs have been included in the appraisal.

The Present Value of Costs is summarised below.  
Capital Costs: £15,829,953  
Incl. Design & M&E: £17,432,948  
Incl. Optimism Bias: £21,442,526  
Deflated to 2010 Prices: £16,895,159  
Discounted: £10,767,582  
Market Prices (PVC): £12,813,423

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## Describe how the economic benefits have been estimated

DfT's Highway Maintenance Appraisal Tool (HMAT) has been used to appraise the benefits of the proposals. Key assumptions are summarised below.

HMAT requires annual vehicle-kilometres to be provided for the sections of carriageway where maintenance works are proposed.

The length of carriageway that will be resurfaced for each road is outlined in the following table. The Economic Assessment Report shows how these combined lengths are broken down into sections.

A590: 995m

A595: 23,714m

A5086: 4,924m

The A595 and A5086 roads were classified as rural A roads, while the A590 was classified as an urban A road. An HMAT default average road width of 8.1m was used, although sensitivity testing on this value has been undertaken.

Observed traffic counts, provided by Cumbria County Council, were then annualised and multiplied by total section length to obtain an estimate of the annual vehicle-kilometres travelled along the sections of road included in the bid. Resulting vehicle kilometre HMAT inputs are displayed below.

A590 – Cars: 1,757; Motorbikes: 15;  
Light Vans: 324; Goods Vehicles:  
100; Public Service Vehicles: 9

A595 – Cars: 22,151; Motorbikes:  
564; Light Vans: 4,079; Goods  
Vehicles: 4,801; Public Service  
Vehicles: 144

A5086 – Cars: 6,396 83; Light Vans:  
1,178; Goods Vehicles: 964; Public  
Service Vehicles: 36

To calculate traffic growth, the 2018 RTF for the North West area were utilised to obtain annual growth rates for 'Light Vans' 'Goods Vehicles' and 'PSV'. TEMPRO v7.2 was utilised to obtain annual growth rates for 'Cars' and 'Motorbikes' for the Cumbria area.

#### Transport Benefits

As highlighted above, the HMAT has been used to generate the transport benefits associated with the scheme. In order to calculate the benefits,

HMAT requires the user to input a number of scheme-specific variables:

- Scheme opening year
- Last year of funding
- Appraisal period
- Classification of road
- Highway speed limit
- Type of area the highway is located in
- Current highway condition
- Annual thousand vehicle-kms by mode travelled on the scheme
- Predicted vehicle growth across appraisal period
- Do Minimum/Do Something maintenance treatment strategy
- Treatment effects and costs
- Treatment emissions
- Predicted maintenance closure splits

The monetary benefits output from HMAT are discussed in response to the following question. Key benefits are as follows:

- Road Condition Impacts: Improving the condition of the carriageway will result in reduced delay over poor surfaces. This in turn will lead to journey time savings and reduced vehicle operating costs.
- Road Works Impacts: Whilst in the longer term there will be benefits from the proposed maintenance works, it is recognised that in the shorter term, roadworks will result in increased delays and potential diversions.
- Carbon Impacts: There will be carbon impact from both the maintenance works and then quicker journey times from vehicle using the routes.
- Job Impacts: There will be an impact in terms of GVA from increased productivity and number of jobs.

Full details are provided in the attached Economic Assessment Report.

---

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

As part of the economic appraisal of the proposals, a Benefit to Cost (BCR) ratio has been calculated for each package and for the overall bid and this has been used to determine the likely Value for Money of the bid.

[Change](#)



The initial BCR has been calculated for the core scenario using DfT's HMAT tool and is outlined below for the core scenario.

A590

Present Value of Costs (PVC)  
£266,044  
Present Value of Benefits (PVB)  
£1,059,597  
Net Present Value (NPV) £793,553  
Benefit Cost Ratio (BCR) 3.98

A595

Present Value of Costs (PVC)  
£10,321,786  
Present Value of Benefits (PVB)  
£22,899,699  
Net Present Value (NPV)  
£12,577,912  
Benefit Cost Ratio (BCR) 2.22

A5068

Present Value of Costs (PVC)  
£2,225,592  
Present Value of Benefits (PVB)  
£5,757,746  
Net Present Value (NPV) £3,532,153  
Benefit Cost Ratio (BCR) 2.59

Combined Package

Present Value of Costs (PVC) (inc  
Bridge Assessments and M&E  
Budget) £12,813,423  
Present Value of Benefits (PVB)  
£29,717,041  
Net Present Value (NPV)  
£16,903,618  
Adjusted Benefit to Cost Ratio (BCR)  
2.32

The Cumbria LUF scheme presents an initial BCR of 2.3, demonstrating High Value for Money. The impacts of the proposals on GVA has also been estimated and this shows an adjusted BCR of 2.4. The results are presented in full in the Economic Assessment Report.

Additional sensitivity testing has been undertaken to account for uncertainty in appraisal inputs; the results are again presented in the Economic Assessment Report. Sensitivity testing has been undertaken looking at changes in costs and changes in assumptions included in the HMAT appraisal. In the majority of scenarios considered, the BCR remains above two, and in all scenarios the BCR is above 1.5. This demonstrates that even when

accounting for uncertainty, the proposals will deliver Medium to High Value for Money, with High Value for Money being the most likely.

---

**Upload explanatory note (optional)**

[Change](#)

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## Have you estimated a Benefit Cost Ratio (BCR)?

Yes

[Change](#)

---

## Estimated Benefit Cost Ratios

**Initial BCR** 2.32

[Change](#)

**Adjusted BCR** 2.41

[Change](#)

---

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

The key non-monetised impacts of the proposals are summarised below.

[Change](#)

### Economic Impact

West and South Cumbria hosts a number of nationally significant employers, including Sellafield and BAE, which as well as directly employing a significant workforce support an extensive supply chain. However, in order to address the issues caused by skills gaps and an aging population, it is vital that well-maintained transport infrastructure is provided to connect people with employment opportunities. The roads which are the subject of this bid are strategically important for accessing key industries in the nuclear advanced manufacturing and energy sectors, as well as for the onward transportation of goods.

### Socio-economic Benefits

West and South Cumbria has many areas with high levels of deprivation, as well as a declining working age population, a lower level of skills and above-average rates of youth unemployment. Ensuring residents can access employment opportunities is a key priority for Cumbria County Council to reduce these levels of deprivation and

ensure Cumbria is seen as an attractive place in which to live, visit and invest. Maintaining the roads, which are the subject of this bid, will ensure many residential areas will have good connections to major employers, which should ensure they have opportunities moving forward. This will hopefully help reduce the level of outward migration from Cumbria, particularly of the younger generations, which has been evident over recent years.

**Journey Quality and Reliability**  
Resurfacing of the highway carriageway will generate a range of benefits associated with journey quality for users, and will also result in improved journey time reliability. The key benefit will be the reduction in the number of road closures, meaning that vehicles are not forced to take long diversions using highways that are not designed to accommodate the increase in the number of vehicles using them. Whilst this will benefit the individual, businesses in Cumbria will also benefit from improved journey time reliability, resulting in more efficient planning of the movement of goods.

**Safety**  
Road safety is a key priority for Cumbria County Council. Improving the condition of the road surface will reduce the number of accidents over these sections of carriageway. Not only will that have positive benefits in terms of the reduction in injury, or loss of life, on the roads within Cumbria, it will also reduce the number of road closures due to incidents on the network.

---

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

Uncertainty in cost estimates is due to economic conditions, material shortages and the number of infrastructure projects being delivered is the first key risk. To mitigate this risk, estimates have been developed by experienced professionals at Cumbria County Council and benchmarked against similar delivered schemes; cost estimates have also been reviewed by engineering consultants AECOM. To

[Change](#)

account for some unknown risks at this stage, a contingency of 15% has been included. Sensitivity testing has been undertaken to show the revised Value for Money category of the scheme with a cost increase of 10%; this showed the Value for Money category would remain High.

Uncertainty in the HMAT assumptions (documented within the appended Economic Assessment Report (EAR)) is the second key risk. Changes in these assumptions would impact the benefits calculation and hence the Value for Money appraisal. One significant assumption is the carriageway condition following the improvement. The core scenario assumes that the condition will be 'good' or 'very good' following the maintenance works, compared to 'poor' or 'very poor' in the existing situation. This is an increase on the default values in HMAT, which assumes that, for some surface treatments, condition would only change from 'poor' to 'fair'. A sensitivity test has been undertaken to estimate the impact if the condition of the road following the maintenance work was lower. The outputs reported in the EAR show a reduction in the Present Value of Benefits, with the Value for Money category being Medium to High, depending on other assumptions.

---

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

### Appraisal Summary Table 1

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<b>Upload appraisal summary table</b>	Appendix H - Cumbria LUF Combined Package AST.xlsx	<a href="#">Change</a>
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### Appraisal Summary Table 2

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<b>Upload appraisal summary table</b>	Appendix H - Cumbria A590 LUF AST.xlsx	<a href="#">Change</a>
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### Appraisal Summary Table 3

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<b>Upload appraisal summary table</b>	Appendix H - Cumbria A595 LUF AST.xlsx	<a href="#">Change</a>
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## Appraisal Summary Table 4

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<b>Upload appraisal summary table</b>	Appendix H - Cumbria A5086 LUF AST.xlsx	<a href="#">Change</a>
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## Additional evidence for economic case

### Additional evidence 1

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<b>Upload additional evidence</b>	CCC LUF2 Economic Assessment Report.pdf	<a href="#">Change</a>
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### Additional evidence 2

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<b>Upload additional evidence</b>	Cumbria LUF - HMAT Inputs.zip	<a href="#">Change</a>
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### Additional evidence 3

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<b>Upload additional evidence</b>	Cumbria LUF - HMAT Outputs.zip	<a href="#">Change</a>
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Section 8: Deliverability

## Check your answers for this section

### Confirm the total value of your bid

Total value of bid      £19807441      [Change](#)

### Confirm the value of the capital grant you are requesting from LUF

Value of capital grant      £17826697      [Change](#)

### Confirm the value of match funding secured

£1980744      [Change](#)

Evidence of match funding (optional)      [Change](#)

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

A 10% local contribution of £1,980,744 has been secured for the scheme. This will be provided from the Cumbria County Council capital programme.      [Change](#)

### Land contribution

If you are intending to make a land contribution (via the use of existing      The proposal is for maintenance of the existing asset. No land take is therefore required.      [Change](#)

owned land),  
provide further  
details below

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Upload letter from  
an independent  
valuer

[Change](#)

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

The budget does not include  
unrecoverable VAT costs.

[Change](#)

---

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

As part of the scheme development, engineers carried out research to understand likely costs associated with the delivery of each cost item. This included a review of recently completed schemes, industry standard guidance and market cost comparisons with ongoing schemes, as well as review by engineering consultants AECOM. Assumptions are summarised below.

[Change](#)

Resurfacing: Estimated rate of £60 per square metre, based on average rate from other resurfacing projects.

Carriageway length: Carriageway lengths identified have been taken from site survey data.

Carriageway width: Carriageway widths identified between 7.6 metres – 8.4 metres depending on road section, estimated with survey data.

300mm plus gabion protection: Single stretch of maintenance (Eskholme Lodge to Eskdale Jn) with estimated cost of £220 per square metre.

Drainage & resurfacing: Single stretch of maintenance (The Old Coach House) with an estimated cost of £250,000.

Hybrid: Single stretch of maintenance (A66 to Station Street) with an estimated cost of £259,000

New footway: Single stretch of maintenance (Lamplugh Rd Cockermouth) with an estimated cost of £400,000.

A595 bridge maintenance: 12 bridges identified for maintenance with a cost of £365,000.

A5086 bridge maintenance: 5 bridges identified for maintenance with a cost of £135,000.

Bridge inspections: Single cost of £250,000 based on previous inspections undertaken.

---

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

In addition to the construction cost developed for the scheme, the following margins and contingencies have been applied in the build-up of the cost estimates:

[Change](#)

- Works contingency: Much of the resurfacing works has been estimated at a cost of £60 per square metre. This is based on costs from other schemes delivered by Cumbria County Council. It includes a small level contingency to account for uncertainties in traffic management requirements for different sections of road.
  - Design (10%): further design development will be undertaken prior to undertaking works. Funding for design of 10% of construction costs are assumed for further design work prior to the maintenance works.
  - Risk allowance (15%): whilst the cost rate of £60 per square metre includes some level of contingency to account for uncertainties in traffic management, an additional risk allowance of 15% has been applied to encompass other risks. These primarily include the ongoing impact of COVID-19, shortage of materials, increased contractor costs and other unforeseen risks. This is in lieu of a quantified risk assessment, which has not been undertaken.
- 

## **Describe the main financial risks and how they will be mitigated**

Cumbria County Council has extensive experience of undertaking highways maintenance schemes, and the attached risk register has been

[Change](#)



developed by drawing on this wealth of experience, as well as input from engineering consultants AECOM. The biggest risks associated with the project, their causes and mitigation measures are outlined below. All have the potential to impact on the cost of the proposals. A full risk register for the scheme has been appended to the bid.

Overall, it is considered that the project is reasonably low risk, and is highly deliverable.

Risk Description – Progress on works dependent on weather

Cause – Adverse weather condition

Impact – 1. Delay in project completion; 2. Increase in costs

Mitigation – 1. Planning of maintenance works to avoid winter period; 2. Continue to monitor the weather situation on allocated days for resurfacing

Risk Description – Costs exceed project cost budget/LUF funding allocation, increasing financial liability

Cause – 1. Underestimate of projected costs; 2. Increase in inflation rates; 3. Unforeseen costs due to unknown ground conditions; 4. Unforeseen delays leading to extra costs.

Impact – 1. Increased funding required from Council to fund project; 2. Project does not go ahead or delayed.

Mitigation – 1. Monthly review of scheme costs; 2. Change control procedures to be developed to fully assess impacts of any proposed changes; 3. Contractor compensation events to be rigorously assessed and challenged.

Risk Description – Traffic management proposals cause significant congestion.

Cause – 1. Ineffective traffic management arrangements; 2. Lack of understanding of traffic flows on key roads

Impact – 1. Changes to traffic management arrangement and works operations on

site; 2. Increase in costs; 3. Loss of reputation and credibility of Council

Mitigation – 1. Early discussion and agreement of traffic management plans; 2. Effective communication of proposed disruption; 3. Monitor

effectiveness of traffic  
management/level of complaints

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Upload risk register LUF Cumbria - Risk Register.xlsx

[Change](#)

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

N/A

[Change](#)

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

N/A

[Change](#)

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

In 2018, Cumbria County Council ran a procurement exercise to appoint contractors onto a Core Surfacing framework. Three different contracts were let, covering the three geographical areas of Cumbria; East, West and South. The contracts were advertised on the Chest (North West Procurement Portal) as a 3 year contract with the possibility of up to 3 one year extensions. Currently, the framework is in year 5, with one possible further extension. It is intended that this contract would be used to procure the works outlined in this bid for funding, with the scope of works primarily falling under the West contract.

[Change](#)

The contract arrangement allows the Council to procure surfacing works in accordance with the area priorities to improve the standard of the network and extend its operational life. The programme is agreed with each individual scheme having a bespoke Early Contractor Involvement (ECI) agreement. The spend to the end of year 4 was estimated at £47m.

Dan Chalmers, our proposed Project Manager for this work, is the Contract Services Manager. He engages the

Contractor in the work that is required. Performance of the Contractor in delivering works under the contract is monitored using a series of Key Performance Indicators (KPIs). These KPIs are discussed in subsequent responses to questions.

It is noted that Cumbria County Council is currently going through Local Government Reorganisation, which will impact on the procurement of works moving forward. It is intended that discussions take place with the existing contractor prior to this reorganisation to ensure that the works are programmed and the reorganisation does not impact on delivery. However, it is currently anticipated that initially the Core Surfacing Framework will roll-over to the new councils, and that similar framework(s) will be established by the new councils as necessary, as highway maintenance will be a key statutory responsibility of the new councils.

---

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

The existing core surface contract for West Cumbria is managed by Dan Chalmers. Dan is the Countywide Highways Network Manager and has over 20 years experience working in local authorities, in both the network and operations sectors. Dan currently oversees an annual spend in excess of £60m, which is a combination of capital and revenue funds. He oversees the overall contract as 'Service Manager', with Local Network Managers and engineers reporting to him, acting as task order runners. As it is intended that the existing contract will be used to procure the resurfacing works, this structure which is tried and tested will remain in place for the period of the works. This will ensure continuity, and demonstrates experienced staff are in place, which reduces any programme related risks. The bridge related works will be managed by the County Bridge Manager, Martin Hardman, who will liaise with Dan to ensure that the works are co-ordinated.

[Change](#)

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

The delivery of the maintenance works will be undertaken by the existing contractor in place under the core surfacing framework for West Cumbria. The contractor will be given early notification of works to ensure sufficient resources can be allocated to the project and there is no delay caused by contractor mobilisation. The early contractor involvement will ensure that the most appropriate materials are specified and new materials such as those with reduced carbon can be considered. During the delivery of the works, performance management meetings are held regularly with the contractor to ensure any issues are dealt with promptly and alternatives are sought if necessary to keep within the required timescale and budget.

[Change](#)

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

A contractor for resurfacing works in West Cumbria has already been appointed. As part of the contract, there are a number of key performance indicators that the Contractor must report on and agree with the Task Service Manager and report upon within 5 weeks of completion of the task order works.

[Change](#)

Key Performance Indicators (KPIs) are incentivised through a 4% performance sum, which is retained from the price for the service provided for each task order until such time as the key performance indicator score has been agreed. Once the key performance indicator is agreed, the proportion of the performance sum paid is dependent on the actual key performance indicator achieved, as appended to this bid. The banding presented is the current banding, but Cumbria County Council has the right to alter the banding

If KPI scores are not agreed and reported to the Task Service Manager

within five weeks, then the performance sum will be retained by the Employer, unless the failure is as a result of the Task Service Manager's failure to respond within the Period for Reply.

Where the Contractor does not agree with the final score, the Contractor can appeal the score by providing evidence to support an alternative assessment to the Service Manager. The Service Manager will consider the evidence and decide on any adjustment to the score.

The Service Manager's decision is final.

Where the Contractor scores below 70 on 3 or more task orders in any financial year, the Contractor is required to submit and agree an action plan with the Service Manager identifying specific measures to address the areas of poor performance. Failure to agree an action plan, implement the agreed measures or any subsequent instances of unacceptable scores may lead to termination of the contract. For the five year duration of the framework to date, the performance is meeting the expectations of Cumbria County Council.

The KPIs and the method of measurement for the KPIs are appended to this bid.

---

## **Set out how you plan to deliver the bid**

A delivery plan has been appended to this application, which is aligned with the Management Dimension of a traditional transport business case. As such, the delivery plan includes the following:

- Detailed programme and project dependencies
- Governance structure
- Assurance and approvals plan
- Risk management strategy
- Communication and stakeholder management plan.

The programme demonstrates a level of certainty that the proposals can be delivered within the timescale for Levelling Up Funding, with works to

[Change](#)

be complete in 2025. This is helped by contractors being appointed who can start construction early. Sufficient time has been included to allow for any delay, particularly where weather may impact on programme.

The maintenance works will be undertaken by the existing Contractor on the West Cumbria Core Resurfacing Framework. The framework is expected to expire before the works is complete, but the Contractor would be expected to complete all commissioned work in line with the terms and conditions of the framework contract.

Maintenance works are a core service that the Council provides. As such, a governance structure is already in place to oversee these works. The works will be managed by the current Contract Services Manager, Dan Chalmers, who will have a team of engineers acting as task order runners. Dan will report to the Capital Programme Board, who will have overall oversight and responsibility for the works.

A risk register has been prepared to identify the main risks which could impact on delivery of the project. Mitigation measures have been put in place and these will be monitored by Dan Chalmers. As more work is undertaken on the design of the scheme and discussions have been undertaken with the Contractor, it is expected that the risk register will be updated to include more scheme specific risks..

Communicating the works and traffic management proposals to the general public is essential for the successful delivery of the project. Early communications and warnings allows people to better plan their journey and reduces the likelihood of complaints. In advance of the works, media campaigns will be carried out to communicate likely disruption to as-wide-an-audience as possible. Mobile information displays will be used well in advance of road/lane closures to warn of future disruption and queues whilst construction is underway. Road signs will be placed in advance in the immediate vicinity of the work to also inform of road closures and potential disruption. A leaflet drop will be carried out for any

properties, which will be directly affected by the works.

The delivery of the proposals will not stop following completion of the construction works. As discussed in this application form, a Monitoring and Evaluation plan has been developed to ensure the effectiveness of the proposals in addressing scheme objectives can be fully understood.

---

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

Cumbria County Council has already committed time and resource in developing the proposals for the LUF application. Following award of funding, works will also begin on the 15 bridge inspections that are scheduled to take place for the A595. Given existing resources, these inspections can commence quickly, with advanced notification given to the traffic management contractor for any works that are required.

[Change](#)

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## **Risk Management: Set out your detailed risk assessment**

The delivery plan appended to the bid includes our approach to risk management and the risk register for the proposals. Although the bid is considered a package bid due to three different roads being included, the roads share the same objectives and therefore the risk management approach is consistent across the bid.

[Change](#)

A number of risks are identified in the risk register, but the key risks can be summarised as follows:

Finance: CCC does not have sufficient funding to deliver the works from its maintenance funding. Additional funding is therefore required;

Finance: An increase in costs could mean that sufficient funding is not available; current demand and availability of materials is impacting on costs. Contingency has been included in the cost estimate to

account for this;

Weather: The maintenance works will be weather dependent, with any adverse weather conditions likely to impact on programme. Maintenance activities have been scheduled for Spring, Summer and Autumn to mitigate the impact of this;

Resources: CCC will use a contractor to deliver the works. However, this needs to be programmed alongside other works that are being delivered.

In terms of managing the risk, CCC will adopt a 5 stage cyclical process as indicated below.

Identification: Specialists from relevant disciplines identify delivery risks taking a 'bottom up' and 'top down' approach.

Analysis: The production of a risk register has enabled the effective management and communication of potential conflicts, ensuring appropriate mitigation is incorporated into subsequent design and development stages. The risk register identifies the potential causes and consequences of each risk identified. The register will be a 'live' document, maintained and owned by the Project Manager;

Costing: The monetised value of the risks has not yet been quantified, but this is programmed for the coming months. The risk will be monetised based on the cost of the risk should it occur and the probability of the risk occurring. The overall cost will be calculated as the cost multiplied by the probability. The cost estimate currently includes a contingency to account for risk.

Management: Actions to manage and mitigate risks have been identified and this will be monitored by the Project Manager. For each risk, the following strategies will be considered:

Accept the risk

Treatment of the risk

Cease the activity

Transfer the risk



Review: the risk register will be reviewed and updated on a regular basis. The effectiveness of the response plans will depend on enacting the mitigation measures and review of the residual risk at key decisions points in the life of the proposals.

The risk register is structured according to this 5-stage approach.

---

## **Provide details of your core project team and provide evidence of their track record and experience of delivering schemes of this nature**

The Executive Director of Economy and Infrastructure oversees the delivery of the Council's Annual Capital Programme. If funding is secured from LUF, the proposals will be included in this Capital Programme, and managed by the Countywide Highways Network Manager (Project Manager), supported by the wider Capital Programmes team and external resources procured through the Council's Professional Services Framework (PSF), as necessary. The governance structure is appended to the application as Figure 10 and outlined below.

[Change](#)

Cabinet - Ultimate Decision Makers - Elected members

^

Capital Programme Board - Liaise with government, monitor highlight and exception reports, monitor progress, owners of risk - Senior Responsible Owner, Highways Asset Manager, Contract Services Manager/Project Manager

^

Delivery Group - Manage contractor, review programme, identify risks, monitor delivery and comms - Contract Services Manager/Project Manager; task order runners

Key personnel who will fulfil the roles identified in the governance structure are as follows:

Senior Responsible Officer: Assistant Director, Highways and Transport:

Phil Greenup

Highways Asset Manager: Andy Brown

Project Manager and Contract Services Manager: Dan Chalmers

The scope of the works within this LUF bid sits within the core services that the Council delivers. The Council therefore has an excellent track record of delivering similar schemes, which are delivered as part of the annual maintenance budget. Outside of the delivery of the maintenance budget, the Council also has experience of delivering maintenance work when additional funding has been provided to respond to extreme weather events. This is summarised in the example below.

Infrastructure Recovery Programme (IRP): The Infrastructure Recovery Programme (IRP) was a £120 million programme delivered over a number of years comprising a package of infrastructure improvement and repair works in response to the damage caused by Storm Desmond and subsequent flooding in December 2015. To deliver this programme, a dedicated team was appointed through the use of internal staff and external consultants appointed from the Professional Services Framework, increasing the size of the Capital Programme Team significantly on a temporary basis to cover the duration of the programme and the extent of the works. This delivery model proved extremely successful, with the team and their projects winning three awards at the North West Construction Awards.

The experience demonstrated by Cumbria County Council in the delivery of other maintenance works, and the best practice used in the development of the schemes, provides an excellent framework on which to progress the LUF proposals in a timely and efficient manner, whilst helping to minimise risks.

---

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

A range of approvals will be required in relation to the scheme, keeping within the timescales outlined. The following details the key approvals that have been considered and integrated into the project plan:

- All highway related activities undertaken by Cumbria County

[Change](#)

Council are governed by the Council's existing governance arrangements, whilst the proposals of the scheme will follow the Council's approval process for managing capital portfolio projects, which ensures delivery quality and transparency;

- Highway Authority Permits will be required for lane or road closures;

Gateway reviews are typically mandated assurance processes for all publicly funded major projects. A gateway review is an independent, peer-reviewed assessment of a project, carried out at crucial stages of its development, so as to focus on whether the project can progress successfully to the next stage. This process was recommended by the former Office for Government Commerce (OGC) for schemes with a total cost of £50 million or more. This project falls below this threshold, but given the benefits of undertaking the gateway reviews, an internal gateway review process will be adopted as best practice. Timings of proposed gateway reviews for the Cumbria Levelling Up Fund proposals are outlined in the following table.

#### Programme for Gateway Reviews

Stage 1 > Business justification gateway > Agreement to submit Levelling Up Fund Bid > Already undertaken

Stage 2 > External approval gateway > Approval of Levelling Up Fund bid > Expected October 2022

Stage 3 > Investment decision > Completion of design and discussions with contractor > April 2023

Stage 4a > Operational review and benefits realisation gateway > Following handover into operations and before the end of the defects period > 3 months after maintenance activities complete on each road.

Stage 4b > Operational review and benefits realisation gateway > 12 months after all maintenance activities complete > September 2025

For the purpose of gateway reviews, relevant reports will be prepared by the Project Manager and submitted to the Capital Programme Board by the Senior Responsible Owner.

Further agreed assurance activity procedures for the project are shown below.

Viability assurance > Check value for money; Tracking benefits realisation; Align with wider strategies; review business case > Project Manager/Senior Responsible Officer > Monthly

Financial assurance > Reconciliation of costs incurred for inclusion within reporting to Programme Board > Senior Responsible Officer/Project Manager/Task Order Runners > Monthly

Highlight and exception report assurance > Delivery Group > Project Manager/Task Order Runners > Monthly

Risk assurance > Delivery Group > Project Manager/Task Order Runners > Monthly

Cumbria County Council's Section 151 Officer has confirmed a local contribution of £1,980,744 to the final scheme costs. The Section 151 Officer confirms that Cumbria County Council will accept responsibility for meeting any costs of delivering the scheme over and above the Levelling Up Fund value requested, such as cost overruns. The Section 151 Officer will approve the release of local funding, when satisfied and appropriate to do so.

---

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

No new assets are being constructed as part of the Cumbria proposals. Any further maintenance activities required will fall within the annual capital maintenance budget for the council. Due to the nature of the scheme, this will minimise maintenance requirements in the early years post-construction.

[Change](#)

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**Upload further information (optional)**

[Change](#)

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## Set out proportionate plans for monitoring and evaluation

A Monitoring and Evaluation strategy has been developed to test the Theory of Change outlined previously in this application form. The plan is structured into five parts:

1. Monitoring inputs
2. Monitoring outputs
3. Monitoring outcomes
4. Monitoring impacts
5. Resourcing, delivery and dissemination plan

### Monitoring inputs

Scheme inputs are defined as the resources, equipment and skills which are being invested and the activities undertaken to deliver the scheme. This is considered in two areas: Scheme build and costs.

The key output metrics for scheme build are summarised below.

Schedule metric: Changes in schedule delivery and milestones and how were they mitigated; causes of schedule slippage or change and how the risks were managed.

Stakeholder metric: Effectiveness of management activities; views of stakeholders.

Risk metric: Main risks encountered during the scheme delivery; new risks identified post the start of implementation; mitigation procedures and measures; measures successful in mitigation; risks requiring escalation.

Benefit metric: Changes in causal pathways since the baseline logic mapping; short term outcomes attributable to the scheme; comparison of short term outcomes with scheme projections; lessons learnt on the relative effectiveness of each scheme element

The key output metrics for scheme costs are summarised below.

Outturn cost metric: Cost by scheme element and period; comparison with forecast costs.

Risk manifestation metric: Cost of manifest risks; scheme elements with manifest risks.

Cost element saving metric: Scheme elements generating cost savings; reasons for savings materialising.

Cost element overrun metric: Scheme elements generating cost overruns; reasons for overruns

[Change](#)

materialising.

The monitoring of scheme outputs will assess the delivered scheme.

The key output metrics are summarised below.

Scheme description metric: Full description of the scheme; map of the overall scheme.

Changes in design metric: Details of changes in scheme design following full approval; reason for changes.

Mitigation changes metric: Changes in mitigation measures; reasons for changes.

Delivered scheme metric: Scheme audit; interview with Project Manager

The main outcome monitoring indicators aligned to the scheme objectives, the monitoring requirements, the contextual factors that will be monitored and how the outturn value for money of the scheme will be assessed are presented below.

The below demonstrates how each scheme objective will align to the defined scheme outcomes.

**OBJECTIVE:** to maintain and improve access and mobility needs across Cumbria.

**MONITORING:** improved condition of the road; reduced journey times; reduced number of road closures; reduced number of road traffic accidents.

**OBJECTIVE:** to prevent deterioration of the road network and prevent liability claims

**MONITORING:** improved condition of the road.

**OBJECTIVE:** to reduce the number of road accidents.

**MONITORING:** reduced number of road traffic accidents.

**OBJECTIVE:** to ensure resilient highway networks across Cumbria linking to the strategic road network

**MONITORING:** improved condition of the road; reduced journey times; reduced number of road closures; reduced number of road traffic accidents.

**OBJECTIVE:** to ensure the key employment industries in Cumbria are well served by the highway network.

MONITORING: improved condition of the road; reduced journey times; reduced number of road closures; reduced number of road traffic accidents.

The monitoring will be undertaken as per the below:

**Improved condition of road**  
Cumbria County Council already undertake surface condition surveys of key roads across the authority. Data post completion of the works will be compared to that collected prior to undertaking the work, to monitor how much the condition of the road has changed.

**Improved journey time reliability**  
Journey times are impacted by the condition of the roads, with poor road surface often resulting in slower average speeds. The change in journey times on key roads, and any changes in journey time reliability, can be monitored using journey time data that is already collected.

**Reduction in the number of road closures**  
Cumbria County Council will monitor the number of road closures that occur on sections of road completed as part of this maintenance scheme. This will be compared to baseline data that has been collected over the last few years.

**Reduction in the number of road traffic accidents**  
An assessment of the number and rates of road traffic accidents will be undertaken through the use of existing monitoring activities, consisting of the STATS19 dataset. The common cause of each road accident will also be assessed in order to understand whether the condition of the road was a factor in the accident.

**Monitoring Impacts**  
One main objective of the Levelling Up Fund is to address the regional disparities across the UK. In order to monitor the scheme impact on the economy, distributional impact calculations will be used. This will be undertaken in line with Green Book guidance and will specifically include monitoring gross disposable income. Monitoring gross disposable income will help understand changes to the

economy that have occurred over time, as well as changes following scheme delivery.

Resourcing, Delivery and Dissemination Plan  
Effective management of people and resources is imperative to a successful monitoring and evaluation programme and ensures the collection/collation, analysis and reporting of findings is undertaken in a timely and robust manner. A monitoring and evaluation report will be produced, both one year and five years post construction. This will allow for trends over time to be identified. The budget for monitoring and evaluation has been accounted for within the cost estimates.

---

## Continue your application

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Section 9: Declarations

# Check your answers for this section

## Senior Responsible Owner Declaration

<b>Upload pro forma 7 - Senior Responsible Owner Declaration</b>	LUF Round 2 Pro formas V6.1 Proforma 7.docx	<a href="#">Change</a>
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## Chief Finance Officer Declaration

<b>Upload pro forma 8 - Chief Finance Officer Declaration</b>	LUF Round 2 Pro formas V6.1 Proforma 8.docx	<a href="#">Change</a>
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## Publishing

<b>URL of website where this bid will be published</b>	cumbria.gov.uk/luf	<a href="#">Change</a>
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## Additional attachments

### Additional file attachment 1

<b>Upload attachment</b>	CCC LUF2 letters of support.zip	<a href="#">Change</a>
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### Additional file attachment 2

<b>Upload attachment</b>	Cumbria LUF Scheme Extents GIS.zip	<a href="#">Change</a>
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### Additional file

### attachment 3

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<b>Upload attachment</b>	CCC LUF2 Economic Appraisal.zip	<a href="#">Change</a>
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### Additional file attachment 4

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<b>Upload attachment</b>	CCC LUF2 Deliverability.zip	<a href="#">Change</a>
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### Additional file attachment 5

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<b>Upload attachment</b>	CCC LUF2 Figures.pdf	<a href="#">Change</a>
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# Check your answers for Annex A

## Project 1 Name

Energy Coast Resilient Routes – A590

[Change](#)

## Provide a short description of this project

This bid will upgrade 1 km of the Cumbrian highway network, which serves communities along the Irish Sea coast and nationally significant employment sites. The bid includes resurfacing and drainage works on the A590. Cumbria depends heavily on the road network for day-to-day accessibility, and the routes are vital to link communities, jobs and services into and out of Barrow-in-Furness.

[Change](#)

This investment will provide a more resilient highway network, improving access to employment opportunities and services, reduce travel costs and reduce the occurrence of road closures due to highway defects.

## Provide a more detailed overview of the project

The focus of this application is providing a high-quality highway network in Cumbria to support communities and places. The A590 is a strategically important route in South Cumbria; it provides important connectivity into Barrow-in-Furness for services and opportunities, as well as access to BAE Systems.

[Change](#)

In recognition of this, we are bidding for funding to deliver essential maintenance on the A590.

Early intervention and maintenance of the A590 will safeguard existing employment and better connect people to jobs, goods and services while also supporting inward investment capitalising on Barrow's manufacturing and energy expertise and potential.

Access to Barrow-in-Furness is limited by sea and mountains surrounding the Furness peninsula. There are few alternative routes when major incidents and planned maintenance schemes arise. Road closures result in long diversions that are extremely disruptive for general and commercial traffic and increase carbon emissions. Previously, failures on the highway network due to defects, have led to significant disruption. This bid will upgrade a 1 km section of the A590, creating long-term resilience while supporting accessibility, connectivity, reliability and safety.

Making best use of the existing highway assets is the most cost-effective means of Cumbria safeguarding current and future economic growth and prosperity. Importantly, condition surveys have revealed that investment now will result in cost savings in the future, whereby more intrusive defects would result in more expensive reconstruction.

---

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

The package is located in South Cumbria, at the southern end of the Energy Coast; so called due to the world-leading manufacturing, energy and nuclear expertise in the area.

[Change](#)

The area supported by this package includes major advanced manufacturing and energy assets, including operation and maintenance facilities for Irish Sea windfarms, Spirit Energy gas terminal, and BAE Systems, the latter delivering the next generation of the UK nuclear submarine fleet.

The area also includes a number of important of place based regeneration proposals, including

Town Deals in Barrow-in-Furness and Millom; LUF proposals within Barrow market, and a Borderlands Growth Deal Place Programme investment in Dalton-in-Furness.

Surrounded to the west and south by the Irish Sea and the north by the Lake District National Park World Heritage Site, the A590 provides the key link between Barrow-in-Furness and the wider UK.

Investment is spread across three constituencies: Barrow and Furness (A590, A595), Copeland (A595 and A5086), and Workington (A5086).

Investment is wholly within Cumbria (Cumbria County Council's local authority boundary), and spread across four district authorities: Barrow-in-Furness (A590), South Lakeland (A595), Copeland (A595 and A5086), and Allerdale (A5086).

The investment is broken down as follows:

By constituency: Barrow and Furness (100%)

By district: Barrow-in-Furness (100%)

---

## Transport project location details for this project

The A590 route runs from the A590/A595 roundabout (where it meets the A590 section of the strategic road network) to Barrow Island in Barrow-in-Furness. It is a single carriageway road, with a speed limit varying from 30 mph in the town centre, increasing to 40 mph in the suburban area, and 60 mph where it meets the strategic road network north of Dalton-in-Furness. It forms part of the Major Road Network.

[Change](#)

---

## Further location details for this project

### Project location 1

---

<b>Postcode</b>	LA14 4DW	<a href="#">Change</a>
<b>Grid reference</b>	319549,472263	<a href="#">Change</a>
<b>Upload GIS/map file (optional)</b>	CCC LUF2 Scheme GIS - A590.zip	<a href="#">Change</a>

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<b>% of project investment in this location</b>	100%	<a href="#">Change</a>
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## Select the constituencies covered by this project

### Project constituency 1

---

<b>Select constituency</b>	Barrow and Furness	<a href="#">Change</a>
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<b>Estimate the percentage of this package project invested in this constituency</b>	100%	<a href="#">Change</a>
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## Select the local authorities / NI councils covered by this project

### Project local authority 1

---

<b>Select local authority</b>	Cumbria County Council	<a href="#">Change</a>
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<b>Estimate the percentage of this package project invested in this Local Authority</b>	100%	<a href="#">Change</a>
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## What is the total grant requested from LUF for this project?

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	£366618	<a href="#">Change</a>
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## What is the proportion of funding requested for each of the Fund's three investment themes?

---

<b>Regeneration and Town Centre</b>	0%	<a href="#">Change</a>
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<b>Cultural</b>	0%	<a href="#">Change</a>
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<b>Transport</b>	100%	<a href="#">Change</a>
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## Confirm the value of match funding secured for the component project

£40735

[Change](#)

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

A 10% local contribution will be provided from the Cumbria County Council capital programme.

[Change](#)

---

## Value for money

DfT's Highway Maintenance Appraisal Tool (HMAT) has been used to appraise the benefits of the proposals. Key assumptions are as follows.

[Change](#)

HMAT requires annual vehicle kilometres to be provided for the sections of carriageway where maintenance works are proposed.

995 metres of carriageway will be resurfaced for the A590. The Economic Assessment Report shows how these combined lengths are broken down into sections.

The road was classified as an urban A roads. An HMAT default average road width of 8.1m was used, although sensitivity testing on this value has been undertaken. Observed traffic counts, provided by Cumbria County Council, were then annualised and multiplied by total section length to obtain an estimate of the annual vehicle kilometres travelled along the sections of road included in the bid. Resulting vehicle kilometre HMAT inputs are displayed in the table below.

A590 – Cars: 1,757; Motorbikes: 15; Light Vans: 324; Goods Vehicles: 100; Public Service Vehicles: 9

To calculate traffic growth, the 2018 RTF for the North West area were utilised to obtain annual growth rates for 'Light Vans' 'Goods Vehicles' and 'PSV'. TEMPRO v7.2 was utilised to obtain annual growth rates for 'Cars' and 'Motorbikes' for the Cumbria

area.

#### Transport Benefits

The HMAT has been used to generate the transport benefits associated with the scheme. In order to calculate the benefits, HMAT requires the user to input a number of scheme-specific variables:

- Scheme opening year
- Last year of funding
- Appraisal period
- Classification of road
- Highway speed limit
- Type of area the highway is located in
- Current highway condition
- Annual thousand vehicle-kms by mode travelled on the scheme
- Predicted vehicle growth across appraisal period
- Do Minimum/Do Something maintenance treatment strategy
- Treatment effects and costs
- Treatment emissions
- Predicted maintenance closure splits

The monetary benefits output from HMAT are discussed in response to the following question. Key benefits are as follows:

- Road Condition Impacts: Improving the condition of the carriageway will result in reduced delay over poor surfaces. This in turn will lead to journey time savings and reduced vehicle operating costs.
- Road Works Impacts: Whilst in the longer term there will be benefits from the proposed maintenance works, it is recognised that in the shorter term, roadworks will result in increased delays and potential diversions.
- Carbon Impacts: There will be carbon impact from both the maintenance works and then quicker journey times from vehicle using the routes.
- Job Impacts: There will be an impact in terms of GVA from increased productivity and number of jobs.

Full details are provided in the attached Economic Assessment Report.



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

An overall BCR and Value for Money assessment is provided at question 5.5 in the main application.

[Change](#)

---

## Benefit Cost Ratios

Initial BCR

3.98

[Change](#)

Adjusted BCR

4.14

[Change](#)

---

## Non-monetised benefits for this project

### Economic Impact

South Cumbria hosts a number of nationally significant employers, including BAE Systems, which as well as directly employing a significant workforce support an extensive supply chain. However, in order to address the issues caused by skills gaps and an aging population, it is vital that well-maintained transport infrastructure is provided to connect people with employment opportunities. The roads which are the subject of this bid are strategically important for accessing key industries in the nuclear advanced manufacturing and energy sectors, as well as for the onward transportation of goods.

[Change](#)

### Socio-economic Benefits

South Cumbria has many areas with high levels of deprivation, as well as a declining working age population, a lower level of skills and above-average rates of youth unemployment. Ensuring residents can access employment opportunities is a key priority for Cumbria County Council to reduce these levels of deprivation and ensure Cumbria is seen as an attractive place in which to live, visit and invest. Maintaining the roads, which are the subject of this bid, will ensure many residential areas will have good connections to major employers, which should ensure they have opportunities moving forward. This will hopefully help reduce the level of outward migration from Cumbria, particularly of the younger generations, which has been evident over recent years.

Journey Quality and Reliability  
Resurfacing of the highway carriageway will generate a range of benefits associated with journey quality for users, and will also result in improved journey time reliability. The key benefit will be the reduction in the number of road closures, meaning that vehicles are not forced to take long diversions using highways that are not designed to accommodate the increase in the number of vehicles using them. Whilst this will benefit the individual, businesses in Cumbria will also benefit from improved journey time reliability, resulting in more efficient planning of the movement of goods.

#### Safety

Road safety is a key priority for Cumbria County Council. Improving the condition of the road surface will reduce the number of accidents over these sections of carriageway. Not only will that have positive benefits in terms of the reduction in injury, or loss of life, on the roads within Cumbria, it will also reduce the number of road closures due to incidents on the network.

---

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

No

[Change](#)

---

### Could this project be delivered as a standalone project?

Yes - the project could be delivered as a standalone project

[Change](#)

---

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

No LUF grant expenditure is expected for this package of work in 2022–23.

[Change](#)

---

### Statutory Powers and Consents

List separately

Cumbria County Council has

[Change](#)

**below each power/consents etc. obtained for this project**

statutory responsibility for all elements of the bid and can deliver the entirety of the bid within its statutory powers.

---

**Upload content documents (optional)**

[Change](#)

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## **Outstanding statutory powers/consents**

No outstanding statutory powers or consents are required to deliver the package.

[Change](#)

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# Check your answers for Annex B

## Project 2 Name

Energy Coast Resilient Routes –  
A595

[Change](#)

## Provide a short description of this project

This bid will upgrade 24 km of the Cumbrian highway network, which serves communities along the Irish Sea coast and nationally significant employment sites. The bid includes resurfacing and drainage works on the A595, as well as repairs to 15 bridge structures. Cumbria depends heavily on the road network for day-to-day accessibility, and the routes are vital to link communities, jobs and services across Cumbria.

[Change](#)

This investment will provide a more resilient highway network, improving access to employment opportunities and services, reduce travel costs and reduce the occurrence of road closures due to highway defects.

## Provide a more detailed overview of the project

The core focus of this application is providing a high-quality highway network in Cumbria to support communities and places. The A595 is a strategically important route, providing connectivity for Whitehaven, Millom and other communities as well as access to employers including Sellafield within a landscape that limits route options.

[Change](#)

In recognition of this, this package seeks funding to deliver essential maintenance on A595.

Early intervention and maintenance of the A595 will safeguard existing employment and better connect people to jobs, goods and services while also supporting West Cumbria's natural, nuclear and manufacturing expertise and potential. The proposals would help make West Cumbria a better place to work and live, and further build on the strong visitor economy on the coastline and in the Lake District National Park World Heritage Site.

Access to West Cumbria is limited with few alternative routes when major incidents and planned maintenance schemes arise. Road closures result in long diversions that are disruptive for general and commercial traffic and increase carbon emissions. Previously, failures on the highway network have led to significant disruption. This bid will upgrade a 24 km section of the A595 with maintenance on 15 bridge structures, creating long-term resilience while supporting accessibility, reliability and safety.

Making best use of existing highway assets is the most cost-effective means of Cumbria safeguarding current and future economic growth and prosperity. Condition surveys have revealed that investment now, will result in cost savings in the future, whereby more intrusive defects would result in more expensive reconstruction.

---

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

The package is located in West Cumbria, in the middle of the Energy Coast; so called due to the world-leading manufacturing, energy and nuclear expertise in the area.

[Change](#)

The area supported by this package includes Sellafield, significant employer, accounting for over 60 per cent of Copeland's GVA and a global leader in decommissioning and the safe management of legacy nuclear waste.

The area also includes a number of important of place based regeneration proposals, including Town Deals in Workington (including at the Port of Workington).

Bounded to the west by the Irish Sea and the east by the Lake District National Park World Heritage Site, the A595 provides the only links between these areas and the wider UK.

The investment is broken down as follows:  
By constituency: Barrow and Furness (21.7%), Copeland (78.3%)  
By district: Barrow-in-Furness (4.3%), South Lakeland (17.4%), Copeland (78.3%)

[Note that the section of A595 in the South Lakeland district is immediately between Barrow-in-Furness and Copeland and mainly links these two districts, with a small population living in this area.]

---

## Transport project location details for this project

The A595 route runs between Calder Bridge (where it meets the A595 section of the strategic road network) and the A590/A595 roundabout north of Dalton-in-Furness. It is single carriageway for its whole length, although the standard of road varies from a modern wide carriageway to a total width of around only three metres in Grizebeck. The speed limit is typically 60 mph, and 30 mph and 40 mph limits through villages and pinchpoints along the route. It forms part of the Major Road Network.

[Change](#)

---

## Further location details for this project

### Project location 1

---

Postcode	LA19 5UN	<a href="#">Change</a>
Grid reference	311111,487326	<a href="#">Change</a>
Upload GIS/map file (optional)	CCC LUF2 Scheme GIS - A595.zip	<a href="#">Change</a>
% of project	79%	<a href="#">Change</a>

**investment in this location**

---

**Project location 2**

---

**Postcode** LA16 7DA [Change](#)

---

**Grid reference** 321648,477071 [Change](#)

---

**Upload GIS/map file (optional)** [Change](#)

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**% of project investment in this location** 4% [Change](#)

---

**Project location 3**

---

**Postcode** LA17 7TD [Change](#)

---

**Grid reference** 323363,482884 [Change](#)

---

**Upload GIS/map file (optional)** [Change](#)

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**% of project investment in this location** 17% [Change](#)

---

**Select the constituencies covered by this project**

**Project constituency 1**

---

**Select constituency** Barrow and Furness [Change](#)

---

**Estimate the percentage of this package project invested in this constituency** 22% [Change](#)

---

**Project constituency 2**

---

**Select constituency** Copeland [Change](#)

---

**Estimate the percentage of this package project invested in this constituency** 78% [Change](#)

---

**Select the local authorities / NI councils covered by this project**

## Project local authority 1

---

Select local authority	Cumbria County Council	<a href="#">Change</a>
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Estimate the percentage of this package project invested in this Local Authority	100%	<a href="#">Change</a>
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---

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

---

£14291024	<a href="#">Change</a>
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---

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

---

Regeneration and Town Centre	0%	<a href="#">Change</a>
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Cultural	0%	<a href="#">Change</a>
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Transport	100%	<a href="#">Change</a>
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## Confirm the value of match funding secured for the component project

---

£1587892	<a href="#">Change</a>
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## Provide details of all the sources of match funding within your bid for this component project

---

A 10% local contribution will be provided from the Cumbria County Council capital programme.	<a href="#">Change</a>
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## Value for money

---

DfT's Highway Maintenance Appraisal Tool (HMAT) has been used to appraise the benefits of the proposals.	<a href="#">Change</a>
--	------------------------

HMAT requires annual vehicle



kilometres to be provided for the sections of carriageway where maintenance works are proposed. 23,714 metres of carriageway will be resurfaced for the A595, along with maintenance of 15 bridge structures. The Economic Assessment Report shows how this length is broken down into sections.

The road was classified as a rural A road. An HMAT default average road width of 8.1m was used, although sensitivity testing on this value has been undertaken.

Observed traffic counts, provided by Cumbria County Council, were then annualised and multiplied by total section length to obtain an estimate of the annual vehicle kilometres travelled along the sections of road included in the bid. Resulting vehicle kilometre HMAT inputs are displayed in the table below.

A595 – Cars: 22,151; Motorbikes: 564; Light Vans: 4,079; Goods Vehicles: 4,801; Public Service Vehicles: 144

To calculate traffic growth, the 2018 RTF for the North West area were utilised to obtain annual growth rates for 'Light Vans' 'Goods Vehicles' and 'PSV'. TEMPRO v7.2 was utilised to obtain annual growth rates for 'Cars' and 'Motorbikes' for the Cumbria area.

#### Transport Benefits

As highlighted above, the HMAT has been used to generate the transport benefits associated with the scheme. In order to calculate the benefits, HMAT requires the user to input a number of scheme-specific variables:

- Scheme opening year
- Last year of funding
- Appraisal period
- Classification of road
- Highway speed limit
- Type of area the highway is located in
- Current highway condition
- Annual thousand vehicle-kms by mode travelled on the scheme
- Predicted vehicle growth across appraisal period
- Do Minimum/Do Something maintenance treatment strategy
- Treatment effects and costs
- Treatment emissions
- Predicted maintenance closure

splits

The monetary benefits output from HMAT are discussed in response to the following question. Key benefits are as follows:

- Road Condition Impacts: Improving the condition of the carriageway will result in reduced delay over poor surfaces. This in turn will lead to journey time savings and reduced vehicle operating costs.
- Road Works Impacts: Whilst in the longer term there will be benefits from the proposed maintenance works, it is recognised that in the shorter term, roadworks will result in increased delays and potential diversions.
- Carbon Impacts: There will be carbon impact from both the maintenance works and then quicker journey times from vehicle using the routes.
- Job Impacts: There will be an impact in terms of GVA from increased productivity and number of jobs.

Full details are provided in the attached Economic Assessment Report.

---

## BCR and value assessment

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

An overall BCR and Value for Money assessment is provided at question 5.5 in the main application.

[Change](#)

---

## Benefit Cost Ratios

Initial BCR

2.22

[Change](#)

Adjusted BCR

2.31

[Change](#)

---

## Non-monetised benefits for this project

The key non-monetised impacts of the proposals are summarised below.

[Change](#)

Economic Impact  
West Cumbria hosts a number of nationally significant employers, including Sellafield, which as well as

directly employing a significant workforce support an extensive supply chain. However, in order to address the issues caused by skills gaps and an aging population, it is vital that well-maintained transport infrastructure is provided to connect people with employment opportunities. The roads which are the subject of this bid are strategically important for accessing key industries in the nuclear advanced manufacturing and energy sectors, as well as for the onward transportation of goods.

#### Socio-economic Benefits

West Cumbria has many areas with high levels of deprivation, as well as a declining working age population, a lower level of skills and above-average rates of youth unemployment. Ensuring residents can access employment opportunities is a key priority for Cumbria County Council to reduce these levels of deprivation and ensure Cumbria is seen as an attractive place in which to live, visit and invest. Maintaining the roads, which are the subject of this bid, will ensure many residential areas will have good connections to major employers, which should ensure they have opportunities moving forward. This will hopefully help reduce the level of outward migration from Cumbria, particularly of the younger generations, which has been evident over recent years.

#### Journey Quality and Reliability

Resurfacing of the highway carriageway will generate a range of benefits associated with journey quality for users, and will also result in improved journey time reliability. The key benefit will be the reduction in the number of road closures, meaning that vehicles are not forced to take long diversions using highways that are not designed to accommodate the increase in the number of vehicles using them. Whilst this will benefit the individual, businesses in Cumbria will also benefit from improved journey time reliability, resulting in more efficient planning of the movement of goods.

#### Safety

Road safety is a key priority for Cumbria County Council. Improving the condition of the road surface will reduce the number of accidents over these sections of carriageway. Not

only will that have positive benefits in terms of the reduction in injury, or loss of life, on the roads within Cumbria, it will also reduce the number of road closures due to incidents on the network.

---

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

Yes

[Change](#)

---

## Could this project be delivered as a standalone project?

Yes - the project could be delivered as a standalone project

[Change](#)

---

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

LUF grant expenditure is expected for this package of work in 2022–23.

[Change](#)

Cumbria County Council has already committed time and resource in developing the proposals for the LUF application. Following award of funding, works will also begin on the 15 bridge inspections that are scheduled to take place for the A595. Given existing resources, these inspections can commence quickly, with advanced notification given to the traffic management contractor for any works that are required.

---

## Statutory Powers and Consents

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

Cumbria County Council has statutory responsibility for all elements of the bid and can deliver the entirety of the bid within its statutory powers.

[Change](#)

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Upload content documents (optional)

[Change](#)

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## Outstanding statutory powers/consents

No outstanding statutory powers or consents are required to deliver the package.

---

[Change](#)

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# Check your answers for Annex C

## Project 3 Name

Energy Coast Resilient Routes –  
A5086

[Change](#)

## Provide a short description of this project

This bid will upgrade 5 km of the Cumbrian highway network, which serves communities along the Irish Sea coast and nationally significant employment sites. The bid includes resurfacing and drainage works on the A590, as well as repairs to six bridge structures. Cumbria depends heavily on the road network for day-to-day accessibility, and the routes are vital to link communities, jobs and services across Cumbria.

[Change](#)

This investment will provide a more resilient highway network, improving access to employment opportunities and services, reduce travel costs and reduce the occurrence of road closures due to highway defects.

## Provide a more detailed overview of the project

The focus of this application is providing a high-quality highway network in Cumbria to support communities and places. The A5086 is a strategically important route providing connectivity for Cockermouth, Cleator Moor, Egremont and other communities as well as access to employers including Sellafield within a landscape that limits route options.

[Change](#)

This package seeks funding to deliver essential maintenance on the A5086.

Early intervention and maintenance of the A5086 will safeguard existing employment and better connect people to jobs, goods and services while also supporting West Cumbria's natural, nuclear and manufacturing expertise and potential. The proposals would help make West Cumbria a better place to work and live, and further build on the strong visitor economy on the coastline and in the Lake District National Park World Heritage Site.

Access to West Cumbria is limited with few alternative routes when major incidents and planned maintenance schemes arise. Road closures result in long diversions that are disruptive for general and commercial traffic and increase carbon emissions. Previously, failures on the highway network due to defects have led to significant disruption. This bid will upgrade a 5 km section of the A5086 with maintenance on six bridges, creating long-term resilience while supporting accessibility, reliability and safety.

Making best use of the existing highway assets is the most cost-effective means of safeguarding current and future economic growth and prosperity. Condition surveys have revealed that investment now will result in cost savings in the future, whereby more intrusive defects would result in more expensive reconstruction.

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

The package is located in West Cumbria, in the middle of the Energy Coast; so called due to the world-leading manufacturing, energy and nuclear expertise in the area.

[Change](#)

The area supported by this package includes Sellafield, significant employer, accounting for over 60 per cent of Copeland's GVA and a global leader in decommissioning and the safe management of legacy nuclear

waste.

The area also includes a number of important of place based regeneration proposals, including Town Deals in Cleator Moor, and Borderlands Growth Deal Place Programme investments in Egremont.

Bounded to the west by the Irish Sea and the east by the Lake District National Park World Heritage Site, the A5086 provides the only links between these areas and the wider UK.

The investment is broken down as follows:  
By constituency: Copeland (70.8%), Workington (29.2%),  
By district: Copeland (53.5%), Allerdale (46.5%)

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## Transport project location details for this project

The A5086 route runs from the A66 trunk road at Cockermouth to the A595 trunk road at Egremont. It is a single carriageway road for its whole length, with a typical speed limit of 60 mph, and 30 mph and 40 mph limits through villages along the route.

[Change](#)

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## Further location details for this project

### Project location 1

<b>Postcode</b>	CA25 5EY	<a href="#">Change</a>
<b>Grid reference</b>	303040,514961	<a href="#">Change</a>
<b>Upload GIS/map file (optional)</b>	CCC LUF2 Scheme GIS - A5086.zip	<a href="#">Change</a>
<b>% of project investment in this location</b>	53%	<a href="#">Change</a>

---

### Project location 2

<b>Postcode</b>	CA13 0QX	<a href="#">Change</a>
<b>Grid reference</b>	311540,529387	<a href="#">Change</a>
<b>Upload GIS/map file (optional)</b>		<a href="#">Change</a>



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<b>% of project investment in this location</b>	47%	<a href="#">Change</a>
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## Select the constituencies covered by this project

### Project constituency 1

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<b>Select constituency</b>	Copeland	<a href="#">Change</a>
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<b>Estimate the percentage of this package project invested in this constituency</b>	71%	<a href="#">Change</a>
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### Project constituency 2

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<b>Select constituency</b>	Workington	<a href="#">Change</a>
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<b>Estimate the percentage of this package project invested in this constituency</b>	29%	<a href="#">Change</a>
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## Select the local authorities / NI councils covered by this project

### Project local authority 1

---

<b>Select local authority</b>	Cumbria County Council	<a href="#">Change</a>
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<b>Estimate the percentage of this package project invested in this Local Authority</b>	100%	<a href="#">Change</a>
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## What is the total grant requested from LUF for this project?

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£3169055	<a href="#">Change</a>
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## What is the proportion of funding requested for each of the Fund's three investment themes?

Regeneration and Town Centre	0%	<a href="#">Change</a>
Cultural	0%	<a href="#">Change</a>
Transport	100%	<a href="#">Change</a>

## Confirm the value of match funding secured for the component project

£352117 [Change](#)

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

A 10% local contribution will be provided from the Cumbria County Council capital programme. [Change](#)

## Value for money

DfT's Highway Maintenance Appraisal Tool (HMAT) has been used to appraise the benefits of the proposals. Key assumptions are as follows. [Change](#)

HMAT requires annual vehicle kilometres to be provided for the sections of carriageway where maintenance works are proposed. 4,924 metres of carriageway will be resurfaced for the A5086. The Economic Assessment Report shows how this length is broken down into sections.

The road was classified as a rural A road. An HMAT default average road width of 8.1m was used, although sensitivity testing on this value has been undertaken.

Observed traffic counts, provided by Cumbria County Council, were then annualised and multiplied by total section length to obtain an estimate of the annual vehicle kilometres travelled along the sections of road included in the bid. Resulting vehicle kilometre HMAT inputs are displayed in the table below.

A5086 – Cars: 6,396 83; Light Vans: 1,178; Goods Vehicles: 964; Public Service Vehicles: 36

To calculate traffic growth, the 2018 RTF for the North West area were utilised to obtain annual growth rates for 'Light Vans' 'Goods Vehicles' and 'PSV'. TEMPRO v7.2 was utilised to obtain annual growth rates for 'Cars' and 'Motorbikes' for the Cumbria area.

#### Transport Benefits

As highlighted above, the HMAT has been used to generate the transport benefits associated with the scheme. In order to calculate the benefits, HMAT requires the user to input a number of scheme-specific variables:

- Scheme opening year
- Last year of funding
- Appraisal period
- Classification of road
- Highway speed limit
- Type of area the highway is located in
- Current highway condition
- Annual thousand vehicle-kms by mode travelled on the scheme
- Predicted vehicle growth across appraisal period
- Do Minimum/Do Something maintenance treatment strategy
- Treatment effects and costs
- Treatment emissions
- Predicted maintenance closure splits

The monetary benefits output from HMAT are discussed in response to the following question. Key benefits are as follows:

- Road Condition Impacts: Improving the condition of the carriageway will result in reduced delay over poor surfaces. This in turn will lead to journey time savings and reduced vehicle operating costs.
- Road Works Impacts: Whilst in the longer term there will be benefits from the proposed maintenance works, it is recognised that in the shorter term, roadworks will result in increased delays and potential diversions.
- Carbon Impacts: There will be carbon impact from both the maintenance works and then quicker journey times from vehicle using the routes.
- Job Impacts: There will be an impact in terms of GVA from

increased productivity and number of jobs.

Full details are provided in the attached Economic Assessment Report.

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## BCR and value assessment

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

An overall BCR and Value for Money assessment is provided at question 5.5 in the main application.

[Change](#)

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## Benefit Cost Ratios

**Initial BCR**

2.59

[Change](#)

**Adjusted BCR**

2.68

[Change](#)

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## Non-monetised benefits for this project

The key non-monetised impacts of the proposals are summarised below.

[Change](#)

### Economic Impact

West Cumbria hosts a number of nationally significant employers, including Sellafield, which as well as directly employing a significant workforce support an extensive supply chain. However, in order to address the issues caused by skills gaps and an aging population, it is vital that well-maintained transport infrastructure is provided to connect people with employment opportunities. The roads which are the subject of this bid are strategically important for accessing key industries in the nuclear advanced manufacturing and energy sectors, as well as for the onward transportation of goods.

### Socio-economic Benefits

West Cumbria has many areas with high levels of deprivation, as well as a declining working age population, a lower level of skills and above-average rates of youth unemployment. Ensuring residents can access employment opportunities is a key priority for Cumbria County Council to reduce

these levels of deprivation and ensure Cumbria is seen as an attractive place in which to live, visit and invest. Maintaining the roads, which are the subject of this bid, will ensure many residential areas will have good connections to major employers, which should ensure they have opportunities moving forward. This will hopefully help reduce the level of outward migration from Cumbria, particularly of the younger generations, which has been evident over recent years.

**Journey Quality and Reliability**  
Resurfacing of the highway carriageway will generate a range of benefits associated with journey quality for users, and will also result in improved journey time reliability. The key benefit will be the reduction in the number of road closures, meaning that vehicles are not forced to take long diversions using highways that are not designed to accommodate the increase in the number of vehicles using them. Whilst this will benefit the individual, businesses in Cumbria will also benefit from improved journey time reliability, resulting in more efficient planning of the movement of goods.

**Safety**  
Road safety is a key priority for Cumbria County Council. Improving the condition of the road surface will reduce the number of accidents over these sections of carriageway. Not only will that have positive benefits in terms of the reduction in injury, or loss of life, on the roads within Cumbria, it will also reduce the number of road closures due to incidents on the network.

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

Yes

[Change](#)

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## **Could this project be delivered as a standalone project?**

Yes - the project could be delivered as a standalone project

[Change](#)

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

No LUF grant expenditure is expected for this package of work in 2022–23.

[Change](#)

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## Statutory Powers and Consents

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

Cumbria County Council has statutory responsibility for all elements of the bid and can deliver the entirety of the bid within its statutory powers. No external statutory powers or consents are required to deliver the package.

[Change](#)

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Upload content documents (optional)

[Change](#)

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## Outstanding statutory powers/consents

No outstanding statutory powers or consents are required to deliver the package.

[Change](#)

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