

Introduction

Prior to completing the online application form, applicants should read the [LUF Round 2 Prospectus](#), [Technical Note](#) and this [Application Guidance](#).

This guidance note supports applicants from across the UK to complete their application. Recognising the different local government landscape in Northern Ireland, there are some aspects of the application that will be specific to Northern Ireland bids. Where this is the case, it will be made clear in the question being asked.

Please note that this document is a guide, rather than an exhaustive list of requirements.

Word counts are included for several questions throughout the application, these are provided as a guide only. The level of detail you provide in the online application form should be proportionate to the amount of funding that you are requesting. For example, bids for more than £10m should provide proportionally more information than bids for less than £10m.

Whilst there are some annexes that we ask applicants to complete (via the [pro forma documents](#) supplied) and some additional documents we request as evidence, applicants must point to specific additional text that they have submitted if they wish

it to be considered in the assessment. Any answer referencing any information contained in annexes must be relevant to a specific question in the application form and referenced within the answer.

The application portal opens on Tuesday 31 May 2022 and will close at 12:00 noon, on **Wednesday 6 July 2022**. Please ensure that the online application is complete and all supporting documents are uploaded by this deadline.

All of the proformas referred to in the table below can be downloaded in a zip file on [Application guidance](#) page along with the [Costings and Planning workbook](#).

Part 1 - Gateway

Applicants will be asked a series of questions to ensure that they have met all the eligibility requirements for the bid type. This information sits outside the scoring framework but will affect how the bid is processed. The application will not be able to proceed until all the relevant eligibility checks have been met.

Allowance checks in England, Scotland and Wales only
Please confirm which bid allowance you are using: <ul style="list-style-type: none">– Constituency allowance– Transport allowance
Constituency allowance (Workington)
For bids using the transport allowance, is your bid at least 90% investment in the transport theme with the remaining investment related to the transport element of the bid? Y/N
<i>It is a requirement that bids using the transport allowance are at least 90% investment in transport.</i>

<i>If No, bid is not eligible.</i>
NA
Bids from a single applicant, excluding large transport and large culture bids
Please confirm that the bid does not exceed £20 million. Y/N
The bid does not exceed £20 million.
Package Bids
Do you have more than three component projects? Y/N
No
Joint Bids
For a joint bid in England, Scotland, and/or Wales , please confirm the names of the other local authorities you are working jointly with and confirm which bid allowance they are using to support this bid
NA – Allerdale Borough Council only
For a joint bid in Northern Ireland , please confirm the registered names of the other organisations you are working jointly with.
Please confirm if any of your partners are from the non-public sector.
NA
All joint bids. Do you have the support of the other organisations you are working with and have a signed pro forma to this effect from each organisation? Y/N
NA
For bids in England, Scotland, and/or Wales , please complete pro forma 2.
For bids in Northern Ireland , please complete pro forma 3.
NA
For bids in Northern Ireland, please complete pro forma 3. If No, bid is not eligible
Joint bids with only one component project. Please confirm that your bid does not exceed the maximum threshold allowable for joint bids with only one component project. am submitting:
<ul style="list-style-type: none"> – a joint bid that contains only one component project with one other applicant organisation and can confirm that the bid overall does not exceed £40 million grant value. Y/N

<ul style="list-style-type: none"> – a joint bid that contains only one component project with two or more other applicant organisations and can confirm that the single component project within the bid (and therefore the bid overall) does not exceed £50 million grant value. Y/N
NA
<p>Joint bids with multiple component projects. Please confirm that your bid does not exceed the maximum threshold allowable for joint bids that contain multiple component projects.</p> <p>I am submitting:</p> <ul style="list-style-type: none"> – a joint bid that contains multiple component projects with one other applicant organisation and can confirm that the bid overall does not exceed £40 million grant value. Y/N – a joint bid that contains multiple component projects (maximum of three) with two or more other applicant organisations and can confirm that no single component project within the bid exceeds £50 million grant value. Y/N – a joint bid that contains multiple component projects (maximum of three) with two or more other applicant organisations and can confirm that the total for the overall bid does not exceed £60 million grant value. Y/N
NA
<p>Large transport bids (from a single applicant) >£20 million</p>
<p>Please confirm that the bid does not exceed £50 million.</p> <p>Y/N</p>
NA
<p>Please confirm that at least 90% of the investment is in the transport theme. The remaining investment must be related to the transport element of the bid?</p> <p>Y/N</p>
NA
<p>Large cultural bids (from a single applicant) >£20 million</p>
<p>Please confirm that the bid does not exceed £50 million.</p> <p>Y/N</p>
NA
<p>Please confirm that at least 90% of the investment is in the cultural theme with the remaining investment related to the cultural element of the bid.</p> <p>Y/N</p>

NA
Transport bids from the Northern Ireland Executive (NIE)
For transport bids in Northern Ireland from the Northern Ireland Executive (NIE), do you have the support of the relevant local council(s)? Y/N Please complete pro forma 4.
NA
Any bid with a transport element
For bids in Northern Ireland with a transport element, which are not from the Northern Ireland Executive (NIE), do you have the support of both the NIE and the relevant local council(s)? Y/N Please complete pro forma 4.
NA
For bids in England, Scotland, and/or Wales, where you (the applicant) do not have statutory responsibility to deliver all of the transport elements of your bid, please confirm that you have the support of all the authorities with the relevant statutory responsibility before proceeding. Y/N Please note that this also a requirement for all bids using a transport allowance. Please complete pro forma 1.
Yes, we have the support of Cumbria County Council as LTA, and National Highways (see Letters of Support, Appendix A) Pro forma 1 Completed
Gateway Checks
1.1 Gateway Criteria for all bids. Please tick the box to confirm that some LUF grant funding will be defrayed in the 2022/23 financial year.
<i>Please ensure that you have completed in full the relevant Costings and Planning workbook.</i> <i>Single bids should complete the Costings and Planning Workbook (Single Bids).</i> <i>Package bids should complete the Costings and Planning Workbook (Package Bids).</i> <i>The funding profile tab should clearly show some LUF grant defrayed within the required timeframe.</i> <i>It should be evident that LUF grant is being used towards project costs that have been paid in the 2022/23 financial year.</i> <i>Please note that project costs in 2022- 23 could include capital development costs.</i>

<p><i>If this Gateway Criteria is not met then the bid will not proceed to assessment.</i></p>
<p>1.2 Gateway Criteria for single and joint bids where the lead applicant and any partner organisations are higher education / university, private and/or third sector organisations in Northern Ireland bids only.</p> <p>Please confirm that you have attached audited financial statements covering the last three financial years (or audited annual accounts for registered charities).</p> <p>For the applicant (if applicable) Y/N</p> <p>For partner organisation(s) (if applicable) Y/N</p> <p>NA</p>
<p><i>This Gateway Criteria applies to single and joint bids where the lead applicant is a higher education / university, private and/or third sector organisations and for joint bids where both the lead applicant and any partner organisation(s) are a higher education / university, private and/or third sector organisation.</i></p> <p><i>Audited financial statements covering the last three financial years (or audited annual accounts for registered charities) must be provided for all non-public sector applicants and non-public sector partner organisations in joint bids (where the lead is also a non-public sector organisation).</i></p> <p><i>If the audited financial statements / annual accounts are not provided the bid will fail this Gateway Criteria and will not proceed to assessment.</i></p>
<p>1.2.1 Gateway Criteria for single and joint bids where the applicant and/or partner organisations are higher education / university, private and third sector organisations in Northern Ireland bids only.</p> <p>Please provide evidence demonstrating that your organisation (as the applicant) and/or your partner organisations (for joint bids) has experience of delivering two capital projects of similar size and scale in the last five years.</p> <p>For the applicant (if applicable)</p> <p>For the partner organisation(s) (if applicable)</p> <p>Partner organisation evidence should be copied from <u>pro forma 3</u>.</p> <p>NA</p>
<p><i>This Gateway Criteria applies to single and joint bids where the applicant is a higher education / university, private or third sector organisation and for joint bids where both the applicant and the partner organisation is a higher education / university, private or third sector organisation.</i></p> <p><i>For joint bids all non-public sector lead applicants and non-public sector partner organisations (where the lead is also non-public sector organisation) must provide details to demonstrate that they have successfully delivered two capital projects of a similar size and scale in the last five years.</i></p>

Supporting evidence could include case studies or promotional materials. All non-public sector applicants / partner organisations should demonstrate their experience in procurement, risk management and timely deliverability.

If this gateway criteria is not met the bid will not proceed to assessment.

Applicant Details

Legal name of lead applicant organisation:	Please confirm the legal name of the lead applicant and complete contact details as requested. Allerdale Borough Council
Bid Manager Officer with day-to-day responsibility for delivering the proposed scheme and nominated contact for the bid.	<i>A postal address is only required for the bid manager.</i> Name: Kevin Kerrigan Position: Programme Director (Workington), Allerdale Borough Council Contact telephone number: 07976 062 120 Email address: kevin.kerrigan@allerdale.gov.uk Postal address: Allerdale House, Workington, Cumbria, CA14 3YJ
Senior Responsible Officer contact details:	Name: Brendan Carlin Position: Assistant Chief Executive (Innovation and Commercial) Contact telephone number: 01900 516640 Email address: brendan.carlin@allerdale.gov.uk
Chief Finance Officer contact details:	Name: Catherine Nicholson Contact telephone number: 01900 516850 Email address: catherine.nicholson@allerdale.gov.uk
Local Authority leader contact details:	Name: Councillor Mike Johnson Position: Leader of Council Contact telephone number: 07557005573 Email address: mike.johnson@allerdale.gov.uk
Please provide the name of any consultancy companies involved in the preparation of the bid:	Please provide the name of any consultancy companies involved in the preparation of the bid. WSP Hatch
Where is your bid being delivered? England, Scotland, Wales or Northern Ireland.	Please confirm where the bid is being delivered by ticking the box. England

<p>For Northern Ireland only, please confirm lead applicant type;</p> <p>Northern Ireland Executive Third Sector Public Sector Body Private Sector Local Council Higher Education/University Other (please state)</p>	<p>Please confirm your organisation type.</p> <p>Other must be specified.</p>
<p>For Northern Ireland only. If third sector, private sector, higher education/university or other please provide charity and/or company registration number.</p> <p>Charity number:</p> <p>Company number:</p>	<p>If third sector, private sector, higher education/university or other please provide charity and/or company registration number. We will check your accounts/financial statements against this number to confirm that we have the correct paperwork.</p>
<p>For all bids. If VAT is applicable to your organisation please provide VAT number:</p>	<p>N/A</p>

Part 2 - Subsidy control and State aid analysis

If the Levelling Up Fund is used to provide a subsidy, expenditure must be compliant with the UK's obligations on subsidy control. All bids that have the potential to be a subsidy must consider how they will deliver in line with subsidy control principles (or State aid for aid in scope for Northern Ireland only) as per UK Government guidance.

All applicants must establish if the direct award of LUF funds could constitute a subsidy. It is vital that all applicants complete this section of the application form.

Where applicants do not adequately demonstrate that the LUF award is compliant under the UK Subsidy Control Regime or State aid rules then the project could be considered ineligible and the application may be rejected.

2.1. All applicants must establish if the direct of award of LUF funds from UK Government to you (as the applicant) could constitute a subsidy.

Applicants must consider whether any of the planned activities meet each of the four key characteristics which indicate if it would be considered a subsidy.

If any of the four responses is a 'No' then the award is not considered to be a subsidy.

2.1.1 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?

Y/N response required.

Yes.

2.1.2 Does the support measure confer an economic advantage on one or more economic actors?
<i>Y/N and typed response required.</i>
Yes, an economic advantage will be provided to West Cumbria Care & Support, a “not-for-profit” Industrial and Provident Society using the operating name “West House” in that they will be benefitting from enhanced facilities for their organisation.
2.1.3 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?
<i>Y/N and typed response required.</i>
No, this support will be used in the creation of a publicly available resource (the renovation of gardens and enhancement of facilities for persons with Learning Disabilities) which will be free to use and are therefore not “Goods” or “Services” in terms of any economic activity that will be “sold”, and the Beneficiary is a non-commercial body.
<i>Please confirm if the award will confer a benefit or not and provide details setting out why this is the case.</i>
2.1.4 Does the support measure have the potential to cause a distortion in or harm to competition, trade or investment?
<i>Please confirm if the award has the potential to cause harm to or distortion of competition, trade and investment providing details setting out why this is the case.</i>
No, the support measure will be used in the creation of a garden which will be freely available for use by the public and community groups and enhancement of an existing building to incorporate a café/training areas used for education and otherwise supporting the needs of local people with learning disabilities. They will therefore not be utilised in any sort of business or trade and the enhanced facility will not be in competition with any providers of facilities which might operate on a commercial basis. In order to protect the free public use of the proposed improved garden and other areas (subject to any necessary Safeguarding restrictions), the GFA to be entered into with West House will have “clawback” provisions, which will prevent any part of the enhanced facilities from being used for any commercial purpose or disposed of without a full or partial grant recovery being made.
2.1.5 Did you respond ‘Yes’ to all the above? If so, the planned activities meet all four key characteristics which indicates it would be considered a subsidy.
<i>For public sector applicants, if the response to this question is: - YES please go to question 2.2. - NO please go to question 2.4</i>
<i>For non-public sector applicants, please go to question 2.3</i>
2.2 Please demonstrate how the direct award of LUF monies from UK Government to you (as the applicant) has been considered under each of the subsidy principles.

This will involve consideration of the how the subsidy can be provided in accordance with the following Subsidy Control principles listed in the Subsidy Control Bill:

If the proposed LUF activities do represent a subsidy and all principles have been met, the LUF application will be considered compliant.

Please separate your response where there are multiple awards of subsidy.

2.2.1 Subsidies should pursue a specific public policy objective to remedy an identified market failure or to address an equity rationale such as social difficulties or distributional concerns (“the objective”)

Please demonstrate how your bid meets this principle.

Applicants need to provide details as to how the subsidy can be provided in accordance with the Subsidy Control principles listed at Article 366 of the EU-UK Trade and Cooperation Agreement.

Please separate your response where there are multiple awards of subsidy.

2.2.2 Subsidies should be proportionate and limited to what is necessary to achieve the objective

Please demonstrate how your bid meets this principle.

Applicants should provide details as to whether the subsidy to be provided is proportionate and limited to the activity and objectives it is seeking to achieve.

2.2.3 Subsidies should be designed to bring about a change of economic behaviour of the beneficiary that is conducive to achieving the objective and that would not be achieved in the absence of subsidies being provided.

Please demonstrate how your bid meets this principle.

Applicants should identify all the beneficiaries of the subsidy who are economic actors.

Please provide details as to how providing the subsidy to the beneficiaries will result in a change to each of the beneficiary’s current economic behaviour.

2.2.4 Subsidies should not normally compensate for the costs the beneficiary would have funded in the absence of any subsidy.

Please demonstrate how your bid meets this principle.

Please confirm how you consider any subsidy to be additional to what the beneficiary would otherwise undertake e.g. subsidy is for activity that is not already happening or is outside of usual business activities.

2.2.5 Subsidies should be an appropriate policy instrument to achieve a public policy objective and that objective cannot be achieved through other less distortive means.

Please demonstrate how your bid meets this principle.

Please demonstrate how the subsidy will be an appropriate policy instrument to achieve a public policy objective and that objective cannot be achieved through other less distortive means

<p>2.2.6 Subsidies should be designed to achieve their specific policy objective while minimising any negative effects on competition or investment within the United Kingdom. Please demonstrate how your bid meets this principle</p>
<p><i>Applicants should set out how the subsidies will meet the policy objective while minimising negative effects on competition or investment within the United Kingdom.</i></p>
<p>2.2.7 Subsidies' positive contributions to achieving the objective should outweigh any negative effects, in particular the negative effects on trade or investment between the Parties. Please demonstrate how your bid meets this principle</p>
<p><i>Applicants should set out the subsidies positive contributions to achieving the objective should outweigh any negative effects, in particular the negative effects on trade or investment between the Parties.</i></p>
<p>2.3 All non-public sector applicants delivering in Northern Ireland. If the award of funds is or isn't considered to be a subsidy please set out in detail how you will deliver the funds compliantly under the subsidy regime.</p> <p>If you are proposing to allocate some of the grant funds to third parties, such as project partners working with you to deliver the project, (e.g. sub-granting) please identify how you will ensure disbursement of the grant is done so in accordance with the UK subsidy control regime. The department will need to assess how funds will be awarded and how risk is managed.</p> <p><i>Whether the award of funding is determined to be a subsidy or not, non- public sector applicants delivering in Northern Ireland will need to provide details to demonstrate how funding will be delivered compliantly under the subsidy regime. This should also set out how funds will be awarded and risks managed.</i></p> <p><i>If some of the grant is to be allocated to a third party (e.g. a project partner) please also set out what form this will take (e.g. sub-grant) how funds will be disbursed in accordance with the UK subsidy control regime.</i></p> <p>N/A</p>
<p>2.3.1 All non-public sector applicants delivering in Northern Ireland. Confirm that you have obtained and uploaded independent legal advice that is aligned to your response in this section and verifies that the award of funds is considered to be UK subsidy control regime and/or State aid compliant. Y/N</p>
<p><i>Northern Ireland non-public sector applicants are required to obtain independent legal advice with regards to Subsidy control and/or State aid.</i></p> <p><i>All local authorities in the UK are obliged under public law to award public monies compliantly. The reason we are asking for this of non-public bodies is to give the department assurance that the delivery is compliant under the State aid obligations.</i></p> <p><i>This is a requirement and if it is not met the application will not pass to assessment.</i></p> <p>N/A</p>

<p>2.4 Public authorities only. Please confirm if you will be disbursing the funds as a potential subsidy to third parties.</p>
<p><i>If YES go to question 2.5 If NO end.</i></p> <p>Yes.</p>
<p>2.5 Public authorities only. Confirm that you have completed pro forma 5 statement of compliance signed by your Chief Finance Officer. Y/N</p> <p><i>Where applicants from public authorities have confirmed that LUF will be disbursed as a potential subsidy to a third party (e.g. delivery partner) they are expected to provide a statement of compliance from their Chief Financial Officer in completing pro forma 5.</i></p> <p><i>This is a requirement and if it is not met the application will not proceed to assessment.</i></p> <p>Yes.</p>
<p>2.6. Public and private sector applicants for delivery in Northern Ireland only. Is the direct award of funds from UK Government to you (as the applicant) considered to be as State aid under the four EU State aid rule tests?</p>
<p>2.6.1 Is the support granted by the state or through state resources?</p> <p><i>Y/N response required.</i></p> <p>N/A</p>
<p>2.6.2 Does the support confer a selective advantage to an undertaking?</p> <p><i>Please confirm if the award will confer a selective advantage and provide details setting out why this is or isn't the case</i></p> <p>N/A</p>
<p>2.6.3 Does the support distort or have the potential to distort competition?</p> <p><i>Please confirm if the award will distort or have the potential to distort competition and provide details setting out why this is or isn't the case.</i></p> <p>N/A</p>
<p>2.6.4 Does the support affect trade between EU member states?</p> <p><i>Please confirm if the award will affect trade between EU member states and provide details setting out why this is or isn't the case.</i></p> <p>N/A</p>

2.6.5 Do the planned activities meet all four key State aid tests?
If all four tests are met then the award constitutes State aid and **must** comply with the State aid law.

If YES go to question 2.7

If NO end.

N/A

2.7 For private sector applicants, what is the size of the enterprise applying for funding?

Refer to the official [SME definition](#)

Applicants should refer to the SME definitions document prior to confirming the response to this question. The options for sizes of enterprises are:

- *Micro*
- *Small*
- *Medium*
- *Large*

Definition will depend on a number of factors including staff numbers, annual turnover and type of enterprise.

2.8 Please list all the organisations (if known) which may benefit from the funding of the project and any economic benefit they may receive as a result of the funding.

Please list all the organisations who may benefit from the funding and set out what economic benefit they are set to receive.

A beneficiary is an entity who derives advantage from something, in this instance LUF funding.

West Cumbria Care & Support (company number IP28282R), a “not-for-profit” Industrial and Provident Society using the operating name “West House” will benefit from enhanced facilities for their organisation.

2.9 Applicants must consider whether the award meets all the tests for each beneficiary.

If beneficiaries are considered to be in receipt of State aid then you must consider how this is compliant under the State aid rules.

Applicants may wish to refer to the European Commission’s “[Notion of State aid](#)” guidance.

Beneficiary name

Is the support granted by the state or through state resources?

Does the support confer a selective advantage to an undertaking?

Does the support distort or have the potential to distort competition?
Does the support affect trade between member states?
Is the award considered State aid?
<p>2.9.1 Where a project is funded under an exemption based on the General Block Exemption Regulations (651/2014), the Applicant is required to either</p> <ul style="list-style-type: none"> a) confirm that the project falls within the scope of Regulation 6(5) or b) submit a separate document to demonstrate incentive effect in line with Regulation 6(2) containing the following information: <ul style="list-style-type: none"> I. the applicant undertaking's name and size II. a brief description of the project, including start and end dates III. the location of the project IV. a full list of the project costs used to determine the allowable level of funding V. the form of the aid VI. the amount of public money needed for the project.
<p>2.9.2 Do you confirm that the project falls within the scope of Regulation 6(5) under the General Block Exemption Regulations (651/2014)</p> <p><i>Y/N response required.</i></p>
<p>2.9.3 If no, confirm that you have attached document containing the required information.</p> <p><i>If the direct award of funds from UK Government is considered to be State aid under the four EU State aid rule tests and is funded under an exemption based on the General Block Exemption Regulations (651/2014), and does not fall within the scope of Regulation 6(5), you will be required to attach a document to demonstrate incentive effect in line with Regulation 6(2).</i></p> <p><i>This is a requirement and if it is not met the application will not pass to assessment</i></p>
<p>2.9.4 If you intend to use an exemption(s) under GBER to deliver the project, please confirm you have read the terms of the scheme and meet all the relevant terms.</p> <p><i>Y/N response required.</i></p>
<p>2.9.5 Identify the GBER provision, the title of the scheme and the amount of LUF award to be delivered under the provision.</p> <p>Describe how you meet all the relevant terms of the exemption.</p> <p><i>Please confirm the General Block Exemption provision and title of the scheme you are proposing to deliver the project activities under.</i></p> <p><i>Each GBER details specific requirements and terms for their use. Applicants should provide details here demonstrating how they meet the specific terms of the selected GBER provision.</i></p>

2.10 As the bidding organisation are you subject to an outstanding recovery order in respect of State Aid? If 'Yes', provide brief details.

Y/N response required.

If YES applicants need to provide brief details of the outstanding recovery order

If NO go to next question.

No.

2.11 Describe the system in place for collecting and recording the required information for State aid audits and returns.

Each GBER details specific requirements and terms for their use. Applicants should set out here what systems they intend to put in place to ensure all the relevant data and evidence is retained that will demonstrate the requirements and terms have been met.

2.12 All non-public sector applicants delivering in Northern Ireland. Confirm that you have obtained and uploaded independent legal advice that is aligned to your response in this section and verifies that the award of funds considered to be State aid compliant.

All non-public sector applicants delivering in Northern Ireland should obtain independent legal advice.

All local authorities in the UK are obliged under public law to award public monies in compliantly. The reason we are asking for this of non- public bodies is to give the department assurance that the delivery is compliant under the State aid obligations.

This is a requirement and if it is not met the application will not pass to assessment

N/A

Part 3 - Bid summary

In this section applicants should provide the core details of their bids; clarifying what, where, how and how much. If your bid is a package bid you should also complete Application Form [Annexes A – C](#).

To note, word counts are included for several questions throughout the application form, these are provided as a guide only. The level of detail you provide should be proportionate to the amount of funding that you are requesting.

3.1 Bid Name: *Please provide a headline project name. All bids will be allocated a specific LUF bid number on submission. This bid number and the name specified here will then be used to refer to the bid in all future correspondence.*

Workington Gateway

3.2 Please provide a short description of your bid, including the visible infrastructure that will be delivered/upgraded and the benefits that will be felt in the area. (100 words)

A successful LUF2 bid will transform the connectivity and cohesiveness of Workington's town centre, improve highway links to strategic employment sites including the Port of Workington ('the Port'), enhance active travel connections across the town and revitalise key cultural spaces. This will generate significant socio-economic benefits through delivery of the following elements:

1. Ramsay Brow junction (A66/A596) realignment and road widening of Hall Brow (A596) to improve access to strategic employment sites, including the Port;
2. Local active travel network improvements and enhanced public realm, including a new LTN1/20 compliant east-west cycle route through Hall Park running parallel and complementary to the A66, supporting proposals in the Local Cycling & Walking Infrastructure Plan (LCWIP);
3. Enhancement of the cultural offer and visitor experience within Hall Park, including creation of a Social Enterprise Centre within the Walled Garden, and feature lighting of Workington Hall.

3.3 Please provide a more detailed overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component projects are aligned with each other and represent a coherent set of interventions.

(500 words)

These proposals will bring a transformative step-change to Workington, remaking the eastern entrance to the town with improved highway capacity and active travel infrastructure, whilst enhancing the offer and accessibility of the town's historic Hall Park. Key aims of this proposal include:

- Securing increased investment and job creation opportunities at strategic employment sites and the Port by addressing pinch-points on the local highway network acting as a barrier to growth;
- Enhancing local connectivity by active travel modes and improved public realm, attracting more visitors to Hall Park and the historic Workington Hall, contributing to improved health and well-being plus greater engagement with local heritage;
- Providing essential training and employability skills to more people who are currently unable to access such training through normal channels, and offer a new visitor attraction within Hall Park;
- Increasing footfall in Hall Park, a key cultural and heritage area of Workington, contributing to improved vibrancy and business growth;

These aims directly align with a range of established strategies, including the Workington Town Investment Plan vision for Workington to be a “vibrant and well-connected commercial, civic and community hub... built on a manufacturing renaissance, clean energy and a thriving town centre”.

The bid can be distilled into separate-but-aligned elements, focused on highway improvements at Ramsay Brow and Hall Brow, active travel and public realm enhancements to and through Hall Park, plus delivery of new social enterprise opportunities and attractions utilising the historic Hall Park assets. The spatial focus and composition of the project are shown in the accompanying suite of maps ([uploaded in this section](#)) and summarised below:

Junction realignment at Ramsay Brow and road widening at Hall Brow will address two key pinch-points for accessing strategic employment sites north of the town, including the Port. Ramsay Brow is a key gateway to the town, at the eastern end of the A66 and part of the SRN. Despite this role, the junction is constrained by physical capacity and HGVs over 55 feet in length are restricted from using the junction. This results in longer journey times and the use of less desirable and coherent routes which brings localised disruption to communities.

Supporting improvements at Ramsay Brow will be the widening of an adjacent stretch of highway (on the A596) at Hall Brow where current widths mean larger vehicles are unable to pass and must agree priority, causing further delays. Both need to happen to facilitate better access to the Port and strategic employment sites, permitting National Highways to lift the current turning restrictions put in place.

Increased highway capacity will deliver significant benefits for businesses located north of Workington, as well as for local trips and the town centre more broadly. Ramsay Brow improvements will alleviate localised capacity issues on Washington Street (A596), which currently has to accommodate heavy traffic queues and creates a barrier for pedestrians between cultural areas and the retail area. Improvements to Ramsay Brow will reduce the traffic dominance on this section of the highway network, reducing the severance effect and support easier and safer routes for pedestrians and cyclists to travel between Workington’s retail core, the town’s Historic Quarter and Hall Park.

Active travel infrastructure improvements will provide enhanced connectivity across Workington town centre. The addition of a proposed Toucan crossing on Hall Brow will make it easier and safer for those travelling to/from NCN72 via Black Path (on LCWIP Route #9) and ensure that cycle infrastructure in Workington is compliant with LTN 1/20 guidance, enabling greater west-east active travel provision.

Crossing improvements at Ramsay Brow and Hall Brow connect to an upgraded shared walking/cycling alignment on Bridge Street to/from the Ladies’ Walk (Castle Lodge) entrance to Hall Park, which will undergo further public realm enhancement. This will feed onto a new active travel route through the park running parallel to Ramsay Brow/A66, providing a safer alternative to cycling on the highway. All these links significantly enhance the local cycling and walking network in line with the approved LCWIP.

These interventions act to increase **accessibility to and through Hall Park**, complementing the installation of feature lighting for Workington Hall, a key heritage asset, and attracting more visitors who will also benefit from the proposed **Walled Garden Social Enterprise Centre**. The Walled Garden is an underused heritage asset that will be refurbished to create a focal point for expansion of existing Social Enterprise activity, helping train adults with learning disabilities, supporting local community groups and schools through the provision of horticulture activities within on-site gardening and wildlife areas. Providing on-the-job training in horticulture, food production and catering (via café facilities to

be built within the Walled Garden), these facilities will be open to the public as a local amenity and cultural point of interest.

All elements within this bid are fully within the control of ABC/CCC and can be delivered by the end of March 2025. A full programme is included in the Costings & Planning Workbook.

3.4 Please provide a short description of the area where the investment will take place. If complex (i.e. containing multiple locations/references) please include a map defining the area with references to any areas where the LUF investment will take place.

For transport projects include the route of the proposed scheme, the existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc. (500 words)

Workington is the principal retail and commercial centre within Allerdale and West Cumbria, currently home to 32,600 residents and 15,000 jobs, hosting a range of national retailers, services and facilities serving a wide catchment area of c.129,000 (as of 2020).

As a major hub on the SRN, Workington is serviced by the A66 and A595 from the east and the A596 from the north and south. The A66 and A595 provides the most appropriate route for HGVs. It is a marginally quicker route from Carlisle which, unlike the A596, does not pass directly through settlements causing disruption to residents and communities.

The town benefits from a number of important assets including manufacturing, renewable energy and nuclear industries. A core element of the town's offering is the Port of Workington which is growing steadily and with strong ties to the local economy is benefitting from a range of recent investment including a new road access bridge, warehousing and improved intermodal facilities.

These provide a strong foundation for inclusive growth and are also a platform for the town to play a stronger strategic role in the Northern and UK economy. Should this potential be fully realised, the Town Investment Plan prepared in support of the Workington Town Deal identifies a number of key challenges; these will have grown more acute in response to the cost of living crisis, and it is now imperative that steps to address these are taken:

- **Intra-urban connectivity:** travelling between different areas of the town is difficult and faces capacity constraints on key routes surrounding the core retail area and which is to the detriment of all users.
- **Maximising the town's leisure and heritage opportunities:** There is considerable scope to increase visitor numbers through improvements to accessibility and wayfinding. Upgrades will be critical to maximising benefits of the investments to transform the town into an inviting and attractive location.
- **Post-pandemic recovery (and cost of living crisis):** Workington's cultural and leisure economy has been hard hit by the pandemic and growing cost of living pressures. Improvements to the heritage assets within Hall Park and embracing localism will create opportunities to attract more visitors and investment to the area.
- **Long-term environmental sustainability:** Investment in highway capacity coupled with active travel improvements will encourage sustainable travel and reduce carbon emissions supporting the UK Net Zero commitment.

The proposals set out within this LUF2 application directly addresses these challenges, spatially concentrated at the eastern gateway to the town to:

Commented [BM1]: Does the TIP have one surrounding the energy economy? This was focus of investment in the plan

- **Improve the highway network at the key gateway to the town;** addressing pinch points affecting key employment sites and the strategically important Port of Workington and the wider energy sector this supports. This will support local and regional growth, enhancing Workington offer to investors and presenting new opportunities for residents to access employment.
- **Enhance connectivity to and through Hall Park to** (improving links with the town's retail core and Historic Quarter) both as a destination adding to the offer as the town, but also as a key active travel corridor consistent with the recently adopted Local Cycling and Walking Infrastructure Plan, this supporting transport decarbonisation but also can help to address transport costs; link with the Stainburn Roundabout/A66 and
- **Revitalise Hall Park** through Workington Hall and the Walled Gardens as part of the town centre's overall cultural and leisure offer to residents and visitors alike.

3.5 Please confirm where the investment is taking place (where the funding is being spent, not the applicant location or where the bid beneficiaries are located).

If the bid is at a single location please confirm the postcode and grid reference for the location of the investment.

If the bid covers multiple locations please provide a GIS file. If this is unavailable please list all the postcodes / coordinates that are relevant to the investment.

For all bids, please confirm in which constituencies and local authorities the bid is located. Please confirm the % investment in each location.

The LUF2 funding will be focussed on/around the Ramsay Brow and Hall Brow strategic highway links plus enhancements to the active travel routes and public realm amenities within the adjacent Hall Park, located immediately to the east of Workington's town centre (as shown in the accompanying maps and detailed design drawings – Appendix X – *this needs to include a map with the Scheme numbers as referenced below, although reference to these scheme numbers is not consistent with the rest of the bid and feels confusing. Would it be more logical/consistent to group them as (i) Ramsay Brow; (ii) Hall Brow (including Toucan); (iii) Cycle infrastructure, (iv) WGSEC and Workington Hall lighting in Hall Park.*

Commented [EG2]: Map with scheme numbering included as part of supporting document to go with Section 3 of main profoma

Commented [EG3]: Amended accordingly below

100% of the requested investment will be within the Workington constituency, within Allerdale Borough Council, in Cumbria County Council.

Scheme 1

- Ramsay Brow Junction (including Bridge Street Shared Use Path)
- Postcode – CA14 4BA
- Grid Reference – NY 00547 28686
- What3Words – scan.tells.dawn
- Constituencies – Workington (St John's)
- Local Authorities – Allerdale Borough Council; Cumbria County Council

Scheme 2

- Hall Brow - Highway Widening & Toucan Crossing
- Postcode – CA14 4AG
- Grid Reference – NY 00700 28894
- What3Words – sulked.swells.claw
- Constituencies – Workington (St John's)

- Local Authorities – Allerdale Borough Council; Cumbria County Council

Scheme 3

- Hall Park – Active Travel Route & Ladies Walk Public Realm
- Postcode – CA14 4EA
- Grid Reference – [NY 00965 28703](#)
- What3Words – [chips.sponsors.unhelpful](#)
- Constituencies – Workington (St John’s)
- Local Authorities – Allerdale Borough Council; Cumbria County Council

Scheme 4

- Hall Park - Walled Garden Social Enterprise Centre & Workington Hall Lighting
- Postcode – CA14 4AG
- Grid Reference – [NY 00774 28800](#)
- What3Words – [absorb.value.pouch](#)
- Constituencies – Workington (St John’s)
- Local Authorities – Allerdale Borough Council; Cumbria County Council

Scheme 5

- ~~Bridge Street Shared Use Path~~
- ~~Postcode – CA14 3AT~~
- ~~Grid Reference – [NY 00548 28752](#)~~
- ~~What3Words – [trees.tapes.heats](#)~~
- ~~Constituencies – Workington (St John’s)~~
- ~~Local Authorities – Allerdale Borough Council; Cumbria County Council~~

Scheme 6

- ~~Hall Brow Road Widening~~
- ~~Postcode – CA14 4AP~~
- ~~Grid Reference – [NY 00658 28825](#)~~
- ~~What3Words – [groups.energetic.consented](#)~~
- ~~Constituencies – Workington (St John’s)~~
- ~~Local Authorities – Allerdale Borough Council; Cumbria County Council~~

3.6 Please confirm the total grant requested from LUF (£).
 This total LUF grant value should align with that presented in the relevant [Costings and Planning Workbook – Table B – Funding Profile](#)

Allerdale’s funding request from the LUF2 is [£9,586,777](#)
 + Match funding = £1,065,197
 = Total package of £10,651,975

Commented [EG4]: Total LUF2 contribution value reported on Table F of C&P Workbook

3.7 Please specify the proportion of funding requested for each of the Fund’s three investment themes:
 a) Regeneration and town centre (%) schemes for this same bid that are currently pending an outcome. Where a successful outcome might lead to you no longer requiring the LUF grant please provide details and confirm when might you expect the outcome to be known. This should be the % of LUF grant to be spent in each investment theme. for this scheme or variants thereof that may impact the requirement for LUF funding if successful.

If applicable, anticipated timeframes should be provided for receiving the outcomes of these applications.
Applicants should also specify the amount of funding being applied for from other funds and, if successful, how this will affect the LUF grant sought.

Transport = 81% (Ramsey Brow + Hall Brow + Cycling/Public Realm)
Cultural = 19% (Walled Garden)

The schemes are to be fully funded through LUF2 (and local match contributions) therefore there are no other funding bids which may affect this grant application.

3.8 Please tick one or more sub-categories that are relevant to your investment:

Regeneration

Commercial

Civic

Residential

Other

Cultural

Arts & Culture

Creative Industries

Visitor Economy

Sports and athletics facilities

Heritage buildings and sites

Other

Transport

Active Travel

Buses

Strategic Road

Rail

Aviation

Maritime

Light Rail

EV Infrastructure

Local Road

Other

3.9 Please provide details of any applications made to other funding schemes for this same bid that are currently pending an outcome. Where a successful outcome might lead to you no longer requiring the LUF grant please provide details and confirm when might you expect the outcome to be known.

(150 words)

NOT APPLICABLE

Part 4 Strategic Fit

4.1 Member of Parliament Endorsement (England, Scotland and Wales ONLY)

4.1.1 Has an MP given formal priority support for this bid? Y/N

4.1.2 Please confirm which MP has provided formal priority support: (name)

4.1.3 Which constituency does this MP represent?

Please also complete [pro forma 6](#).

Mark Jenkinson, MP (Con.) for Workington, has formally endorsed this bid. Please see Proforma 6.

4.2 Stakeholder Engagement and Support

Applicants are encouraged to engage with a wide range of local stakeholders and the local community to inform proposals in the bid and to secure buy in.

4.2.1 Describe what engagement you have undertaken with local relevant stakeholders, including the community (the public, civic society, private sector and local businesses). How has this informed your bid and what support do you have from them?

(500 words)

This bid has been informed by wide-ranging engagement with stakeholders most affected by the proposals including businesses based at/ using the Port, residents in towns and villages along the A596 'alternative' route, town centre businesses, shoppers and visitors to Hall Park. This utilised a number of methods including one-to-one consultations with organisations, online and face-to-face surveys. All engagement returned a high level of support for these proposals.

Stakeholder engagement was also undertaken as part of other projects closely linked to this bid e.g. respective masterplans for the Port and for Hall Park, the Workington Town Investment Plan and Workington LCWIP. Findings from these have been instrumental in identifying the specific interventions being proposed.

Our local MP has undertaken extensive engagement with constituents who live in communities along the A596 (including Aspatria, Crosby and Maryport) as well as local businesses who use the road for movement of freight. A large number of residents have complained about the volume of HGVs using this route, which this bid will address by diverting vehicles to the A595 and the A66. Furthermore, a stakeholder engagement exercise was undertaken to inform the Port Masterplan. A number of consultees, including the Nuclear Decommissioning Agency (NDA), Cumbria Local Enterprise Partnership (LEP) and large businesses who use the Port, raised concerns about pinch-points on the A66/A596 which increase journey times. The Options Assessment Report ([uploaded in Section 6](#)) carried out for the Ramsay Brow junction upgrade consulted stakeholders including National Highways and the Port. Both organisations recognise the need for an upgrade to allow long vehicles to pass through the junction to/from the A66.

Proposals improving access to and through Hall Park are one element of a Masterplan for Workington Hall and Hall Park ([uploaded in Section 9](#)), which has been developed in response to declining visitor numbers at the park. The Masterplan was informed by close engagement with a number of civic and

community groups including the Workington Heritage Group, St Johns Residents Association and Workington in Bloom. To inform the Masterplan, an online survey was conducted to elicit views on the park and how it could be improved. 181 people responded to the survey, which identified 'access and footpaths' as one of the critical issues that needs to be addressed. Supporting this, the recent LCWIP public consultation (February 2022) found 94% of respondents welcomed further money being spent on cycling and walking infrastructure in Workington. 63% of LCWIP respondents identified "cycle routes separated from other modes of travel" to be one of the top three factors that would encourage them to cycle more, thus supporting proposals for new and upgraded routes through Hall Park and alongside Bridge Street.

Proposals for the Social Enterprise Centre within the Walled Garden have been developed in line with client need and continued growth in demand in the area for training and support. Referrals come via Adult Education, Inspira and Adult Social Care as well as the Health Service. On average, there are approximately 3 referrals per month; in May and June 2022, 12 referrals were received for adults wanting to access support through these activities. This has resulted in 20 placement opportunities recently being allocated. Key local groups and external stakeholders have been engaged throughout the process of scoping the Social Enterprise Centre, including the local MP, Workington Hall Steering Group and Home Grown Here Cumbria, a local growing co-operative. Research into new opportunities and services offered is planned, including qualitative focus groups and quantitative street surveys in key localities surrounding the site.

4.2.2 Has your proposal faced any opposition?

Please provide a brief summary, including any campaigns or particular groups in support or opposition, and if applicable, how will you work with them to resolve any issues.

(250 words)

Proposals include demolition of an existing pub to allow widening of Ramsay Brow junction. Negotiations have commenced with the property owner. Demolition of the pub may attract some opposition from potential users, although this is tempered by the current status of the pub being closed for the majority of the week. We are not aware of any campaign groups or vocal opposition to the plans (see section 6.3 and Quantified Risk Register in Section 8).

Consultation was undertaken for the Ramsay Brow scheme when it was first developed as a complementary intervention for the NuGen nuclear new build project. There was no adverse feedback for this project at the time, all feedback ensured technical design of improvement proposals followed due process.

Consultation for the Walled Garden has included key groups and external stakeholders surrounding the site. To date there has been no adverse feedback for the proposed project with Letters of Support provided by Mark Jenkinson (MP for Workington) on behalf of and Workington Hall and Parklands Steering Group, and Home Grown Here Cumbria (see Appendix A, Section 9).

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

Previously this was a tick box question

If no:

- Please confirm those parts of the project for which you do not have statutory responsibility
- Please confirm who is the relevant responsible authority
- Please confirm that you have the support/consent of the relevant responsible authority

ABC (as the applicant and landowner) and CCC (as Local Transport Authority) have statutory responsibility for all aspects presented within this bid - see Letters of Support (Appendix A, Section 9).

The new Cumberland Unitary Authority (into which CCC and ABC will evolve as part of the Local Government Reorganisation process) will assume total responsibility for all elements after 31st March 2023.

4.3 The Case for Investment

Applicants should use this section to detail a compelling case for why the proposed investment supports the economic, community and cultural priorities of their local area.

Applicants should upload their completed Theory of Change model that supports this section at the time of submission.

For package bids, an explanation should be provided as to how the component projects are aligned with each other and represent a coherent set of interventions.

4.3.1 Please provide evidence of the local challenges / barriers to growth and context that the bid is seeking to respond to.

(500 words)

This project represents a critical element in delivering our overall vision for Workington. The Town Investment Plan (TIP), prepared in support of the Workington Town Deal, sets out an ambitious strategy for growth which is directly supported by the proposals in this application. The TIP also outlines key challenges and barriers to growth which we aim to directly address by: tackling local highway pinch-points to unlock growth at key employment sites; improving connections across the town and wider region; and supporting enhancements to our heritage assets to generate social benefits.

Specific local challenges and barriers that the bid responds to are outlined below:

Restricted access for Employment and Growth

The TIP identifies a number of strategic employment sites to the north of the town, including the Port, where at least 3ha of land is to be remediated to attract investment from clean energy and logistics sectors, driving new opportunities and job creation. The Port is central to the economic prospects of the town, being ideally positioned to exploit growth opportunities in offshore wind and nuclear sectors. However, the Port's Masterplan specifically identifies the A66/A596 corridor as a key constraint to its growth, echoed by several key stakeholders including the NDA, Cumbria LEP and local employers (Thomas Armstrong Aggregates and Iggesund).

These constraints increase business costs, if not addressed, will act as a barrier to attracting future investment. Thus, if we are to fully exploit the potential of these sites, it is critical to have a robust road network providing fast and reliable connections to/from the M6. Ramsay Brow (A66/A596) and Hall Brow (A596) pinch-points are well-documented and recognised by National Highways - journey time analysis between Ramsay Brow-Bridgefoot Roundabout (A66/A595) suggests increased times of between 6-13 minutes plus at least 2.5 miles additionally travelled (depending on route taken), adding to local highway congestion and emissions. Unlocking these pinch-points will also bring benefits to local journeys.

Commented [BM5]: I think it's a bit more when you include Oldside

Limited connectivity and active travel opportunities

The Workington LCWIP identifies key gaps in the local active travel network, current safety issues on Ramsay Brow/A66 and a lack of LTN1/20 compliant provision. Creation of transformational cycle infrastructure to promote active travel is an essential element in overcoming these local barriers, including the proposed route through Hall Park. Related to this, the proposed new Toucan crossing on Hall Brow (A596) will make it easier and safer for cyclists/pedestrians to travel between NCN72 (LCWIP Route #9) and Hall Park. Upgrading this crossing is necessary to comply with LTN 1/20 guidance, enabling greater west-east active travel provision across Workington.

Limited access to/through, and use of, Hall Park

Hall Park, including Workington Hall, is a key leisure and heritage asset for Workington with a rich and varied history, however visitor numbers have been in decline over recent years. The Hall Park Masterplan (see Appendix B, Section 9) has been developed which identifies measures to enhance overall accessibility, increase utilisation of amenities and address the decline in visitors. This includes improved entrances and footpaths/cycle routes plus feature lighting to showcase the historic Grade I listed Workington Hall. Proposals are supported by a substantial evidence base including a feasibility study and online survey, in which a significant number of respondents reported that improved accessibility to/through Hall Park would increase the likelihood of them visiting, linking to the above barriers identified in the active travel network.

Limited access to training for some of the most disadvantaged and hard to reach in our community

Creation of a Social Enterprise Centre within the Walled Garden will support local disability groups through an outstanding community facility. This will include on-the-job vocational training in horticulture, food production and catering, creating an additional 12 support contracts (contracts placed by Cumbria County Council with West House to supply care and support to those with learning difficulties). The addition of publicly accessible facilities in the Walled Garden, supported by the Social Enterprise activities, will further enhance Workington Hall and Hall Park as heritage attractions, thus providing cultural points of interest and supporting growth in visitor numbers (see Appendix B, Section 9).

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

600 words) *250 previously

Government investment is necessary because the infrastructure needed to address these challenges would not be delivered if left to the market. The highway and active travel infrastructure improvements are within land in public authority ownership and the only basis on which the private sector would invest in the scheme is if 1) users could be charged for use, which is neither practical nor desirable, or 2) if it was linked directly to a private development contribution, which is not the case. There is therefore no incentive for the private sector to fund/construct these upgrades, which effectively represent **public goods** (non-excludability and non-rivalry). Private sector contributions to funding public highway improvements are rare and could affect businesses' ability to retain operational bases in the area.

The existing highway network is designed primarily for vehicular movements, which restricts potential to accommodate more diverse intra-urban connections via a wider range of modes. Existing Ramsay Brow (A596) crossings do not meet current LTN 1/20 guidance and are therefore sub-standard for the volume of active travel trips already catered for, whilst there is currently no dedicated crossing on Hall Brow at the entrance to the park (LCWIP #9). All active travel infrastructure enhancements will

generate **positive externalities** if they encourage more local trips to be taken by foot or bike. This includes improved air quality, plus health and well-being benefits, which could reduce healthcare costs. All active travel infrastructure will be a common property resource, owned/maintained by ABC. It is **non-rivalrous** as it would not dwindle in supply as more people used it and **non-excludable** as it would be very difficult to prevent people who have not paid for it from using it.

Workington's Town Investment Plan identifies the current public realm and lack of green infrastructure as failing to highlight the town's strengths nor reflect its **quality-of-life offer**, impacting negatively on the sense of place. This undersells Workington as a primary retail hub, limiting footfall and dwell time, which **discourages private sector investment**, retail occupancy and increasing land value. This investment aims to increase visitor numbers and demonstrate Workington's growth potential to unlock private investment opportunities.

The Social Enterprise Centre targets improvements in overall **pride in place** and **quality-of-life**, generating **positive externalities** to the local economy by bringing a major local historic/cultural asset back into active use. External investment will generate footfall and a point of interest within the park, releasing wider health and social benefits for people buying local produce while engaging with a community-led activity in a valued space.

Whilst the Social Enterprise sector is strong in West Cumbria, those commissioning or providing social care and training are unable to make substantive investment in new facilities, primarily due to their borrowing constraints and short-term nature of their contracts. Social Enterprises by their very nature are not motivated to maximise profit; any surpluses made are re-invested back into the business to support and grow the customer base or are used to directly relieve the issues of local communities. Thus, there is often little by the way of ringfenced reserves available to Social Enterprises to invest in development of new facilities, therefore the proposed LUF2 investment will significantly increase the range of opportunities that can be provided by the local Social Enterprise.

As well as providing a platform for sector growth, this will unlock new income streams and community support, enabling additional social, economic and environmental well-being outcomes through provision of a green space for the local community while assisting Cumbria's carbon neutral commitments and helping to meet the needs of local supply chains for local produce. In terms of the return on investment, SEUK – the umbrella body for Social Enterprise – estimate for every £100,000 of turnover, Social Enterprises create three jobs, compared to 0.66 jobs created for every £100,000 of turnover in the private sector.

4.3.3 Please set out a clear explanation on what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers with evidence to support that explanation.

As part of this, we would expect to understand the rationale for the location.

For large transport bids £20M - £50M applicants should submit an Option Assessment Report (OAR).

(750 words) *previously 500

Our proposals represent investments in the local highway network, active travel links and cultural/community assets within a distinct area at a key gateway to Workington. Proposed interventions are targeted to support key local strengths/opportunities identified in the TIP, including growing capabilities in advanced manufacturing, nuclear and renewable energy, coupled with a strategic location and connectivity within an attractive setting, home to an active and engaged local

community. They aim to catalyse further growth, helping Workington to harness national policies and global trends such as the onshoring of manufacturing and the clean growth agenda. They also address key challenges identified in the Town Investment Plan, including:

- **Low productivity:** GVA per hour in Allerdale is in the bottom quartile of local authorities in England. This bid will support growth in high-value sectors and reduce transport costs for businesses.
- **High deprivation:** 31% of Workington's residents live in LSOAs within the top 10% most deprived in the country. Unemployment rates within Workington stand at 4.7%, higher vs. the national average (4.4%, 2021). Unlocking growth at the Port will create high quality job opportunities for people in local communities.
- **High commercial vacancy rate:** 13.8% of retail units in the town centre are vacant compared to a national average of 10.4%. Our proposals will help to create a more attractive, connected town centre people want to visit and use.
- **Access to training and employability skills:** West House currently supports 148 adults across Allerdale through their community activity programme and enterprises, providing essential training and employability skills to people unable to access such training through normal channels. Current provision is oversubscribed so creation of additional roles will help to reduce waiting lists and provide broader training options.

Commented [KV6]: Argument here is not that compelling - can this be strengthened?

The main ways in which the LUF2 proposals address these key opportunities and barriers are:

Improving access to employment sites, including the Port - widening of the existing Ramsay Brow layout to provide a reconfigured signalised junction to improve highway capacity and pedestrian and cyclist safety. This improvement will remove the current pinch point in the highway network and allow existing restrictions at the junction to be removed, enhancing access from the strategic highway network (A66) to key employment sites including the Port.

To complement the junction improvements, the existing highway at Hall Brow will be widened to allow large vehicles to pass in both directions without needing to agree priority, this will improve access to the north of Workington and reduce journey times for vehicles travelling from the strategic highway network, reducing journey times to/from the Port by up to 13 minutes. Businesses in the north of the town (e.g. Iggesund) report transport operations account for a high percentage of costs, meaning any reduction in travel times would improve business performance and improve productivity, as identified above. Delivery of increased capacity at Ramsay Brow will benefit adjacent streets (e.g. Washington Street), further reducing the cost of travel for local residents and businesses, helping address issues around high levels of deprivation and access to employment.

Enhancing accessibility across Workington, including to and through Hall Park

The new cycle infrastructure through Hall Park and a new toucan crossing across Hall Brow will provide a safe and attractive alternative to cycling on the A66 to/from Stainburn Roundabout and provides a link between existing routes across the Town (NCN 72). This improvement supports the principles of the LCWIP network, supporting the growth of cycle infrastructure in Workington, making more journey more accessible for cyclists. It also supports the outcomes of the Hall Park Masterplan which identified the need for improved active travel infrastructure to increase visits to the park - 41% of survey respondents stated proposals would increase the likelihood of them using the park. The scheme provides an opportunity to increase footfall to and within the town centre making Workington more attractive to business and support the retail units in the town centre and therefore helping to address vacancy rates as noted above.

Revitalised heritage assets and promoting social benefits – the current Workington Hall and Walled Garden site are underutilised heritage assets. The current site (including grounds) will be refurbished,

including feature lighting on Workington Hall itself. Coupled with this is creation of the Social Enterprise Centre within the existing Walled Garden, which incorporates 12 new support contract roles for adults with learning disabilities. This redevelopment will help meet identified local training needs and increase social value through positive externalities, being open to all members of the public as a cultural point of interest and provide improved access to green space.

4.3.4 Please explain how you will deliver the outputs and confirm how results are likely to flow from the interventions.

This should be demonstrated through a well-evidenced Theory of Change. Further guidance on producing a Theory of Change can be found within [HM Treasury's Magenta Book](#) (page 24, section 2.2.1) and [DLUHC appraisal guidance](#).

(500 words)

Outputs will all be delivered through capital investments, which will be delivered by public procurement (see section 6.2) using established systems and processes based on partnership with the private sector to ensure new infrastructure is delivered to time and in line with design specifications.

Outputs and short-term outcomes flow naturally from interventions and are supported by a strong evidence base, as shown in the Theory of Change diagram (uploaded in Section 6) and outlined in the monitoring and evaluation plan (Ref? – section 6). Unlocking highway capacity will lead to decreased journey times, helping to stimulate growth at key employment sites, whilst the parallel investment stream into enhancing local active travel infrastructure will support modal shift towards active travel for local trips, decreasing congestion and improving the health and well-being of residents.

Commented [EG7]: M&E listed in section 6

There is also an evidence base supporting longer term outcomes, although these are less direct and dependent on other factors including:

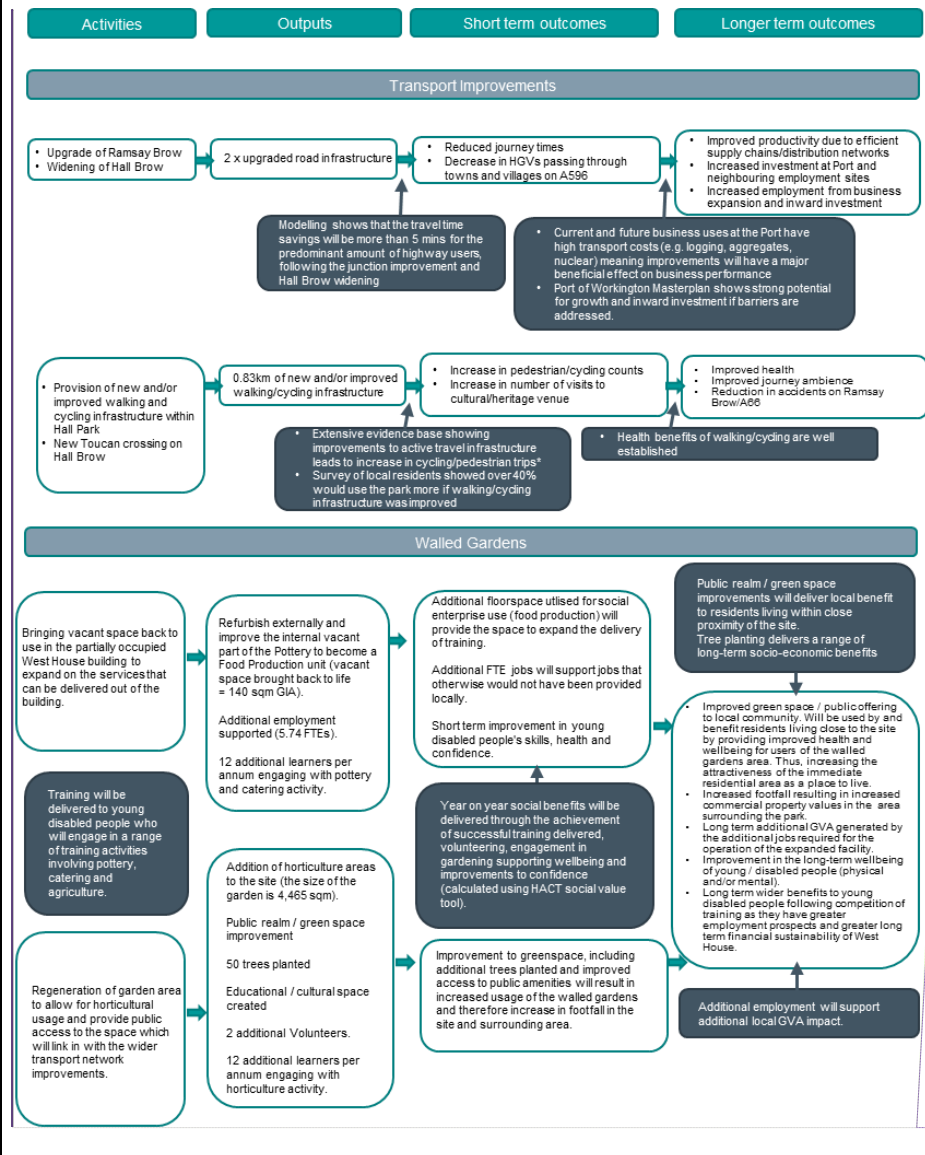
- The performance of Workington town centre and levels of footfall, which in turn is influenced by levels of local population growth, online retail trends and other investments in the town centre.
- The level of future growth at the Port, which is in turn influenced by the level of demand from key sectors such as offshore wind and nuclear. The Port Masterplan shows there is strong potential for growth in these sectors.

The Theory of Change diagram shows the activities required to deliver the Hall Park cultural elements (Walled Garden and lighting of Workington Hall) and their outputs, outcomes and impacts. West House are a well-established social enterprise who currently provide training and employment opportunities through partial occupation of an existing building within the Walled Garden site. West House's mission for the Walled Garden project is to provide an environmentally sustainable green space that helps them to deliver their wider vision of enabling everyone with learning difficulties to lead an independent, fulfilling life, with the support that they choose. This investment would enable significant expansion of GVA benefit from the site and associated social value benefits from increased training and employment.

The Walled Garden will be a safe space for everyone in society to enjoy. As well as providing training and employability skills to disadvantaged young people, it will enable West House to be a part of creating wider social value within their local community. These activities will animate Hall Park for greater public use, increasing local footfall (supported by the enhanced connectivity from the highway and active travel proposals) which provides greater opportunities for selling of products produced by

West House, generating a virtuous circle of increasing visitor numbers, economic activity and training opportunities.

Hall Park improvements provide wider land value uplift to both commercial and residential areas in the local area and as well as supporting additional tree planting. All outcomes are supported by a strong evidence base and link directly to the activities and outputs supported by the investment.



Commented [KV8]: Additional longer term outcomes of cycle infrastructure is modal shift, reduction in use of private vehicles.

Commented [EG9R8]: Updated ToC with these items

Commented [EG10]: Final ToC gets uploaded at the appropriate section in the proforma (Section 6) – created PDF of final version from PPT

4.3.5 For package bids you should clearly explain how the component projects are aligned with each other and represent a coherent set of interventions.

(250 words) *NEW SECTION

This bid comprises two separate-yet-complementary components. The first is a suite of interlinked transport, public realm and active travel schemes unlocking capacity, supporting greater accessibility across Workington and to/from/within Hall Park. This then facilitates enhanced accessibility to our second cultural component focussing on revitalising Hall Park, including Workington Hall and the Social Enterprise Centre with the Walled Garden. Thus the transport and cultural components of our application represent a coherent list of interventions aimed at both unlocking highway capacity and promoting active travel in the community whilst regenerating an underutilised heritage asset (Hall Park Walled Garden) to create an overall enhanced sense of **pride in place**.

The collective transport proposals ensure that whilst this application delivers substantial benefits for motorised highway users, the growing demands and needs of active travel users are accommodated via measures proposed within this application. The Hall Park cycle route and Hall Brow Toucan crossing will greatly improve accessibility for active travel modes, delivering **health and wellbeing** benefits of visiting the Walled Garden and wider Hall Park, which can be enjoyed in a sustainable manner. All of which demonstrates ABC and CCC's continued commitment to strengthening the local cycling and walking network and championing active travel modes to deliver a more sustainable future for Workington.

4.3.6 Applicants should also briefly set out how other public and private funding will be leveraged as part of the intervention.

(500 words) *NEW SECTION

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

A key driver of this LUF2 bid is to unlock accessibility to key employment sites, including the Port, through which it is expected further public and private investment will be attracted in the future. The Port Authority and the businesses who utilise the Port are wholly supportive of this bid. They see this investment as a vital to give them confidence for investments of their own, which would boost local employment and commercial activities while cementing Workington's competitive advantage, particularly in offshore wind and renewable energy sectors. This complements the £4.5m Town Deal investment into the Clean Energy and Logistics Hub at the Port which is itself targeted to stimulate further private sector investment.

All elements within this bid are located in close proximity to Workington town centre and retail core, thus complementing the ongoing Workington Town Deal activity, through which £23m is being invested in public realm improvements, employment and enterprise schemes which will benefit from enhanced accessibility.

Active travel infrastructure proposals within this bid will help address a number of significant gaps in the local cycling and walking network (LCWIP). Although the LCWIP is not a funded plan, these links help enhance it to a state that enables the council to leverage future investment. This is particularly relevant for potential DfT Capability Funding, which is being targeted on the back of current investment from the Nuclear Decommissioning Agency (NDA) in designing complimentary cycleway developments locally. The net result will be to develop additional cycling and walking connections to

further enhance connectivity across Workington and the wider area, building on the spine of National Cycle Network routes.

In 2018, Cumbria officially became a Social Enterprise County in recognition of the growing number and diversity of social enterprises operating within the county. It is anticipated the creation and promotion of the Walled Garden Social Enterprise Centre will provide a catalyst for further growth and expansion in the wider sector by demonstrating social value and Social Return on Investment that such activities can deliver, leading to leveraging of additional funding opportunities through close working with Cumbria County Council's Social Enterprise Partnership.

4.4. Alignment with the local and national context

In this section, applicants should clearly articulate their alignment with any relevant local and national strategies and objectives concerning investment, infrastructure and levelling up. Applicants should explicitly state how the bid will substantially support the delivery of local and national policy objectives.

4.4.1 Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, Local Economic Strategies, Local Cultural Strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up.

For Northern Ireland, Scotland and Wales bids: In addition, explain how your bid aligns to the strategic plans and objectives of devolved administrations.

(500 words)

This bid proposal will play a critical role in achieving the vision set out in our Town Deal, namely *"Workington is a vibrant and well-connected commercial, civic and community hub for West Cumbria, loved by residents and visitors. Its prosperity is being built on a manufacturing renaissance, clean energy and a thriving town centre, powered by its skilled workforce and a dynamic mix of large and small companies"*. Unlocking growth in clean energy and logistics around the Port, improving town centre connectivity and enhancing our visitor attractions are all key priorities in the TIP that are directly supported by this bid, aligning with and supporting a range of local strategies:

Improving access to strategic employment sites including the Port

- Workington's **Town Investment Plan, 2020 (TIP)** identifies the Port as a key asset and outlines plans for significant growth on surrounding employment sites. The Ramsay Brow scheme is recognised as a key intervention which will support these plans.
- The **Cumbria Transport Infrastructure Plan (LTP)** states the Port of Workington is integral to its ambitions for the Energy Coast and supports enhancing the role of the port and access via the A595/A66.
- Policy S23 in the **Allerdale Local Plan (2014)** states the Council will "protect and enhance access to the Port of Workington". Improvements to the A66/A595 are described as being key to ensuring the Port "fully realises (its) long term ambitions".
- The **Workington Town Centre Supplementary Planning Document (SPD), 2021** states the A66 and A596 are "crucial to supporting Workington's port and industries... Interventions will be needed to ensure that the road network has the capacity to accommodate Workington's future growth and support the town's economy".

- The **Allerdale Recovery & Growth Strategy (2021)** identifies a priority action to “work with CCC to address key network pinch points”.

Town Centre connectivity

- **Workington Town Deal** highlights “*inadequate legibility or wayfinding for visitors*” as a key issue for revitalising Workington town centre. The Ramsay Brow junction and active travel improvements will improve intra-urban connectivity and public realm to revitalise the town centre and improve wayfinding.
- The **Workington LCWIP** aims to promote greater uptake of walking and cycling across Workington but notes the heritage area (Workington Hall/Hall Park) is “*cut off*” from the rest of the town centre by Ramsay Brow and Hall Brow. The LCWIP also states connectivity improvements are required to make LCWIP Route #9 compliant with latest LTN 1/20 guidance.
- **‘Restart, Reboot, Rethink - A Plan for Cumbria’s Economic Recovery’** (Cumbria LEP’s post-pandemic recover plan) highlights the potential for improvements at Ramsay Brow to improve pedestrian access in the town centre.

Protecting and Enhancing Heritage Assets & Social Enterprise

- The **‘Revitalising Workington’** theme in the TIP prioritises support for Workington’s key visitor attractions - including Workington Hall - and states it will “seek targeted investment in new visitor facilities”. The Social Enterprise Centre within the Walled Garden as proposed by this application clearly supports this theme.
- The **Allerdale Local Plan** states “the Council will conserve and maintain the Grade I listed building and schedule ancient monument of Workington Hall and enhance the exceptional beauty of its historic Hall Park and gardens and recognise the importance of this area for recreational uses”. There are clear synergies between preserving Workington Hall and enhancing both active travel and social enterprising provisions on site.
- The **Workington Town Centre Plan** sets out key strategic objectives including, “creating a healthier town,” “creating an attractive townscape and public realm” and “enhancing and improving green open spaces and green infrastructure.” The Social Enterprise Centre and wider Walled Garden proposals help to meet each of these key strategic objectives.
- The Walled Garden will be a key local social enterprise, meeting locally identified needs and addressing capacity constraints within existing service provision, whilst supporting the wider aims and aspirations of Cumbria’s **Social Enterprise Partnership** and creating a valuable asset within Cumbria’s **Zero Carbon Cumbria Partnership**.

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

For Northern Ireland, Scotland and Wales: In addition, explain how your bid aligns to any specific policy objectives, legal and statutory commitments relevant to the devolved administrations.

(500 words) *previously 250

We are confident our suite of proposals will deliver a range of socio-economic benefits including new job creation, increased vitality of town centres, reduced carbon emissions and cleaner air, therefore are all wholly consistent with UK Government policy objectives.

The **‘Build Back Better’** plan for growth was developed in response to pandemic and the UK’s exit from the European Union, setting out how places across the country can access economic growth and level up through three pillars of investment: infrastructure, skills and innovation. The report highlights town centres as key sites for investment in order to correct inequalities across the UK. Our proposals for

Workington are framed within these pillars for investment, by upgrading existing infrastructure to unlock new skills and jobs in innovative, sustainable sectors. This also supports the ambitions of the UK **Green Jobs Delivery Group** to deliver 480,000 skilled green jobs by 2030, part of the wider **Energy Security Strategy**.

Our proposals seek to deliver enhanced active mode infrastructure and highway capacity improvements to support the reduction of carbon emissions and improved air quality. Improvements to local active travel infrastructure will improve zero-carbon travel choices for shorter journeys, predicted to lead to a reduction of 502,000 vehicle KMs over 60 years (based on uplifts from current levels of cycling). This aligns with vision set out in **Gear Change** and the updated objectives within the UK's **Cycling and Walking Investment Strategy 2**, to increase the percentage of short journeys in towns and cities that are walked or cycled, all of which will help to address challenges posed by the UK's **Clean Air Strategy** and targets to achieve **Net Zero** carbon emissions for 2050.

Highway improvements such as junction enhancements at Ramsay Brow will reduce journey times for HGVs and other traffic (**Transport Infrastructure Mission**). Our modelling indicates this will provide a reduction in carbon emissions of 2,252 tCO₂e over 60 years (**Health & Wellbeing Missions plus Clean Air Strategy**), although this may be partly offset by stop-start traffic from signalisation or potential induced demand (new vehicle trips encouraged by reductions in journey times). Carbon emissions during the construction stage may also offset some of the savings once operational, although given the nature of the works this is anticipated to be minor. We will also minimise the carbon impact during construction through the use of low-carbon construction methods and materials, whilst identifying opportunities for further tree planting in addition to those proposed for the Walled Garden scheme (**Net Zero**).

Furthermore, unlocking the highway capacity and improving our local active travel networks will enhance the overall cohesiveness and connectivity of Workington. By supporting the renovation of Workington Hall, a key local heritage site, this application directly contributes to **Pride in Place** through the enhancement of a cultural point of interest. The social enterprising function of the Walled Garden provides a valuable contribution in meeting the **2012 Social Value Act**, working in unison with the **Skills** mission by providing a vital local facility to help support disability groups delivering care and on-the-job training to individuals in need.

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

(100 words max per fund) *Previously this section was given a flat limit of 250 words now it seems you can use 100 words per fund..

Our bid is designed to complement other planned investments, including a number of the Town Deal priority projects across West Cumbria (e.g. Workington, Cleator Moor, Maryport). The schemes in this bid will play a key role in maximising the impact of these wider investments by unlocking regional highway capacity. As such they are directly aligned to the following planned local investments:

Workington Port Logistics and Clean Energy Hub (£4.5m, Town Deal) - Provide serviced employment land at the Port and on the neighbouring Oldside site to enable investment in sectors serviced by the port providing an intermodal (Sea/Rail/Road) logistics hub to "unlock" downstream outputs in West Cumbria and beyond. The LUF2 improvements to the A595/A66 will improve access to the site, making it more attractive for investment.

Townscape and Connectivity Measures (£4m, Town Deal) - Enhance accessibility to and within Workington Town Centre by delivering public realm and pedestrian connectivity improvements at Oxford Street, Murray Road and Central Way. These will complement the proposed LUF2 investment at Ramsay Brow by addressing severance issues, improving the town centre environment and attracting more visitors to Workington.

Siddick Bridge Replacement (£4m, Cumbria LEP, Cumbria County Council and Network Rail) - Siddick Bridge provides the only vehicular access to the Port. This investment replaced the existing bridge which had restrictions on crossings. Work to address this key pinch-point for vehicles needing to access the Port provides complementary benefits to proposed LUF2 improvements in alleviating further pinch-points at Ramsay Brow and Hall Brow.

Renovation of Workington Hall (£250,000 (2021) + £200,000 (2022), ABC/Historic England) - Renovation work will allow visitors to access and enjoy the historic Workington Hall. This complements proposals to improve access to/from and within Hall Park and has clear synergies with Social Enterprise Centre proposed to be delivered within Walled Garden itself.

4.4.4 Please 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 and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the government's cycling design guidance which sets out the standards required.

(250 words)

In developing Workington's LCWIP, route selection was based on DfT's method guidance Workington's LCWIP identifies analysis of local road conditions, associated issues and opportunities. This showed existing demand for cycling along the A66 and at Ramsey Brow. However it was not feasible to incorporate LTN 1/20 compliant infrastructure within the public highway boundary without having an unreasonably negative impact on local highway capacity, especially considering the A66 forms part of the Strategic Road Network.

This bid seeks to provide a new continuous LTN 1/20 route for cyclists and pedestrians as a safe alternative to the A66. A dedicated active travel route within Hall Park as the most beneficial route to parallel the A66 corridor to serve this demand. The expanded highway (at Hall Brow and Ramsay Brow) addresses key pinch-points in the network and increase space for pedestrians and cyclists.

demand and is reflected in this application. Our proposals for Hall Brow include a new Toucan crossing and shared use areas better serving the existing connection to NCN72 via LCWIP Route #9 and Black Path.

These routes connect to potential and aspirational schemes which significantly enhance the cycle network across Workington. As well as contributing to improved access to/through Hall Park, they will benefit walking/cycling across the wider West Cumbria region on a more strategic network basis by complementing the existing NCN links (see local NCN network map in accompanying maps, Section 3).

Through the LCWIP process, analysis of local road conditions, associated issues and opportunities shows there is existing demand for cycling along the A66 corridor and at Ramsey Brow, however provision of LTN 1/20 compliant infrastructure is not always practicable. Addressing this need, the LCWIP and this application propose to provide a new LTN 1/20 route for cyclists through Hall Park, as a safe alternative to the A66, accommodating new compliant junctions would require significant road

space reallocation, having an unreasonably negative impact on local highway capacity, especially considering the A66 forms part of the Strategic Road Network.

Whilst there are no dedicated bus priority measures included within this bid, additional highway capacity created by the Ramsay Brow and Hall Brow improvements will benefit local bus services by reducing the potential for queuing and delays, including the regional Stagecoach Gold X4/X5 services between Workington-Keswick/Penrith.

4.4.5 Please tick to confirm which of the following [Levelling Up White Paper Missions](#) (p.120-21) your project contributes to: *NEW SECTION

- Living Standards
- Research and Development (R&D)
- Transport Infrastructure
- Digital Connectivity
- Education
- Skills
- Health
- Wellbeing
- Pride in Place
- Housing
- Crime
- Local Leadership

And write a short sentence to demonstrate how your bid contributes to the Mission(s).

Living Standards – By enabling further growth in key employment sites (including the Port) this application will help secure and create more employment and productivity prospects for the local area. Coupled with an enhancement of local heritage sites and creation of further training opportunities for those unable to access these via standard channels, our proposals will lead to improved living standards for residents of Workington.

Transport Infrastructure – Highway improvements such as junction capacity at Ramsay Brow and the widening of Hall Brow will reduce journey times for HGVs to/from key employment sites, release capacity for local journeys and reduce congestion within Workington town centre. In addition, the proposed active travel infrastructure enhancements will provide new opportunities for making shorter, local trips by walking/cycling.

Skills – The Social Enterprise Centre within the Walled Garden will significantly increase the capacity of social enterprise provision within Workington, enabling more residents to access high quality vocational training.

Health – Initial modelling indicates the proposed highway improvements will reduce carbon emissions by 2,252 tCO₂e over 60 years. Furthermore, an uptake in commuting and shorter trips by active travel has been linked to improved mental and physical health.

Wellbeing – By encouraging the uptake of active travel modes, through the provision of better LTN 1/20 compliant infrastructure, it will enable more single occupancy car trips to be replaced by walking/cycling which will have a positive impact on the environment and individual well-being.

Pride in Place – Renovations to Workington Hall and the revitalisation of the Walled Garden for the Social Enterprise Centre will strengthen Hall Park’s status as a local point of cultural interest. When considered in tandem with the proposals of the Town Deal to enhance the retail core, these proposals will significantly enhance Workington and generate greater civic pride.

Part 5 Economic Case *Previously titled “Value for Money”

All costs and benefits must be compliant or in line with [HMT’s Green Book](#), [DfT Transport Analysis Guidance](#) and [DLUHC Appraisal Guidance](#). Please also see [Technical Note](#).

5.1 Appropriateness of data sources and evidence

5.1.1 Please provide up to date evidence to demonstrate the scale and significance of local problems and issues.

(500 words) *Previously 250

Applicants should explain the scale and significance of the local issues that they are seeking to address through the bid using data for the most relevant area; comparisons should be made between the area and the wider region and/or nation to evidence the scale of the problem.

Data should be provided from credible and robust sources. The following list is not exhaustive but is indicative of the quality of sources expected:

- Office for National Statistics
- Indices of Multiple Deprivation
- Labour Force Survey
- Published studies
- Past examples of similar interventions
- Local area surveys
- LA commissioned research reports
- White papers on the area of focus/sector of interest
- Comparative Devolved Administration data sources
- Traffic count data
- DCMS Sectors Economic Estimates
- Culture and Heritage Capital Portal
- The Active Lives Survey
- Taking Part Survey
- VisitBritain Surveys

The data analysis and the evidence should be interwoven in the economic case providing a concise and easy to understand narrative.

Bids with a transport element should provide clear evidence of how the current transport system operates, considering current congestion levels, public transport patronage and existing journey times to key services. This should illustrate the scale of the problem(s) the scheme is intended to address. The evidence should, in most cases, cover the level of service and capacity offered by the current transport network and the current demand for travel in the area. Associated issues should also be supported by evidence (e.g. where congestion/accessibility is stifling economic growth this should be clearly demonstrated).

Workington is within Allerdale which ranks as the 77th most ‘in need’ Local Authority on the 2021 England Characteristics of Place Index, up from 109th in the 2020 index. This means Allerdale is now classified by Government as a Tier 1 category authority within LUF2. To generate this ranking, each Local Authority has been assessed and scored against various indicators including those measuring economic, transport and regeneration themes which link to overall LUF2 objectives:

- England National Index (Overall 'In Need'): Allerdale = 0.36 (77th out of 309 LAs)
- Need for economic recovery and growth: Allerdale = 0.39 (164th out of 309 LAs)
- Need for improved transport connectivity: Allerdale = 0.38 (9th out of 309 LAs)
- Need for regeneration: Allerdale = 0.26 (169th out of 309 LAs)

Allerdale sits on par with the respective national averages for local unemployment rate (4.0% vs 4.4%, October 2020-September 2021) and median commercial vacancy rate (0.05% vs 0.08%, October 2019-July 2021). However, Allerdale ranks as 9th most in need English Local Authority for improved transport connectivity and scores poorly for average journey times by car, public transport and cycle to major employment sites (those of at least 5,000 jobs) versus the English average. Particularly notable is the average cycling journey time in Allerdale (104 minutes) being almost three times the national average of 35 minutes.

Reflecting on the above, our bid aims to significantly reduce average journey times within Workington for all users by increasing junction and carriageway capacity along the A66 and A596, whilst separately providing a new LTN 1/20 compliant off-road active travel route through Hall Park, linking to enhanced infrastructure on Bridge Street/Ramsay Brow and the Toucan crossing on Hall Brow. Collectively these schemes seek to bring travel times across Workington (and Allerdale) more in line with the national average(s).

Regards economic recovery and growth (linked to regeneration indices), the Workington Town Investment Plan (TIP) highlighted a number of long-term socio-economic challenges currently undermining the town's economic performance and well-being of local residents:

- **Diversifying the economy** - Employment within Workington is overwhelmingly concentrated in the public sector, wholesale & retail trade and manufacturing. There is also a relatively high dependence on a number of key employers. The wholesale & retail trade and manufacturing accounts for 32% of employment in Allerdale compared to 23% nationally (ONS, BRES).
- **Lasting impacts of the pandemic** – There is a high level of importance in employment in industries considered high-risk during periods of high physical distancing, such as retail, leisure and hospitality; these industries have been adversely affected by the pandemic.
- **Businesses need support and space to grow** - Business start-up rates in Workington (using Allerdale by proxy) are very low and the town has low rates of self-employment. Business start-up rates across Allerdale are below the national UK/England average (9% vs 12%) (ONS, Business Demography).
- **Revitalising Workington** – Workington suffers from long-term decline of town centre retail and a lack of diversity of other activities in the town centre, such as leisure, residential or office uses. Different areas of the town are poorly joined-up as a result of inadequate placemaking and its legibility to visitors can be problematic. The town could also benefit from more cafes and restaurants for visitors and residents (according to feedback received through #Mytowns portal).
- **Showcasing heritage** – The TIP notes some parts of Workington do not showcase the town's natural and heritage assets which could offer residents and visitors alike a wider variety of attractions beyond retail. The Hall Park Walled Garden is a good example of where Workington's rich cultural and heritage is not fully embraced at present.

Our bid is therefore driven by three overarching, strategic objectives addressing the key issues for Workington.

Improving access to Employment Sites and the Port of Workington - Growth at the Port is limited by pinch-points at Ramsey Brow and Hall Brow situated on the most direct, efficient route affecting HGV operations. Restrictions to vehicles above 55 feet necessitates alternative routes to be taken along

unsuitable roads through local communities. Modelling also indicates Ramsay Brow junction is close to capacity and will exceed this by 2025 without intervention, limiting the potential to support Workington's growth aspirations at key employment sites.

Enhancing active travel connectivity in and around Workington - Based on IMD (2019) data (see map in suite of accompanying maps, Section 3), Ramsay Brow & Hall Park sit in the second decile of most deprived areas in England and third decile for health deprivation and disability. Areas immediately to the north and east are in the top IMD decile. Where deprivation is highest, residents are likely to rely more on public transport and active travel modes as means of travelling due to lower disposable income. Increasing walking and cycling rates can have a positive impact on both physical and mental health, so promoting active travel in Workington could improve health deprivation.

However, cycle desire lines are currently poorly provided for due to limited infrastructure within the town. Workington's Local Cycling and Walking Infrastructure Plan (LCWIP) identified and prioritised improvements needed to encourage walking and cycling throughout Workington and its surrounds; part of this includes a Priority Cycling Network (PCN), designed to prioritise connectivity for commuting and leisure, helping increase active travel in order to reduce car journeys and to address health inequality. The new cycle route within Hall Park is a core link on the LCWIP PCN, providing both pedestrian and cycle connectivity to and through Hall Park plus improving accessibility to/from the town centre. The Hall Park route will provide an appealing, traffic-free alternative to the A66 Ramsey Brow accommodating c.90 cyclists per day across multiple trip purposes and releasing suppressed demand. The proposed Toucan crossing between Hall Park and Black Path also features in the LCWIP, connecting areas east Workington with the NCN72. Addressing pinch-points for active travel users helps encourage mode shift to more sustainable modes of transport.

Enhancing cultural and heritage assets through Social Enterprise

As noted, Hall Park is difficult to access due to obscured entrances and severance caused by the surrounding main roads. It is an underused asset, particularly Workington Hall, which is unlit and hidden from view by overgrown flora whilst the Walled Garden has also become overgrown and derelict since its last use by the local council (see images in [Appendix B](#))

Opening up and developing the site will not only revive a currently underutilised site that will ultimately be more visually appealing for residents and visitors alike, but it will also provide a valuable community space for Social Enterprise activity. This will help support the continued growth in Social Enterprises across Allerdale – a 2019 mapping exercise found there to be 233 individual Social Enterprises in Allerdale (24 per 10,000 population) up 51% from 2009. Of those operating in Allerdale, only 10 (4%) were dedicated to 'Training for Employment, Skills & Learning' and so provision of additional facilities to support those with specific training requirements will help improve the capacity and accessibility to such opportunities.

5.1.2 Please demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues.

Please demonstrate how any data, surveys and evidence is robust, up to date and unbiased.

(500 words)

A number of official sources of information have been consulted and analysed to determine the scale and significance of local problems and issues:

Commented [NL11]: WSP team – our bids provide the sources for the specific evidence provided in the previous question. We put an introductory paragraph in then provide the table. We have done this through a table which I have pasted in below and Sean can put ours into this format if helpful. I've put a couple of examples in.

Commented [AGM12R11]: Sean please can you confirm when this is done

Commented [LS13R11]: I have added the data sets related to the walled gardens with the exception of the 2019 social enterprise mapping exercise

Data	Source	Robustness
BRES	ONS	National statistics. Data referenced in Workington TIP.
Business Demography	ONS	National statistics. Data referenced in Workington TIP.
#Mytowns portal	MHCLG	Government led portal referenced in Workington TIP.
Index of Multiple Deprivation, 2019	DLUHC	Index based on matrix of national and official statistics.
Spreadsheet model underpinning categorisation of places for the Levelling Up Fund, 2022	DLUHC	Index based on matrix of national and official statistics.
Model-based estimates of unemployment rates	ONS	National statistics. Data used in 2021 England Characteristics of Place Index.
Commercial Vacancy Rates	Whyhawk and Sqwyre.com	National statistics. Data used in 2021 England Characteristics of Place Index.
Average journey time to the nearest employment centre	DfT	National statistics. Data used in 2021 England Characteristics of Place Index.
2019 Social Enterprise Mapping Exercise	CCC	Exercise carried out as part of the 2016-19 Cumbria Social Enterprise

Commented [LS14]: Assume this was MHCLG as this was part of Town Deals.

Commented [LS15]: See final para in section above - Not aware of the source of this data - did west house input here ?

Commented [EG16R15]: This was a report provided to us by CCC's Social Enterprise Partnership

Commented [EG17R15]:

		Networking & Support Programme (funded by CCC) involving direct engagement with SEs in the county.
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The benefit calculations for the proposed packages uses the following datasets / evidence:

- Vehicular data based on the West Cumbria Traffic Model (WCTM);
- Active mode data based on Census 2011 (Journey to Work) and NTS 0409a data;
- HACT and Daniel Fujiwara, Community investment value from the Social Value Bank;
- ONS, 2021, House price data, Median price paid for residential properties by LSOA, England and Wales, year ending Dec 1995 to year ending Sep 2021;
- ONS, 2021, Council tax data, Table CTSOP1.1: Number of properties by Council Tax band, local authority and lower and middle super output area as at 31 March 2021;
- CoStar, 2022;
- ONS, 2021, Population estimates - small area based by single year of age - England and Wales;
- ONS, 2021, Business Register and Employment Survey;
- ONS, 2022, Regional gross value added (balanced) by industry: local authorities by ITL1 region: TLD North West, current prices, pounds million;
- Fields in Trust, 2018 Revaluing Parks and Green Spaces;
- UK 100, 2021, Economic Benefits of Local Climate Action.

Highway Data

The West Cumbria Traffic Model (WCTM) was validated with a 2019 base year and was used to extract base year and future year flows for modelling and appraisal purposes. The model has been validated to WebTAG criteria (assured by National Highways) against screenline and count data, as well as journey time data. The post matrix estimation results validate well against available independent datasets, showing that the model provides a robust base for the future testing of development and highway schemes. Additionally, no convergence issues have been noted, with all time periods converging according to TAG criteria, and the assignment is stable. As such, the model is deemed fit for purpose. Flow Data was extracted from available future years of 2025 (year of opening) and 2040 (Horizon Year).

Active Modes Data

The DfT's Propensity to Cycle Tool (PCT) data was used to establish baseline demand for walking and cycling, based on Census 2011 Journey to Work data. The PCT illustrates commuting flows between Lower Super Output Areas (LSOAs). In line with TAG Guidance, it was assumed that both walking and cycling trips will grow by 0.75% pa (for the first 20 years) without the new interventions.

National Travel Survey (NTS) 0409a data was used to calculate the number of non-commuting trips, such as business, education, leisure, shopping and other trip purposes. By using the proportions for each trip purpose, a ratio of commuting to other non-commuting trips was calculated.

Since the schemes are designed to benefit all trip purposes rather than just commuting, using the average number of working days is not considered an appropriate value for the number of days for which the intervention data is applicable per year; instead the number of working days was used as a starting point in the calculation of an annualisation factor. A weighted average based on the proportion of commuting to non-commuting trips from the NTS 0409a was applied, resulting in annualisation of 340 days.

Town Investment Plan

The Town Investment Plan provides further evidence and assurance of the scale of the problem plus identifies opportunities for the scheme. The wider socio-economic issues related to the town are presented above draw from a range of data sources from ONS data on employment and business demography to the #Mytowns portal. This data has been refreshed to be more up-to-date where available.

Stakeholder Evidence

Letters of stakeholder support (see Appendix A) provide further evidence of the challenges/issues this scheme seeks to resolve.

5.1.3 Please demonstrate that the data and evidence supplied is appropriate to the area of influence of the interventions.

(250 words)

Highway Data

WCTM data allows for analysing specific junction/link data and robust future forecasts, including future development sites. This has allowed for Ramsay Brow junction model development, used to test the operation of new layouts to reach a preferred design. As the WCTM has been assured by National Highways and given part of the scheme is at the junction with the Strategic Highway Network, the dataset has been deemed appropriate for appraising the scheme. Whilst modelling and benefits calculations are focussed on localised issues associated with HGV turning movements and reduced delays, use of the strategic model can also consider wider strategic implications associated with longer distance vehicles and rerouting as the scheme is developed further.

Active Modes Data

Use of 2011 Census Journey to Work data (noting this data is now 10 years old) ensures base demand for active mode users represents only those who cycle and walk as their main travel mode in the local area. Commuting flows are identified using GIS spatial analysis and used to forecast the number of trips in the area of influence of active travel schemes (typically 2km average trip distance on foot and 5km by bicycle) and are therefore appropriate for scheme appraisal.

Environmental Data

Environment Agency's flood risk mapping within the immediate area of Hall Brow has been assessed for its interaction with the scheme.

GVA

To assess economic benefits of the proposed interventions, direct GVA benefits have been assessed at the Allerdale spatial level. Where possible, localised data on a LSOA or local authority basis has been included to ensure assumptions are reflective of the area of investment. Due to the nature of the investment, these are conservative assumptions associated with the benefits of the scheme.

Walled Garden

The impact of this scheme is expected to be felt in Workington, as well as for those who commute or visit Allerdale to use West House's training services within the Walled Gardens. The immediate impact of the scheme will be felt by the occupants/owners of commercial and residential property in close proximity to the site. Workington consists of 20 LSOAs and the strongest impacts will be realised in LSOAs within 200m from the proposed scheme (Allerdale 008A and 011D). The economic value of the

proposed interventions are determined through the land value uplift associated with the project, estimated using residential property prices (Valuations Office Agency) and commercial property prices (Co-Star) within a 200m catchment. There are 186 residential properties within 200m of the Walled Garden, estimated thus:

- Allerdale 008A – total number of properties = 690, estimated number of properties within 200m of Walled Gardens = 138
- Allerdale 011D – total number of properties = 960, estimated number of properties within 200m of Walled Gardens = 48.

To assess the economic value of proposed green space improvements, a 1km catchment was applied to estimate the working age population living in LSOAs within 1km of the Walled Gardens. The total is estimated to be 4,733 residents within this threshold.

Social Enterprise Demand

Data on overall Social Enterprise activity has been provided by Cumbria County Council's Social Enterprise Partnership (see Appendix C, Section 9) and individual support figures by West House - within the Allerdale area, West House currently supports 148 adults through its community activities and enterprises alone, and a total of 290 adults and younger people through further respite and residential support.

5.2 Effectiveness of proposal in addressing problems

In this section applicants should clearly set out how the activity described in the bid will address the challenges identified.

5.2.1 Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems.

Quantifiable impacts should be forecasted using a suitable model. Theory of Change evidence should be identified and referenced. *Additional mention of "Theory of Change" which wasn't mentioned in previous guidance.

(750 words) *Previously 500 words

The elements presented within this LUF2 proposal will address a range of existing and anticipated future problems as follows.

Improving access to Employment Sites, including Port of Workington

Ramsey Brow and Hall Brow are significant highway pinch points for HGV trips associated with the Port. The most-direct route has a restriction on vehicles over 55 feet, necessitating circuitous alternative routes along unsuitable lower-class roads. Previous modelling indicates the junction of Ramsey Brow is operating close to capacity, whilst forecasts show the junction will exceed practical capacity by 2025 without intervention, limiting the potential for future growth.

Our proposed solutions offer improved manoeuvring for HGVs at Ramsay Brow, including those over the permissible length currently prohibited from using the junction, and therefore facilitates access to the most direct route to/from the Port. Coupled with the proposals at Hall Brow, to remove the second pinch-point from the network, will allow large HGVs to pass without impacting on parked vehicles and residents' amenity.

Short-term, these schemes unlock significant additional highway capacity and contribute to reduced journey times (quantified using TUBA), thus safeguarding future growth. Longer-term outcomes from these schemes will include increased productivity and employment in North Workington and the Port areas, as well as attracting future investment opportunities, as identified within the 'Theory of Change'.

Enhancing active travel connectivity in and around Workington

Current cycle desire lines are poorly provided for, with minimal cycle infrastructure provided on the eastern side of the town. This lack of infrastructure suppresses demand for active mode users, but as the A66/Ramsey Brow accommodates over 10,000 motor vehicles (Average Annual Daily Flows), any cycle infrastructure proposals on Ramsey Brow require segregation to be LTN 1/20 compliant. It has been shown the limited space available means provision of LTN 1/20 compliant infrastructure at Ramsey Brow is impracticable.

To address the above, our proposed active travel elements include 0.83km of traffic-free, lit cycle route through Hall Park, plus provision of a new shared-use path between Ladies' Walk (Castle Lodge) entrance and the Ramsey Brow junction, thus ensuring continuous connectivity. The wider highways schemes enable better connectivity for pedestrians and cyclists seeking to traverse Ramsey Brow and Hall Brow, linking to wider active travel networks (LCWIP and NCN72 links). The scheme also includes provision for standard cycle parking on the edge of the town centre near to Ramsay Brow junction.

Providing a segregated, lit cycle route will open up access in the park for leisure trips, providing an off-road safe environment for families and communities to enjoy the historic park. These proposals will also support future demand for both cycling and walking, based on comparable evidence from similar schemes and as demonstrated in the Theory of Change. Benefits from increase in active mode levels are quantified and monetised using the AMAT (health benefits, improved journey ambience and mode shift away from motorised vehicles), also in line with the 'Theory of Change' longer term outcomes.

Enhancing cultural and heritage assets

Hall Park is a valuable yet underused civic and heritage asset, entrances are hidden and difficult to access given they are bounded by high volume traffic roads. Workington Hall is not open to the public for internal viewing and is unlit, hidden from view by vegetation and trees. Having had a rich history of previous uses, including a functional Victorian kitchen garden to serve Workington Hall, the Walled Garden area currently stands derelict and unused within the centre of Hall Park

Our proposals include improvements to the existing entrances to Hall Park, enhanced by additional wayfinding and the new lighting provided by the cycle scheme (see above). Feature lighting of Workington Hall will provide a focal point that can be seen from a distance. As a central space within the scheme area, the Walled Garden redevelopment will create an attractive space including seasonal growing space, café kiosk, green community areas, a shop selling products made within the Social Enterprise Centre, public toilets and enhanced access from both the top and the bottom of the site. Its revitalisation will act as a footfall driver to Hall Park, help draw attention to the historic Workington Hall, which in turn will boost visitor numbers to Workington and the wider area.

Access to training, skills and employment (Social Enterprise)

As noted, there has been 51% growth in the number of Social Enterprises in Allerdale between 2009-2019. Some Social Enterprise services, such as catering support, are now oversubscribed with growing referral lists; this proposal will help facilitate 12 new support contracts in a variety of roles, including catering in the café, kiosk and commercial kitchen, horticulture and creative roles within the pottery.

Recent employability work within the West House 'Our Choices' programme confirmed of the 63 adults participating, 15% went on to achieve full-time employment, 24% were supported to develop key independent skills (e.g. taking public transport), and 24% were signposted and introduced to employers in their support for employment.

West House provides care and support on a 1:3 ratio (based on the Service Level Agreements), therefore will need an initial 4.0FTE support workers plus 0.72FTE back-office management support for daily management, business administration and ongoing running of the site. A further 0.72FTE support worker role will also be needed to cover sickness, holidays and any other staff absences, leading to 5.44FTE roles.

5.2.2 Please describe the robustness of the analysis and evidence supplied such as the forecasting assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis, the quality of the evidence and the accuracy and functionality of the models used.

(500 words)

A suite of robust forecasting models have been built upon a series of assumptions in order to quantify the benefits and costs of the scheme to determine the VfM achieved through these proposed interventions.

Highway User Impacts

Forecast data regarding traffic flows was extracted from the WCTM, a strategic model validated to a 2019 base year in line with TAG criteria and approved by National Highways. Forecast years have been developed in line with TAG, representing the most up-to-date forecasts available today. A Linsig model was developed to support the scheme using peak hour WCTM demand flows. In the assessment, these peak hours were expanded to include the shoulder peaks (the hour before and after the main peak) to represent the build-up and reduction in volume either side of the peak period.

TUBA was used to calculate user benefits, greenhouse gases impacts, and indirect taxation revenues from the junction improvements, in line with TAG Unit A1.3. No inter-peak, off-peak or weekend traffic have been included within the assessment, and so expected benefits will likely be an underestimate of the total benefits. A standard 60-year appraisal period is applied to reflect the highway elements benefits, in line with TAG Unit A1.1.

Active Mode & Public Realm Benefits

DfT's Active Mode Appraisal Toolkit (AMAT, May 2022 version) was used to quantify active mode benefits associated with cycling infrastructure provision and lighting improvements in Hall Park plus the provision of a shared-use path between Ramsey Brow junction and Ladies' Walk entrance of Hall Park.

Appraisal of benefits for cyclists and pedestrians is in line with TAG Unit A5-1 guidance (July 2022) and covers the key benefit areas:

- Journey Quality – improved experience due to the provision of cycle infrastructure and the environmental conditions on the route;
- Health Benefits – economic benefits of reduced mortality risk and absenteeism through active lifestyle; and
- Marginal External Cost (MEC) Savings – reduction in the number of car trips (approximately up to 5km) due to mode switch to cycling.

NTS 0409a data was used to calculate the number of non-commuting trips, such as business, education, leisure, shopping and other trip purposes. Benefits from the scheme were captured to account for the attraction of new cyclists from other modes, the uplift based on comparable studies using the 'Comparative Study' approach in line with TAG Unit A5-1. Economic benefits of these improvements were appraised over a 20-year period, as per the AMAT assumption.

DfT's Ambience Benefits Calculator (March 2022) was used to quantify the additional benefits arising from the public realm improvements along Ladies' Walk entrance to Hall Park. The ABC tool has a larger range of attributes versus the AMAT which is suitable for schemes with significant public realm improvements.

Therefore, the ABC was preferred as the most robust tool to calculate the journey ambience benefits for Ladies Walk.

Walled Garden Benefits

All methods and assumptions used to estimate the benefits of the Walled Gardens are drawn from the following Government publications and guidance documents including:

- HM Treasury, Green Book (2022)
- DLUHC, Appraisal Guide (2016)
- Levelling Up Fund Documents (2022)
- Preparing an Economic Case
- Round 2 Application Guidance
- Homes England, Additionality Guidance, 4th Edition (2014)
- HACT, Measuring the Social Impact of Community Investment: A Guide to using the Wellbeing Valuation Approach (2014)
- HM Treasury, GDP Deflator (March 2022)

The Walled Gardens benefits are assumed to begin in 2025/26 and have been discounted using a discount rate of 3.5%. The length over which the benefits occurs varies by benefit.

Wider Land Value Uplift

Improvements to the Walled Gardens are expected to increase both footfall and attractiveness of the local area leading to an uplift in both residential and commercial values. A 2006 study by CBRE/RICS found a strong link between placemaking and commercial values, with a commercial premium of up to 50% on some new build sites. The wider LVU has been quantified based on the following data:

- Average residential dwelling prices (£135,000) were obtained through ONS datasets (£135,000).
- Average commercial unit prices (£100,000) were estimated through Co-Star (£20/m²) and a capital yield of 8%.
- Valuation Office Agency council tax data was used to estimate the number of residential dwellings within 200m of the walled gardens (186).

The uplift factor of real growth as defined by the appraisal guide and subsequent Future High Streets Fund can be up to 5% per annum. However due to the type and scale of the intervention, a more-conservative assumption of 0.5% per annum uplift was applied to the estimated number of residential and commercial properties within 200m of the site over a 5-year period from 2025/26 to 2029/2030.

Gross Value Added

The increase in employment will provide additional economic value to Working and across Allerdale. Based on financial modelling completed by West House, the scheme is estimated to create 5.47 additional FTE jobs. ONS data on employment and GVA and the types of jobs created have been used to provide a high-level estimate for the GVA per FTE.

- Central Management (0.72 FTEs) is estimated to have a GVA per FTE of £50,000 per annum in current prices.

- Support Staff (4.75 FTEs) is estimated to have a GVA per FTE of £25,000 per annum in current prices.

It has been assumed the indirect employment impact of the Walled Gardens will be negligible, therefore no indirect GVA impacts have been assumed. Benefits have been modelled for a 10-year period from 2025/26 to 2034/35.

Social Value Benefits

HACT is a widely accepted, robust tool for assessing social value, having been used by a range of organisations such as social housing providers. Using HACT, a monetised value can be calculated (in a 2018 price base) for a number of social benefits. It is estimated that:

- Each additional volunteer (assumed to be 2no) will support a monetised value of £3,249 (current prices) of benefit per annum.
- Each additional young person receiving training (assumed to be 12no per annum) will support a monetised benefit of £1,685 from completing training, £1,517 from regular gardening activity and £9,981 from improvements to their confidence (in current prices).

These benefits have also been modelled for a 10-year period from 2025/26 to 2034/35.

Tree Planting

Within the cost estimates, there are 50no trees to be planted across the Walled Garden site. Research undertaken by academic researchers at Queen's University Belfast looked at the economic benefits of climate action by local authorities. They estimate the benefits of a planting a tree range from £1,200 to £8,000 over a lifetime of a tree (50 years); a midpoint of £4,600 has been used to determine the economic benefit of each tree over a 50-year period due to the introduction of new trees to the Walled Gardens. This has been adjusted in line with the HM Treasury guidance.

Green Space Improvements

Amenity benefits from opening up green space to the public and making improvements to existing green space at the Walled Garden has been estimated using a Willingness to Pay (WtP) metric (derived by Fields in Trust). Using a local valuation model looking at the population within 1km, it is estimated the mean WtP value is £30.24 per year (2018 prices), this has been adjusted to current 2022 prices and discounted. The Walled Gardens has an estimated population of 4,733 within 1km and assumes they will see a benefit in line with the WtP metric per annum for a 10-year period.

5.3 Analysis of costs and benefits

In this section applicants should describe and explain the costs and benefits in the relevant [Costings and Planning Workbook – Tables A – Economic Benefits and Table A - Economic Costs](#) They should provide an explanation of how benefits and costs are analysed and estimated, and how this approach is proportionate for the proposal being submitted.

All costs and benefits must be compliant or in line with [HMT's Green Book](#) (including supplementary guidance), [DLUHC Appraisal Guidance](#), and if appropriate [Transport Analysis Guidance](#).

Package bids need to demonstrate both the overall package costs and benefits, and the disaggregated costs and benefits for each component project. Supplementary tables for component projects should be completed in full.

5.3.1 Please explain how the economic costs of the bid have been calculated, including the whole life costs.

(500 words)

DfT WebTAG guidance (Units A1-1 and A1-2) has been followed in order to calculate PVCs for the proposed Workington LUF2 package of schemes. In line with WebTAG, the following steps have been undertaken:

- Scheme costs (1Q 2022 prices);
- Cost adjusted for quantified risk and contingency;
- Optimism Bias added at 46% for Highway schemes, 20% for Walled Garden;
- Inflated (based on BSIC All-in TPI, with assumed construction mid-point 4Q 2022) and discounted to 2022/2023 prices and values in line with the Costings and Planning Workbook.

Base Costs

Capital costs are estimated in 2022 1Q prices including costs for construction, utilities, contingency, traffic management, indirect construction costs, employer indirect costs and land.

Capital costs total **£6,849,740** for the Transport Scheme and **£1,574,732** for the Walled Garden.

These base cost estimates do not take account of real increases in costs and must therefore be adjusted to provide real costs that account for the effects of inflation.

Adjustment for Risk

TAG Unit A1.2 requires all project related risks that may impact on the scheme costs should be identified and quantified in a Quantified Risk Assessment (QRA). The QRA value is **£1.75M** (£1.48M for the Transport Scheme and £0.27M for the Walled Garden).

Adjustment for Optimism Bias

TAG Unit A1.2 sets out the recommended contingency which should be added to the scheme costs, after including quantified risk adjustment, so as to allow for Optimism Bias (OB). At this stage, the level of OB for the highway elements, including walking and cycling facilities, has been set at 46% as per TAG recommendations based on the project category and stage development.

Based on Supplementary Green Book Guidance for upper bound OB for 'Standard Buildings', the OB for the Walled Gardens is 24%; due to the wider nature of the works required includes general landscaping and associated measure, the overall OB has been adjusted to 20%.

Adjustment for Inflation

Nominal prices are adjusted to take into account inflation, turning into real prices. Inflation accounts for **£0.432M** of the total costs.

Discounting

A discount rate per annum is applied, to represent the reduced present value of deferred future monetary costs and benefits. Scheme cost estimates have been discounted to 2022/2023, using rates from TAG databook (May 2022) of 3.5% pa, from base year 1 to year 30 then 3.0% pa, from year 30 to 60.

Total PVCs = £13,595,602 (in 2022 prices and values).

5.3.2 Please describe how the economic benefits have been estimated, including a discussion and evidence to support assumptions.

(750 words)

Transport Scheme

The following assessments have been employed to capture Transport benefits:

- DfT's Transport User Benefits Analysis (TUBA) tool captures benefits associated with motorised vehicles due to junction improvements;
- DfT's Active Mode Appraisal Toolkit (AMAT) captures benefits associated with walking and cycling across the proposed schemes;
- TfL's Ambience Benefits Calculator (ABC) captures benefits associated with public realm improvements (Ladies Walk entrance).

TUBA is used to quantify cost benefits in journey times, distances and number of trips split by user classes and time periods. It compares travel times between 'Without Scheme' and 'With Scheme' scenarios by applying monetary values (known as Values of Time, VOT) to derive monetary benefits of time savings over a standard 60-year appraisal period. Values are then annualised to represent the full years of benefits. A Linsig model was used to develop the proposed Ramsay Brow scheme elements across two time periods, AM peak (0800-0900) and PM peak (1700-1800). In the economic assessment, these peak hours were expanded to include shoulder peaks (an hour before and after the main peak) to represent build-up and reduction in traffic volumes.

AMAT was used to calculate the walking and cycling benefits of the proposed scheme, including journey quality, health and absenteeism, and modal shift. 'Journey quality' relates primarily to the perception of safety. For cyclists, the proposed new infrastructure within Hall Park providing a safe route parallel to Ramsay Brow/A66 results in large benefits, whilst public realm improvements such as lighting will improve the journey quality for pedestrians. 'Health benefits' include an individual's reduced risk of premature death, calculated together with economic benefits of reduced absenteeism from work. Finally, 'mode shift' refers to economic benefits realised as a result of reduced car trips/kilometres resulting from new cycle infrastructure provision. These comprise estimates related to decongestion, collisions, greenhouse gases, air quality, noise, infrastructure and indirect tax benefits.

The ABC tool monetises the benefit of providing individual journey ambience and public realm attributes using willingness-to-pay (WTP) values in pence per trip per minute (or unit). The toolkit assigns quantitative WTP values to change in physical attributes. By comparing current infrastructure with the scheme proposals, the change in WTP values was applied to the number of users anticipated to benefit from this change. Values were factored to account for the lower WTP assigned between London users and Workington users based on the differential in median hourly wages. An appraisal period of 20 years was used for public realm improvements.

Hall Park - Walled Garden

Economic and social benefits associated with the Walled Gardens proposal have been quantified in line with Green Book 2022 and/or DLUHC Appraisal Guide. All values are presented in 2022 real prices and present values at a rate of 3.5%. Benefits are broken into three categories: Initial BCR, Adjusted BCR or not included in the BCR.

Initial BCR - Direct GVA per FTE impact is based on employment data provided by West House on the estimated number of additional FTEs required as a result of the proposal. GVA per FTE is based on ONS data which has been adjusted based on estimated GVA per FTE of each job type and applied to each FTE over a 10-year period.

Green space benefits for local residents are calculated via a WTP measure, assumed to apply to the working aged population living within 1 km of the Walled Garden. A displacement rate of 25% is applied meaning an additionality rate of 75% is used for the modelling of this benefit.

Social Value benefits are calculated using HACT guidance (Measuring the Social Impact of Community Investment: A Guide to Using the Wellbeing Valuation Approach, 2014). It is assumed there will be a leakage of 25%, displacement of 25% and deadweight of 25% meaning a 45.6% additionality rate.

Benefits of tree planting has been estimated from on academic research which determined an average benefit per tree species, then used to derive a midpoint value of £4,600 in 2018 (real prices). Adjusting to 2022 (real prices) by applying a discounting rate from 2.1% to 3.5% in line with HM Treasury guidance yielded a value of £5,500 per tree planted over a 50-year period. In order to comply with HM Treasury appraisal, this has been adjusted from 50 years to 30 years, which returns a benefit over a 30-year period of £3,300 per tree planted.

Adjusted BCR - Higher footfall in areas surrounding Hall Park will lead to increases in expenditure in shops and businesses. There is also the impact this could help in making vacant buildings in the town centre more viable. Through increased expenditure in the town, this would lead to higher property prices as well as further job creation. Using Co-Star data, it is estimated there are approximately 100 commercial properties within a 200m buffer of Hall Park and an average price per property is £100,000. A real growth rate of 0.5% has been applied with an additionality rate over a five-year persistence period starting from 2025/26. Residential land values in the surrounding area (200m from the site) are expected to benefit from this important regeneration scheme, increasing the attractiveness of the local area as a place to live. The number of dwellings within a 200m radius was estimated to be 186. A real growth rate of 0.5% has been applied with an additionality rate of 50% over a five-year persistence period starting from 2025/26.

Summary of all Benefits

The total (adjusted) PVBs of the Transport Scheme are **£56,000,963.84** (2022 prices and values), which comprises:

- Noise (£629.37)
- Local air quality (£1,300.49)
- Greenhouse gases (£281,292.78)
- Journey quality (£295,369.56)
- Physical activity (£971,966.58)
- Accident reduction (£9,440.60)
- Commuting user benefits (£18,312,905)
- Other user benefits (£17,469,228)
- Business user and providers benefits (£18,959,089)
- Indirect taxation revenues impacts (-£301,257.95)

The total PVBs of the Walled Garden scheme are **£2,884,135.55** (2022 prices and values), which comprises:

- Direct GVA associated with additional employment (£1,201,423.30)
- Green Space improvements (£935,119.42)
- Tree Planting (£165,000)
- Additional training delivered (£71,507.53)
- Gardening (£64,409.51)
- Improvements in youth confidence (£423,691.67)
- Volunteering (£22,984.13).

Including wider land value uplift (£365,117.15) as an adjusted benefit, the PVBs increase to **£3,249,252.70**.

See the Value for Money methodology note, uploaded in Section 7, for further details.

5.4 Value for money

In this section applicants should set out the Value for Money (VfM) of their bid, taking account of monetised and non-monetised impacts and risks and uncertainties.

Prior to completing this section the application should complete the relevant **Costings and Planning Workbook – Table A – VfM**

5.4.1 Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios (BCR).

(500 words)

If a BCR has been estimated, please provide the BCR of the proposal below.

If you only have one BCR, please enter this against the 'initial' BCR.

'Initial' BCR (single bid) 'Adjusted' BCR (single bid)

Transport Scheme - Level 1 PVBs consist of transport user benefits, Marginal External Cost (MEC) benefits (such as noise, local air quality, greenhouse gases, accidents, and indirect tax benefits), health benefits, and journey quality benefits, totalling **£56,000,964** for the Transport Scheme (2022 prices, values in line with the DLUHC workbook). PVCs are **£11,473,908** for the Transport Scheme (2022 prices, values in accordance with the DLUHC workbook), including construction costs and optimism bias.

The Transport Scheme BCR is therefore calculated to be **4.88**, demonstrating **'Very High'** VfM. This is based on a combination of benefits from the Ramsay Brow junction improvement, Hall Brow widening and active mode interventions within Hall Park. These results are based solely on Level 1 benefits; there are wider economic impacts and non-monetisable benefits the scheme will also generate which have not been quantified here.

Social Enterprise Centre (Walled Garden) - Initial PVBs for the Walled Gardens are **£2,884,136** whilst PVCs (including construction costs, optimism bias, VAT, and inflation) are **£2,121,694** (all in 2022 prices). The initial BCR of the Walled Gardens has been calculated at **1.36**, demonstrating a 'Low' VfM, however there are £365,117 of wider/additional benefits giving an adjusted PVB of **£3,249,253**. This results in an adjusted BCR of **1.53**, thus demonstrating **'Medium'** VfM for this element of the bid. There are further wider economic impacts and non-monetisable benefits the scheme will also generate but have not been quantified.

Overall Bid

Overall PVBs (adjusted) for the LUF2 scheme are **£59,250,217** whilst the overall PVCs are **£13,595,602**. Having an overall adjusted BCR of **4.36** puts the overall LUF2 bid for Workington into the **'Very High'** VfM category and represents an excellent return on investment.

The adjusted Net Present Value associated with the bid is **£45.6M**.

A detailed breakdown of all benefits and costs associated with each package are included in Costings and Planning Workbook.

5.4.2 Please describe the non-monetised impacts the bid will have and provide a summary of how these have been assessed, including the expected scale of these impacts. These will be factored into the overall Value for Money assessment of the bid.

(500 words) *Previously 250 words.

The main non-monetised impacts have been assessed qualitatively and are as follows:

- **Increased rate of development on strategic employment sites:** there are a number of employment sites to the north of Workington (including the Port), including a 3.0ha site which will be remediated as part of the TIP. Improved road access via the A66/A596 will significantly increase the attractiveness of these sites for potential investors, creating local jobs and GVA at a faster rate than without the intervention. This is a key strategic benefit of this bid, which is expected to deliver large beneficial impacts.
- **Air quality and carbon benefits:** our initial modelling estimates improvements to active mode infrastructure will lead to a reduction of 274,381 vehicle kms over 20 years, and the reduction in journey times from road improvements will provide a saving in carbon emissions of 2,252 tCO₂e. It has not been possible to carry out a full assessment of these benefits nor their monetary value.
- **Quality of life for A596 communities:** Improvements will divert HGVs from the A596 (which passes through several settlements) to the less populated A66 route. This will deliver quality of life improvements for residents who have complained about disturbance from the volume of HGVs from the Port. It has not been possible to reliably quantify the reduction in HGVs using the A596 but given the time/distance savings per trip, we expect this to be substantial.
- **Cyclist and pedestrian specific accident benefits:** Changes in active mode accidents levels resulting from the scheme are not included in the appraisal. Any accident changes which are appraised are those attributable to the reduction in vehicle mileage following mode shift to walking and cycling.
- **Health impacts for children:** as part of the active mode interventions, these impacts are not included in the appraisal given there is very little research into this domain
- **Improved experience for visitors to Workington Hall:** improved access to, and lighting of, Workington Hall will both contribute to visitors' enjoyment of the hall and wider park environs, supporting the aspirations with the Hall Park Masterplan.
- **Providing additional space for cultural events:** communal space within the Walled Garden can also be used by ABC, community and theatre groups to stage events to draw in footfall from the wider area and increase visitors to Hall Park and Workington Hall
- **Target and improve the lives of disadvantaged members of society:** West House works with local children and adults with learning disabilities who would otherwise not have access to mainstream channels for training or employment. This project will provide contracted support for 12 additional young people, as well as a safe space and a wider range of training opportunities for all those West House support (c.290 children and adults in Allerdale) giving them essential training, employability skills and access to safe green space with areas for outdoor learning and enjoyment. Recent evaluation of one of West House's key employability programmes suggests training provided could lead to a 16% employment rate post-training.

5.4.3 Please provide an assessment of the risks and uncertainties that could affect the overall Value for Money of the bid.

(250 words)

Costs in the economic and financial case include an allowance for risk, which has been quantified. If these risks do not materialise, then the expected BCR would increase.

Key quantified risks with the highest cost are:

- Flood Risk impact and associated mitigation measures for the widening Hall Brow;
- Underground utility re-routing;
- Unknown ground conditions;
- Contractor price increases;
- Mitigation associated with Habitats Regulation Order;

If these risks do not materialise, then the expected BCR will increase. Conversely, if these risks exceed the expected risk value, then the BCR would decrease.

Time of Day and Expected Transport Demand - Benefits associated with a reduction in journey times for vehicles only account for six hours of the day (peak hours plus shoulder peaks). If the interpeak, off-peak and weekends were included, the BCR/VfM results would be higher. If the transport demand, either for vehicles, pedestrians or cyclists increases or decreases at a different rate than forecast, the BCR would also increase or decrease.

Social Enterprise Risks - West House currently provide training/pottery production and sales from an existing building with the Walled Garden and have worked with Cumbria County Council since 1996 as an official provider for the care and support of people with learning disabilities. Demand for these services is increasing with referrals currently sat at approximately four per month (based on the last three months prior to submission), the growth trend indicates a decline in the number of contracts is unlikely to present a significant risk to the overall project.

Staffing shortages across the care sector do represent a risk, with vacancies across the whole of the organisation at 5.42 FTE roles at the time of submission.

Financial modelling of the proposed commercial activities allowed for a 10% contingency on expenditure. There is a risk these activities do not generate the expected level of revenue and are more than this 10% contingency. However, financial income from the support contracts will make up the majority of income, hence West House do not see this as a high risk.

Whilst delivery of the horticultural activities is weather dependent, the generally sheltered nature of the Walled Garden should help protect both crops and those working on the site. Central areas functioning as classrooms, covered growing spaces and storage facilities have been added to overall plans to ensure activity can always take place on site to provide continuity of service and income generation.

5.4.4 We would expect an Appraisal Summary Table, to be completed to enable a full range of impacts to be considered. This should be consistent with the relevant appraisal guidance for the bid.

For package bids, please provide an Appraisal Summary Table for each component project.

For Regeneration or Cultural bids, the Appraisal Summary table should be consistent with the DLUHC appraisal guidance. For Transport bids it should be consistent the [Transport Analysis Guide](#).

Any additional evidence to support your responses to this section should be referenced within your responses (5.1.1 – 5.4.3) and attached as a single annex.

Our Appraisal Summary Tables (ASTs) present all evidence from the economic appraisal in a single table. These record all impacts which have been assessed and described above – economic, fiscal and environmental impacts – assessed using monetised, quantitative or qualitative information as appropriate.

A DfT/TAG compliant AST has been completed for the Transport Scheme component whilst a DLUHC AST has been completed for the Cultural (Hall Park/Walled Garden) component, both of which have been **uploaded in Section 7**.

Part 6 Deliverability

6.1 Financial

Within this section applicants are required to provide clear and robust details of the financial aspects of the bid, including sources, secured status, and type of match funding, project costs, financial risks and mitigation measures, and how funding is structured – e.g. if you are intending to further disburse the LUF grant with bid partners.

Management and consultancy costs should be clearly shown within the project budget, and any work to be sub-contracted explained within the application form.

Prior to completing this section applicants should complete the relevant [Costings and Planning Workbook](#) - Table B – Funding Profile and Table C – Cost Estimates

6.1.1 Please confirm the total value of your bid.

Applicants should confirm the total value of the bid, this should include the LUF grant and any match funding.

All expenditure should be defrayed by March 2025 (and by 2025-26 on an exceptional basis e.g. for large projects between £20 million and £50 million)

Our total value of the bid is **£10,651,975**, to be defrayed in full by 31/03/2025.

Our Local Contribution is 10% of the above = **£1,065,197**

There are no third-party contributions for the scheme.

6.1.2 Please confirm the value of the capital grant you are requesting from LUF.

Applicants should confirm the total value of LUF grant they are seeking. Applicants are reminded that LUF grant will only fund direct capital costs associated with the delivery of the project.

The requested capital grant from LUF2 is **£9,586,777**.

6.1.3 Please confirm the value of match funding secured.

Where match funding is still to be secured please set out details below. If there any funding gaps please set out your plans for addressing these.

(250 words)

Local match funding contributions will be taken into account during assessment. A local contribution of 10% or higher (local authority and/or third party) of the bid costs is encouraged.

Match funding can include a mix of public and private sector contributions.

Applicants should note that a contribution is expected from private sector stakeholders, such as developers, if they stand to benefit from a specific bid.

Applicants are encouraged to submit evidence of match funding e.g. match funding letters. Match funding letters should be signed by an appropriate authority, clearly reference the amount of funding committed to the project (within the scope of the LUF bid) and set out any conditions that may apply to the funding.

Applicants should explain what if any funding gaps there are, and what further work needs to be done to secure third party funding contributions.

Please clearly set out your approach to raising additional funds.

ABC will provide a direct capital contribution of £379,000, plus a CCC direct contribution of £587,527 to the overall project costs. West House have committed to contribute £98,670, equating to 5% of the total costs of Walled Garden element of the bid.

This is a total match funding contribution of £1,065,957 = **10% of the total funding ask.**

Furthermore, ABC are committed to £75,000 expenditure on repairs to Workington Hall (in the current financial year) and have secured a £125,000 grant from Historic England to support this work. Whilst not directly contributing to LUF2 project costs *per se*, completion of this vital work will facilitate better public access to Workington Hall and Hall Park, which aligns with the overall aims of improving access and connectivity across the town.

6.1.4 If you are intending to make a land contribution (via the use of existing owned land), please provide further details below and confirm who currently owns the land, details of any restrictions and the estimated monetary value.

(250 words) *NEW SECTION

For land contributions, applicants are required to submit a letter from an independent valuer to verify the true market value of the land.

The current ownership of the land and any restrictions on use, should also be set out here.

N/A

6.1.5 Please confirm if your budget includes unrecoverable VAT costs and describe what these are, providing further details below.

(250 words) *NEW SECTION

Applicants should confirm if their budget includes unrecoverable VAT costs and should state what these are.

The budget for the Walled Garden element of the scheme includes provision for 20% VAT costs that West House will be unable to recover.

Commented [EG18]: ABC to confirm West House situation based on GFA

Commented [CB19R18]: Now updated

The Grant Funding Agreement between Allerdale Borough Council and West House will make clear that West House are responsible for VAT costs for this element of the project. In its capacity as Accountable Body, ABC will require West House to report on expenditure and costs as part of the ongoing transparency, monitoring and reporting obligations of the Grant Funding Agreement.

6.1.6 Please describe what benchmarking or research activity you have undertaken to help you determine the costs you have proposed in your budget. Please advise on any assumptions.

(750 words) *NEW SECTION

For each cost item, applicants should provide a clear explanation of the benchmarking/market research undertaken to support the proposed cost, including details of any assumptions.

All costs presented within this bid have been measured based on the Method of Measurement for Highway Works and are structured in accordance with associated cost categories and group element formats, set to a base date of Q2 2022. The cost plan is based on quantities measured from drawings and information provided by WSP's consultancy design team.

Rates and prices are based on information from Spon's plus WSP's in-house database of approved costs, are net of Contractors fee, overheads & preliminaries, have been adjusted to current values using BCIS indices and are exclusive of VAT, Stamp Duty etc.

Where appropriate rates and prices cannot be applied to bespoke items, allowances have been made for indicative purposes only. Allowances for bespoke items are based on historical project data and would be subject to change upon receipt of supplier quotes (if obtained)

A percentage wastage allowance has been included in the rates and/or quantities where appropriate.

All risk related costs and allowances are based on technical assessment from a range of stakeholders. These are logged in a quantified risk register, details of information supporting cost levels that are appropriate to the project's current stage of development. Based on this process, risk allowance are included at 30% for Highways schemes and 20% for the elements within the Hall Park.

Assumptions

We have applied a BCIS TPI (All In) assessment to calculate inflation on this project, however, these are changing monthly. Industry experts are highlighting the information they are receiving is fluctuating within a volatile market.

A percentage allowance for preliminaries has been included at 45% to take into account for traffic management and anticipated reduced productivity as a result of the site conditions i.e. working around pedestrians, working around existing live services etc.

All site clearance items are assumed to be removed to tip unless stated. Further items will be added to the site clearance once full extents are known. Excavation has been allowed for to enable the construction of a base to the paving slabs required, with excavated material to be disposed of off-site.

The requirement for milling of existing surface to accommodate inlay has been assumed. New kerbing has been assumed across the site with existing kerbing being taken up and disposed of. An allowance

has also been made for any road markings and for road signs that may be required given that exact requirements are not clear at this stage of the project.

6.1.7 Please provide information on margins and contingencies that have been allowed for and the rationale behind them.

(500 words) *Previously 250 words

Applicants should provide a clear explanation of the margins and contingencies that have been allowed for and justification for these being realistic.

A Bill of Quantities has been developed for the scheme. This details the contingencies and margins applied, as well as a full breakdown of all the items required for the delivery of the scheme. Based on the combined experience of ABC and CCC Capital Programmes, as well as WSP's experience as a consultant on similar schemes, this includes:

- Allowance for inflation as the project will be delivered over a three-year period.
- Risk contingency (30% for highway, 20% for cycle route and Hall Park schemes) has been applied to construction costs to reflect the level of design work complete to date, in line with Green Book guidance. This has been further verified through the development of a quantified risk register for each element of the scheme;
- 20% allowance for statutory undertakers work to reflect the information available to date and knowledge of working in this particular area.
- Allowance of 20% of the direct construction cost for the design, management and supervision of the schemes,
- 45% to cover Contractor Preliminaries, Traffic Management and Contractor's overheads and profit.

Further detail is provided in the Cost & Planning Workbook.

6.1.8 Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UK Government funding partners. (You should cross refer to the Risk Register).

(750 words) *Previously 500 words

Bids should highlight the key financial risks from the Risk Register and detail how cost overruns will be dealt with and shared between non-UK Government funding partners.

Any risk mitigations proposed should be relevant, costed and timely. In addition, applicants should detail the contingencies they intend to put in place in the event that mitigations are unsuccessful.

Any impacts on communities, cultural groups and local transport groups such as disruption or displacement should also be considered, with impacts costed and mitigations or compensations identified.

Transport Schemes

A Quantified Risk Register (**uploaded in Section 8**) has been developed outlining the main risks and the mitigations to reduce and manage the risk. Key quantified risks with the highest cost are:

- Flood Risk Impact and associated mitigation of widening Hall Brow
- Underground utility re-routing
- Unknown Ground Conditions
- Contractor Prices Increase
- Environmental risks and potential mitigation requirements

The ways in which key financial risks have been allocated and mitigated are outlined below:

Flood Risk - Mitigation

We have engaged both Environment Agency and Lead Local Flood Authority to understand the required assessments needed to understand the flood risk further at Hall Brow. At this point in time, the wall that runs along the boundary of the park and Hall Brow is not a flood defence wall, and its relocation is unlikely to impact significantly of water flow. There are design solutions that can assist in managing the flow of water (permeable / impermeable wall) that could offer enhanced protection as part of the detailed design process. The programme for undertaking the relevant assessments is incorporated in the delivery plan. This risk is allocated to CCC as it directly relates to the Hall Brow scheme.

Underground utility re-routing

We have used C2 information which is displayed on the relevant design drawings, and which has informed the costs of each scheme. Further topo surveys and CCTV surveys of underground utilities will be undertaken to understand further the location of services. We will engage with Utility Companies early in the programme to agree appropriate licensing of works. This risk is allocated to CCC as it directly relates to highway schemes.

Unknown Ground Conditions

Early survey work will be undertaken for some parts of the scheme. This will be followed by more intrusive surveys to further understand the ground conditions. This risk is allocated to ABC and CCC across all schemes.

Contractor Price Increase

Given the increase in infrastructure projects, contractor prices are likely to increase compared to current market conditions. This is mitigated by the use of a contractor framework established to deliver these type of schemes in Cumbria, as well as the competitive procurement approach. Innovative methods of construction could lead to a reduction in overall cost and our procurement approach will aim to ensure the MEAT brings work to completion within budget.

The approach to risk management involves using client-side Quantity Surveys to ensure cost risk is managed throughout the design development process to ensure the design can deliver outputs within the available budget.

Mitigation associated with Habitats Regulation Order

The planning process may determine that further mitigation is required through a Habitats Regulation Order. Our early discussions with the planning authority suggests that this is unlikely. However, an environmental screening process is scheduled early in the programme to help further understand the constraints and opportunities to manage this risk in the design process. This risk is allocated to CCC as it directly relates to the Hall Brow scheme.

Inflation on costs

Allowances for inflation are based on the BCIS index figure as of 20th June 2022, linked to the proposed mid-point of construction for each of the schemes. This is 5.26% for Ramsay Brow and Hall Brow; and 4.43% for work in Hall Park. Acknowledging the market is highly volatile, the quantified risk register includes significant provision to cover the risk that inflation exceeds forecast by 10%.

Sustainability of the Walled Garden Social Enterprise Centre

Financial modelling has been undertaken for the Walled Garden Social Enterprise Centre (see Appendix D, Section 9). This allows for a 10% contingency on outgoing costs and a conservative income model based on 50% of current income, taking footfall into account, for other similar enterprises operated by West House in Allerdale. This gives confidence that the enterprise will be sustainable based on the income generated through training contracts. Revenues generated would be invested in further development of the site to attract more people, amplify social and health benefits.

Walled Garden additional income and expenditure summary

Additional Income			
Support contracts	£183,420		
Veg boxes	£7,280		
Other plant sales	£10,000		
Pottery (retailed)	£2,400		
Pottery (wholesaled)	£9,600		
Kiosk	£53,169		
Renting space	£10,000		

Turnover		£275,869	
Cost of sales		£33,243	
Gross profit		£242,626	
Additional expenses			
Staffing	£102,617		
Rent and rates	£5,000		
Operating expenses	£62,244		
Management recharge	£27,587		
Depreciation	£28,400		
		£225,847	
Nett profit		£16,778	6.08%

Figure 1.1

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

NB: You must ensure any further disbursement of the grant is done so in accordance with subsidy controls and public procurement rules.

(750 words) *NEW SECTION

In your response please provide the following detail:

- Partner name and address
- Role in bid and what their grant will fund
- LUF funding partner will receive (£)
- Funding method e.g. sub-grant / funding agreement etc.

It is the applicant's responsibility to ensure that any further disbursement of the grant is done so in accordance with subsidy controls and public procurement rules.

The bid should detail what controls will be implemented to adequately manage the onward disbursement of the grant to any partners via a contract or sub grant.

Commented [AGM20]: This needs to be deleted and appendicised (if useful, otherwise just delete it)

Commented [EG21R20]: Is now Appendix D.

19% of the proposed LUF2 cost is for the Walled Garden Social Enterprise Centre development (scheme costs = £1,973,392).

The works within the Walled Garden will be delivered by West Cumbria Care & Support, a not-for-profit Industrial and Provident Society using the operating name "West House" (company number IP28282R). Currently, West House have an existing lease from ABC in relation to the site (the 'Curwen Centre' used as a pottery) and the proposal is to extend the lease to include the full Walled Garden extent. ABC will put in place a GFA with West House in relation to the transfer of funds, with ABC acting in the role of accountable body.

A Grant Funding Agreement (GFA) will provide the conditions on which funding will be made available to West House and will confirm the schedule of works to be completed by West House against defined outputs, milestones, and performance and monitoring obligations and will include clawback provisions.

Prior to completing the GFA, all appropriate legal and financial compliance requirements will be considered by ABC's Monitoring Officer and S151 Officer including in respect of subsidy control and public procurement rules. Given their understanding of this bid, it is anticipated there are no issues regarding compliance with public procurement rules as the proposed approach to manage arrangements via a GFA has the result that ABC is not a contracting authority in respect of goods or services and the Public Contract Regulations regime does not apply.

Further, legal advice considers the grant to West House to support this scheme would be regarded to comply with subsidy control regime requirements as the support will be used in the creation of a publicly available resource (through the renovation of gardens and enhancement of facilities for persons with Learning Disabilities) which will be free to use and are therefore not "Goods" or "Services" in terms of any economic activity that will be "sold", and the beneficiary is a non-commercial body. Alternatively, support could fall within the exclusion category of "Services in the Public Economic Interest" as defined in the Subsidy Control Regime in light of the fact the grant will be used to provide public assets. Legal advisors are on notice to provide additional advice as the project is developed or as otherwise necessary.

A project steering group, including representatives from ABC, will be established to provide oversight and monitor implementation of the project. The delivery of the project will be monitored using the Council's existing reporting structures via the Programme Management Office, the Regeneration and Investment Board and quarterly reports to ABC's Executive. The Council will measure the quality of delivery against an agreed set of milestones, service levels and performance indicators to be incorporated as part of the GFA. The Council also has responsibilities specific to the LUF2 programme that relate to programme governance, stakeholder and community engagement and reporting, monitoring and evaluation in its capacity as accountable body.

CCC will deliver highway schemes in accordance with a GFA with ABC. Both councils will be subsumed into the Cumberland Unitary Authority from 1st April 2023. Provision has been made to ensure a smooth transition and effective ongoing governance/implementation of these proposals.

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

Commented [AGM22]: Please double-check vs latest costs

Commented [EG23R22]: This is correct and matches the C&P Workbook V2 value i.e. with the inclusion of the VAT but before the 20% OB addition

(750 words) *NEW SECTION

Applicants should clearly set out the legal / governance structure that will be put in place with any project partners who have a financial interest in the bid.

If appropriate, applicants should explain what financial assessment and due diligence has or will be undertaken on bid partners

ABC will enter into GFAs with CCC in respect of highways works and with West House in respect of the works at the Walled Garden. ABC will act as accountable body to ensure proper administration of financial affairs relating to the funding. ABC will ensure the quality of delivery against an agreed set of milestones and outputs, service levels and performance indicators with monitoring obligations and clawback provisions incorporated as part of the GFA.

Delivery partners will work alongside the Council's Programme Management Office, reporting to the Programme Director for Workington and the Assistant Chief Executive (Innovation and Commercial) as well as the Council's Strategic Advisor for Capital Programmes. All ABC programmes and projects have an open governance approach that is integrated within the existing corporate governance framework. Delivery partners will work within this structure including the use of formal project management practices, the establishment of project steering group including representatives from ABC to provide oversight and monitor implementation of the project, reporting to the ABC's Regeneration and Investment Programme Board, sponsoring groups and, where necessary, the Executive or other appropriate decision-making processes as required by the Council's constitution.

Fulfilling its accountable body function, ABC will separately ensure an appropriate level of independent appraisal as part of its assurance framework. This could include an impartial and objective review by the Council's finance and/or internal audit functions or, where necessary, the accountable body may instruct external consultants.

ABC's Overview & Scrutiny Committee will have the ability to provide further assurance and review of Executive decisions in the usual way.

6.2 Commercial (*Previously this section was just one question but now consists of 4 separate sections as per the below)

Within this section, applicants should set out their commercial and procurement strategy for effectively awarding and managing any contracts for goods, works or services to be funded by the grant. The strategy should include all key procurement lifecycle activities, timescales and who will lead on procurement / contractor management.

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

(1500 words) *Previously 500 words.

Applicants should set out their procurement approach to managing the project. The procurement route should also include an explanation as to why it is appropriate for a bid of the scale and nature proposed.

Please note - all procurements must be made in accordance with all relevant legal requirements. Applicants must describe their approach to ensuring full compliance in order to discharge their legal duties.

The procurement strategy should be proportionate with value of the project and should cover the full procurement cycle.

All applicants should clearly set out:

- Which key contracts will be procured
- What pre-market engagement/research activity has been undertaken to date or is planned
- Whether or not a health check of the market has been undertaken to identify any potential capability or limitations that may impact on project/procurement timescales and how these will be mitigated.
- What procurement approaches have been explored or discounted
- What route to market is proposed, including an explanation as to why it is appropriate for scale / nature of the contract/s?
- Set how you will effectively manage your contracts with key suppliers/contractors to ensure quality and manage/mitigate supply chain risks.

The procurement strategy should also demonstrate alignment with Net Zero ambitions, and where appropriate, include details of a sustainable approach such as:

- use of innovative clean technology - support the growth of green skills
- use of sustainable supply chains

All applicants should set out how contracts will be procured and managed effectively; in accordance with procurement best practice and all relevant legal requirements including public contract regulations 2015 and 2020 amendments (post EU exit) and other appropriate legislation including the Modern Slavery Act, as applicable.

Additionally, local authority applicants should:

- demonstrate that they have considered government policies and guidance including the Sourcing and Consultancy Playbooks and Construction Playbook.
- demonstrate innovative procurement, including for example how they have factored social value into their procurements.
- set out in their procurement strategy and risk register how government guidance on Resolution Planning¹ has been considered.

For package bids, please note that we need to understand the procurement activities for each component project.

More detailed information on procurement activities, timescales, and the resources required should be included in the project delivery plan.

As the funding recipient, ABC will be primarily accountable for project delivery.

Commercial structure, risk management and procurement strategies were considered in the Option Assessment Report (uploaded in Section 6). As a result, the preferred approach was identified as splitting project delivery into the following distinct schemes and contracts to optimise deliverability and to increase the attractiveness to the construction contractor market:

- Works in Hall Park
 - Cycle infrastructure
 - Walled Garden Social Enterprise Centre
 - Lighting Workington Hall
- Ramsay Brow junction improvements
- Hall Brow widening

ABC will lead the delivery of the works in Hall Park, which it owns and manages. This includes delivery of the cycleways, the Walled Garden Social Enterprise Centre and lighting of Workington Hall. Given the diverse nature of these elements, they will be delivered through separate contracts.

Recognising Cumbria County Council are the Local Highway Authority and experienced in delivery of highway and public realm schemes, CCC will lead ~~delivery of highways elements of the project, including works at the~~ Ramsay Brow Junction and Hall Brow ~~schemes~~. The specifics of this arrangement will be detailed in a Grant Funding Agreement (GFA) outlining terms for delivery and payments as well as respective roles and responsibilities. Such arrangements are frequently used by Cumbria County Council to deliver schemes in partnership with other local authorities.

CCC will also use its position as Local Highway Authority to lead the process of Compulsory Purchase Order (CPO) if this is required.

~~ABC manage and maintain a number of parks and open spaces including Hall Park. As such, they will lead the delivery of the works proposed in Hall Park.~~

~~Commercial structure, risk management and procurement strategies were considered in the Option Assessment Report (uploaded in Section 6). As a result, the preferred approach was identified as splitting project delivery into the following distinct contracts to ensure deliverability within the funding constraints and to increase the attractiveness to the construction contractor market:~~

- ~~• Ramsay Brow junction improvements~~
- ~~• Hall Brow widening~~
- ~~• Works in Hall Park (cycle infrastructure, lighting and the Walled Garden Social Enterprise Centre)~~

Procurement route

ABC will conduct procurement activity in accordance with its Strategic Commissioning and Procurement Strategy 2020-2030 and its Financial Regulations, which together provide a framework for compliance with regulatory obligations and procedural requirements to ensure the Council pursues sustainable outcomes, value for money and generate benefits to the economic, social and environmental wellbeing of the local community. Included within the strategy and contract management approach is a commitment to utilise local and sustainable supply chains, social value obligations including environmental considerations and carbon reduction as well as a pledge to taking all action possible to ensure that the Council's supply chains are free from modern slavery, human trafficking and exploitation.

The procurement strategy for highway and cycleway schemes focuses on a two-stage design and build approach as a preferred route to ensuring timely and cost-effective delivery. Procurement will be undertaken via the well-established CCC Capital Works Framework (CWF4), through which over £120 million of capital works are anticipated to be delivered in the period 2020-2024. This framework has been developed in accordance with the County Council's Contract Rules aligned with s135 of the Local Government Act 1972. The framework is specifically set up and used to deliver Highway, Infrastructure and Property projects up to a maximum value of £5million in partnership with local contractors. A mini competition on this framework is proposed to select a contractor for each element of the project. All contractors on the framework have experience in delivering similar projects across the County.

Capital works on the Walled Garden Social Enterprise Centre will be delivered via a Grant Funding Agreement with West House. To ensure works are delivered in compliance with requirements, the agreement will set conditions on which funding will be made available, confirming the schedule of works to be completed by West House against defined outputs, milestones, and performance ~~and~~ monitoring obligations. As the funding will be made by grant – supported with substantial built-in controls and risks mitigations – the Public Contract Regulations regime does not apply. The ABC Capital Programme team have assessed the capability of West House to deliver the scheme. This method is considered to represent the most advantageous approach in line with ABC procurement processes, with a contingency that the ABC Capital Programme team could step in to lead or support delivery if required.

Any professional services support will be procured via the County Council's Professional Services Framework, which is similar to the Capital Works Framework and has been used extensively in Cumbria for similar works.

The Frameworks are compliant with the Public Procurement Regulations 2015 and based on NEC 4 form of contract, with the opportunity to adopt different contract options to reflect the transfer of risk. Detailed options will be recommended by the project team and the preferred option approved by the project board as the project detail is progressed.

6.2.2 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? If the procurement is being led by a third party and not the lead applicant, please provide details below.

(500 words) *NEW SECTION

~~The applicant should clarify who will lead the procurement/s and demonstrate that the core project team have the relevant skills and expertise for managing procurements and contracts.~~

ABC will use its dedicated Programme Management Office (PMO) to ~~lead-oversee the~~ procurement and contractor management ~~in respect of this bid~~ across all the schemes. This will involve utilising ~~Working with stakeholders and local delivery partners such as~~ Cumbria County Council and West House ~~as key delivery partners for highways schemes and the Walled Garden Social Enterprise Centre.~~ This represents ~~ABC has brought together~~ a strong Project Team with extensive experience of delivering similar schemes.

Using its Programme Management Office, The ABC PMO is currently delivering regeneration projects valued at in excess of £40m through the Workington Town Deal, Maryport Future High Street Fund and other complex, high value capital projects. Projects include multi-million pound construction/civils contracts, infrastructure schemes and regeneration projects with a range of delivery models. The Council is experienced in delivering schemes directly, procuring contractors through a variety of tendering/procurement routes as well as, where appropriate, managing contractors from the 'client side'.

The PMO has a clearly defined charter including principles, objectives and measures to determine success and uses consistent processes and robust business cases for each of project, including in respect of procurement and contractor management. Project delivery teams include a core of project managers, technical leads, legal advisors, financial advisors, contract managers, procurement officers and other relevant leads.

ABC developed a new £11m leisure centre in 2016 included swimming pools, full spa suite, 4 court sports hall, 100 station fitness suite, activity studios, full size 3G pitches, squash courts and administration / office provision. ABC also led £2.2m enabling infrastructure project at Lillyhall Industrial Estate, unlocking development of 19.87Ha strategic employment site adjacent to the A595 east of Workington.

ABC will directly procure a contractor through the CCC Capital Works Framework to deliver cycle infrastructure in Hall Park. We will procure a specialist contractor through an open tender process for delivery of the Workington Hall lighting scheme and we will deploy Grant Funding Agreements with West House and Cumbria County Council to deliver the Walled Garden Social Enterprise Centre and highways schemes (Ramsay Brow and Hall Brow) respectively.

Procurement and contract management for highway schemes will be delegated by ABC to CCC as the Local Highway Authority. CCC's Capital Programme has a track record of successfully delivering major infrastructure schemes and public realm enhancements. With a Capital Programme of over £100m per annum which comprises a range of property, infrastructure and maintenance schemes, they have successfully delivered significant schemes such as the £120m Storm Desmond Infrastructure Recovery Programme and the £70m Carlisle Northern Development Route. Their breadth of experience, along with the systems and processes they have in place demonstrate capacity to deliver schemes of this scale and type.

CCC's established project management systems and processes are aligned with Association of Project Management (APM) principles and adapted to suit the delivery of infrastructure projects within the Capital Programme incorporating the key lifecycle stages: Initiate (Outline business case); Define (Full business case); Deliver (RAG reporting); Close (Project closure).

Reports to the Projects Board to summarise progress, performance and any change in the scheme, setting out: progress on each workstream and status update on the scheme; key activities undertaken since the previous meeting; key activities to be undertaken before the next meeting; approvals required before the next meeting; programme and budget update; and a review of strategic risks and issues, opportunities.

CCC has an embedded Strategic Investment Gateway (SIG) process to support gateway reviews of key projects at agreed milestones in the project. The SIG process (see Appendix E) ensures strong governance to prevent some of the most common causes of project failure and ensures that programme and potential cost delays are minimised. This approach strengthens the internal governance within each both authorities and ensures that appropriate governance has been followed at each stage of project development. At key investment gateways, the Councils will review whether workstreams can move to the next stage, enabling us to: confirm the full business case and benefits plan; confirm that the objectives and desired outputs are still aligned with priorities; check all necessary statutory and procedural requirements are followed; confirm that the recommended decision is likely to deliver the specified output/outcomes on time, within budget, quality and will provide value for money; ensure that management controls are in place to manage the scheme through to completion; and confirm there are plans for risk, issue and change management (technical and business).

Commented [AGM24]: I can provide this as an annex

Commented [EG25R24]: Good spot! Have already included in Apdx E

Commented [EG26R24]:

6.2.3 Are you intending to outsource or sub-contract any other work on this bid to third parties? For example, where you have identified a capability or capacity gaps.

(750 words) *NEW SECTION

Applicants should set out plans for engaging with key suppliers/contractors so it is clear how suppliers/contractors have been selected and how contracts will be effectively managed to ensure the desired outcomes are delivered. This should include the use of key performance indicators (KPI's) and other measures that will be used to drive quality.

Applicants should also clearly set out in their response how they will manage any capability or capacity gaps.

ABC will work with local delivery partners including Cumbria County Council and West House to build a strong core Project Team with the necessary skills and experience of delivering similar highways and cultural schemes. The delivery structure is based on strong, well-established local partnerships with the required resources and commitment. It utilises the longstanding experience, expertise, systems and processes within local institutions to provide the necessary oversight and rigour.

ABC will enter into GFAs with CCC in respect of highways works and with West House in respect of the works at the Walled Garden and will act as accountable body to ensure delivery in accordance with programme requirements and the proper administration of financial affairs relating to the funding. ABC will ensure the quality of delivery against an agreed set of milestones and outputs, service levels and performance indicators with monitoring obligations incorporated as part of the GFAs.

All delivery partners will work alongside the Council's Programme Management Office including the use of formal project management practices, the establishment of project steering group including representatives from ABC to provide oversight and monitor implementation of the project, reporting to the ABC's Regeneration and Investment Programme Board and sponsoring groups.

The risk of capacity/capability gaps is mitigated by the use of CCC's established frameworks for professional services and contractors. These have longstanding pipelines which are published in advance so that suppliers are able to ensure their capacity to deliver.

6.2.4 How will you engage with key suppliers to effectively manage their contracts so that they deliver your desired outcomes. What measures will you put in place to mitigate supplier/contractor risks and what controls will you implement to ensure they deliver on quality.

(1000 words) *NEW SECTION

Applicants should set out what measures will be put in place to manage contractor / supplier risks. This should include due diligence, the checking of the financial and economic standing of suppliers, and effective contract / payment structures.

ABC will enter into GFAs with CCC in respect of highways schemes and with West House in respect of the works at the Walled Garden Social Enterprise Centre. ABC will act as accountable body to ensure delivery in accordance with programme requirements and the proper administration of financial affairs relating to the funding. We will ensure the quality of delivery against an agreed set of milestones and outputs, service levels and performance indicators with monitoring obligations incorporated as part of the GFAs. Delivery partners will work alongside the Council's Programme Management Office including the use of formal project management practices, the establishment of project steering group including representatives from ABC to provide oversight and monitor implementation of the project, reporting to the ABC's Regeneration and Investment Programme Board and sponsoring groups.

The GFAs will include mechanisms that limit the purposes for which the funding may be used, require transparent performance reporting, allow for phased payment of the grant based on achieving agreed milestones and/or withholding or clawback of funds in the event of certain contract risks.

The use of a competitive procurement approach (mini-competition within the Capital Works Framework) will be deployed to mitigate cost risk to some extent, although innovative methods of construction could lead to a reduction in overall cost. Therefore, our procurement approach will ensure that the Most Economically Advantageous Tender (MEAT) manages the works within budget. Contractors have a commitment to the CWF as a source of ongoing work and their performance is monitored using Key Performance Indicators (KPIs), which have a direct impact (positive or negative, depending on the KPI scores) on assessment of future tenders.

The ABC and CCC Capital Programmes and CCC's Capital Works Framework recognise that effective risk management is critical for a project's successful delivery and the methods used are consistent with Corporate Risk Management Policies.

A risk workshop was held with partners to develop a risk register for Workington LUF2. This provides the basis to quantify and manage risks, including allocation of certain risks to contractors when they provide tenders. Contractors on the CWF are familiar with this process, which provides ongoing/continual risk review, ensuring the risk register is updated regularly to record any re-rating in risks, changes in actions and relevant comments, risks closed out or expired, and any new risks identified. The risk register will be a controlled document, with each update given a revision number and saved so a progressive record is kept of the risk management process. This will be a valuable future reference to establish how risks evolve and are managed.

Inflation and contractor price increases continue to affect construction projects in a currently volatile marketplace. Acknowledging this, the quantified risk register also includes provision to cover the risk that inflation exceeds forecast by 10% (the perceived worst-case scenario). There is also a 30%

contingency sum applied to the construction costs due to the level of design work complete to date and supported by a quantified risk register.

Experience through the CWF indicates that using 2-stage design and build (D&B) contracts, using the most appropriate NEC3/4 Option which provides the most effective means of allocating and controlling key risks for projects of this scale. As clients, ABC and CCC will deploy experienced Quantity Surveyors and Project Managers to work closely with contractors to manage cost planning as an integral part of the detailed design phase. These roles are specifically tasked to identify potential for cost overrun as the design progresses, working closely with the contractor to apply value engineering to reduce costs and risks if required to ensure there is sufficient budget to deliver the project.

6.3 Management

Prior to completing this section applicants should complete the relevant [Costings and Planning Workbook - Table D – Milestones Delivery](#)

6.3.1 Please set out how you plan to deliver the bid (this should be a summary of your Delivery Plan).

(1000 words) *Previously 500 words

Applicants should set out clearly how they plan to deliver the bid. The response should consider the following:

- *Key milestones: The project plan needs to clearly identify the key capital build and construction phases and include the 'stage gates' that might be used to verify build and infrastructural works completed by any contractor/s. Timescales should be realistic and meet scheme requirements.*
- *Key dependencies and interfaces, resource requirements, task durations and contingencies.*
- *A description of roles and responsibilities of those involved in the project. Plans should identify the roles, responsibilities and resource for each activity – including a delineation of key responsibilities such as project management, finance etc.*
- *An understanding of the skills, capability, or capacity needed - some bids may require specialist skills. If specialist skills are required, they should be set out here.*
- *Arrangements for managing any delivery partners and the plan for benefits realisation.*
- *Engagement of developers/ occupiers (where needed).*
- *The strategy and communication approach for managing stakeholders and considering their interests and influences.*
- *Confirmation of any powers or consents needed, and statutory approvals e.g. planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid with evidence*
- *Please also list any powers / consents etc needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them.*
- *The approach to monitoring progress of the project including budget management. Stated benefits should be well defined and measurable as part of the monitoring and evaluation process.*
- *Any other information to support the delivery approach.*

Applicants are encouraged to submit a detailed delivery plan to support their response to this question. The delivery plan should be proportionate and realistic to the bid submitted and the timelines presented should be feasible, allowing sufficient time for each phase of the programme.

Applicants are also encouraged to submit evidence of statutory consents/land acquisitions.

As the funding recipient, ABC will be accountable for project delivery. They will be supported by stakeholders (see letters of support at [Appendix A](#), Section 9), including Cumbria County Council as the Local Transport Authority. This represents a strong Project Team with extensive experience of delivering similar schemes, as set out in the delivery organogram ([Appendix E](#), Section 9).

The delivery structure is based on strong, well-established local partnerships with the required resources and commitment. It utilises the longstanding experience, expertise, systems and processes within local institutions to provide the necessary oversight and rigour.

The Project Board provides a focus for partner collaboration to maintain progress, coordinate workstreams and ensure integration with other initiatives.

ABC and CCC will allocate Programme Managers with strong track records of successfully delivering regeneration and infrastructure projects. They will identify support teams and access professional support services and contractors as outlined in the staged process ([Appendix E](#), Section 9). They will administer all activities involved with keeping accurate records, e.g. performance, payments and changes to the contract. They will also ensure prompt payment for goods or services received, which meets government targets for payment turnaround. Design and Build contracts have been identified as representing the best route for the project team to deliver and manage identified risks. The NEC4 ECC contract will be utilised to enable the necessary control within an ethos of mutual cooperation.

Key milestones, identified to ensure realistic timeframes for delivery taking account of dependencies, are fundamental to the Project Control Framework (PCF) that will be used to control the project as outlined below. This approach is used by the DfT and National Highways to manage major schemes in a cost efficient and timely manner.

Stage 1 is Options Identification, which has been delivered by ABC through a Masterplan for Hall Park in 2018 (as the basis for an application to the Heritage Lottery Fund); and Aecom for the Highways workstream in 2019 (as the basis for a Pinchpoint application to DfT).

Stage 2 is Option Selection; (OAR) which has been delivered by consultant WSP in 2021 and 2022, providing technical work to progress these proposals through options identification and selection, traffic modelling and economics and enable submission of this Levelling Up fund application.

Stage 3 is Preliminary Design (to Planning), including tasks to progress the scheme from the concept design to preliminary design. This is progressed in line with an established Planning Strategy for the project and is vital to deliverability. A stakeholders engagement strategy will

drive a process to inform further development of project details to enable informed project plans and budget.

Stage 4 will be procured and delivered through the first stage of 2-Stage D&B contract. This includes obtaining statutory consents such as the Temporary Traffic Regulation Orders required to facilitate work on the public highway. These will need to be applied for and legally advertised by CCC as the local highway authority.

A wide range of surveys will inform development of designs and approaches during this phase and a screening process will be undertaken to confirm whether any elements of work require Habitat Regulations Assessment, Assessment of Likely Significant Impact or Environmental Impact Assessment.

Planning consent is required for works in the park. Acquisition of the properties will be pursued in parallel with a Compulsory Purchase Order process, with demolition consents (for those properties) required to facilitate on-site delivery of Ramsay Brow works.

Professionals with commercial property expertise will progress negotiations for a voluntary settlement, which would accelerate the process and mitigate delay risk. If he reaches a negotiated settlement in advance of the funding, the date of payment for land acquisition would become the project start date to ensure this is an eligible project expense.

Stage 5 involves production of works tender documents. This is a critical path element – it clearly defines the scope of work, describes any unduly onerous risks, and transfers knowledge on any health and safety concerns. This helps ensure the Contractor's tendered price is sufficient to cover the entire works, thereby increasing cost certainty for lead delivery organisations.

The approach to project communications is detailed in a Communications Plan that will define project communication protocols and inform all our communication and engagement initiatives, actions and publications, based on principles of best practice. This will build a consistent and clear story of the project objectives, Levelling Up funding and complementary investments locally. It will utilise the comprehensive community partnerships that exist in Workington, an established collaboration of public, private, third and community sector organisations provides a network of key organisations, groups and individuals that represent local communities and businesses.

Council Communication Teams will apply information on underrepresented groups (and particularly those who would qualify as having protected characteristics under the Equalities Act 2010), targeting key messages to ensure those "hard to reach" are afforded full opportunity to engage and participate.

6.3.2 Please demonstrate that some bid activity can be delivered in 2022-23.
(250 words) *Previously a tick box

Subject to a successful and timely award, as per the detailed delivery plan set out in the Costing & Planning Workbook, we confirm some preliminary bid activity will be delivered during the 2022/23 financial year.

For the Highways schemes, this will include setting up of contracts, scoping and commissioning of various site surveys for GI, drainage, environmental (Ecological, Heritage, Architectural, Lighting and Demolition), plus commencement of C3 surveys. The CPO process for the acquisition and demolition of the pub at Ramsay Brow is also scheduled to commence towards the end of 2022 with the application submitted by March 2023. Initial investigatory works, modelling and consultations relating to the relocation of the wall alongside Hall Brow can also commence in early 2023.

Similar survey and planning activities will commence during 2022-23 for standalone elements of the cycle route and Walled Garden schemes within Hall Park.

6.3.3 Risk Management: Applicants are asked to set out a detailed risk assessment.

(500 words)

Applicants are encouraged to submit a Risk Register to support their response to this question. This can be in any format but should provide sufficient information regarding clearly defined risks with impacts, owners, dates, mitigations and costs.

In responding to this question applicants should set out a detailed risk assessment, covering all types of risks including, for example, environmental risks, health and safety, withdrawal of funding, potential partner disputes, legal risks, reputational, delivery etc. The risk assessment should demonstrate that all potential risks have been carefully considered and cover the whole project lifecycle.

In particular risk assessments should cover:

- the barriers and level of risk to the delivery of your bid*
- appropriate and effective arrangements for managing and mitigating these risks*
- a clear understanding on roles / responsibilities for risk management and reporting risk Please detail any key risks that you have identified as part of your risk assessment for this bid and details of mitigation measures. This should align with your risk register.*

For package bids, please set out the risk assessment and mitigations for each component project.

ABC and CCC recognise effective risk management is critical for a project's successful delivery. Council governance structures are built around risk, its management defining our systems and processes. Risk tops the agenda of Directorate and Senior Management teams and is reviewed regularly by Elected Members. Risks are reviewed at Strategic Project Gateways as part of the SIG process outlined earlier. Risk is embedded within terms of reference for the Project Board and reflected in monitoring/reporting arrangements.

Our risk management approach reflects the Corporate Risk Management Policies of ABC and CCC. The SRO and Programme Managers will maintain a detailed Risk Register, identify those elements of the project plan that require immediate attention and allocate risks appropriately between project partners and the contractor. This provides the focus for a continual risk review process – in place to ensure the risk register is updated regularly to record any re-rating in risks, changes in actions and relevant comments, risks closed out or expired, and any new risks identified:

Identify risk – identify risks and opportunities and enter onto the register. The bulk of initial entries will be created at the risk workshop but will be updated throughout the life of the project;

Identify Severity Rating – this is the product of the Probability (i.e. likelihood) of the risk occurring, and the Impact it would have, would it occur; both Probability and Impact are entered as a rating against each risk to produce a High, Medium or Low severity rating;

Identify risk owner – each identified risk will be assigned an owner, usually by the Project Manager. The risk owner will implement the mitigation strategy, and subsequent actions to reduce or eliminate the risk by a specified date

Develop Risk Mitigation Plan – this puts in place the actions that need to be taken to mitigate or eliminate the risk. The Severity Rating will determine what level of action to take; the plan will record the nature and date of actions taken, people responsible (usually the risk owner), the new severity rating following mitigation and any cost implications;

Review Severity Rating – re-calculate the severity rating following mitigating action through revised Probability and Impact inputs

Assess residual cost impact – following mitigation, the cost of each residual risk should be calculated on the basis that it will occur; optimistic and pessimistic costs should be prepared for each risk

The Key Quantified risks with the highest cost will be given particular focus at Project Board level. Initially these include:

- Flood Risk Impact and potential mitigation requirements associated with the widening of Hall Brow
- Underground utility re-routing at Hall Brow and Ramsay Brow
- Unknown ground conditions at Ramsay Brow
- Cost risks associated with inflation on materials and Contractor Prices Increase
- Potential mitigation requirements at Hall Brow associated with Habitats Regulation Order and the River Derwent Site of Special Scientific Interest (SSSI)

Responsibilities for managing risks sit with the lead delivery organisation for each scheme. SROs and Project Board Members are responsible for their organisations' overall input, bringing a wide range of specialist technical knowledge (from varied professional disciplines) to bear on risk management. Along with a project-specific stakeholder mapping and engagement strategy, this removes potential barriers associated with organisational disconnect or silo based working. Direct early involvement of Local Planning Authorities, the Local Highway Authority and national agencies including Natural England and National Highways adds capacity to identify and manage risk effectively at project level.

Assessment and management of Health and Safety risks is a primary consideration. Capital Programme staff, consultants and contractors involved in project delivery are experienced in Construction Design and Management Regulations. The project environment in which they operate promotes clarity of responsibility, clear communication and early affirmative action to mitigate such risks.

6.3.4 Please provide details of your core project team and provide evidence of their track record and experience of delivering schemes of this nature.

Please explain if you are intending to sub-contract any of this work or if a third party is managing the

project and not the organisation applying.

(750 words)

**Previously (in LUF1) this question was worded as “please evidence your track record and past experience of delivering schemes of a similar scale and type” (250 words)*

Applicants should explain the roles and people involved in the core project team, and demonstrate they have the necessary skills, experience, and capabilities to support successful project delivery through all key stages of the project.

Applicants should set out the measures they will put in place to address any capacity or capability gaps. Track record of delivering similar projects for example in terms of size, value, or complexity should be demonstrated. Applicants are encouraged to provide case studies.

If a third party is managing the project and not the authority applying, the applicant should set out clearly in this section how this arrangement will work.

The ABC Project Team will consist of:

Kevin Kerrigan – Workington Programme Director

Member of ABC’s Senior Leadership Team with experience of successfully delivering complex and high value regeneration, economic development and place-shaping schemes. Currently leading £23M regeneration programme via the Workington Town Deal, Kevin will have overall responsibility for ensuring the programme meets its objectives and delivers the projected benefits.

Steven Cauce – Strategic Advisor Capital Programme Delivery

Experienced Contract/Project/Programme Manager with a demonstrated history of working in the civil engineering industry and for Local Government. Skilled in Highways, Safety Management Systems, Construction, Management, and Drainage. Will provide oversight, manage stakeholders and delivery partners, and ensure successful delivery of the programme objectives.

Helen Brownlie – Project Manager

A Project Manager with experience of delivering heritage and cultural projects through ABC’s Maryport Heritage Action Zone programme and utilising her background in conservation and planning. Will project manage the heritage and walled garden aspects of the scheme

Jeremy Hewitson – Strategic Adviser Capital Programmes

Programme Manager with extensive experience in leading concurrent capital projects to deliver specialist solutions to meet a wide variety of needs including housing across Carlisle. Will work with colleagues in ABC and CCC to set-up, manage and deliver the programme.

ABC will use its dedicated Programme Management Office to lead the procurement and contractor management in respect of this bid. Working with stakeholders and local delivery partners such as Cumbria County Council and West House, ABC has brought together a strong Project Team with extensive experience of delivering similar schemes.

Using its Programme Management Office, including those individuals identified above, ABC is currently delivering regeneration projects valued at in excess of £40m through the Workington Town Deal, Maryport Future High Street Fund, Maryport Heritage Action Zone and other complex, high value

capital projects. Projects include multi-million pound construction/civils contracts, infrastructure schemes and regeneration projects with a range of delivery models. The Council is experienced in delivering schemes directly, procuring contractors through a variety of tendering/procurement routes as well as, where appropriate, managing contractors from the 'client side'.

The CCC Capital Programme Team has extensive experience of project delivery, backed up by legal, financial and procurement specialists as well as technical staff in the local highway authority. Works to Ramsay Brow and Hall Brow would fall within the Capital Programme's Place Portfolio, which is managed by Victoria Kelsall. Day-to-day responsibility for delivery will fall to Ged Acton, a Programme Manager in Victoria's Team.

Michael Barry – Senior Manager Economy and Place

SRO for CCC schemes, providing oversight and ensuring collaborative delivery as well as expertise in planning and economic development.

Victoria Kelsall – Place Portfolio Manager

Experienced Portfolio Manager with responsibility for delivering a wide range of capital infrastructure projects with government funding in Cumbria including Carlisle Northern Development Route and the Infrastructure Recovery Programme.

Ged Acton – Programme Manager

Experienced Programme Manager with a demonstrated history of delivery covering Highways, Property, construction and demolition projects. Will provide client interface to ensure successful delivery, managing contracts, stakeholders and delivery partners to achieve the programme, outputs and costs.

Senior Management support is in place from council Legal and Finance teams to input into the scheme and specific technical advice will be provided by external consultants. This includes a centralised procurement function that will help ensure professional services and works contracts are procured in line with public procurement regulations. CCC has significant experience in managing capital projects and can ensure that procurements are conducted promptly and efficiently, with the benefit of lessons learned from procurement of similar schemes.

Highlights from the combined experience of major programme delivery across the team are outlined below:

Infrastructure Recovery Programme: A major programme of repair and replacement to the County's roads and bridges following unprecedented storm damage in November/December 2015. CCC (2016-2019), New Engineering Contract (NEC), Value: £120m.

Carlisle Southern Link Road: New highways link to enable delivery of St Cuthbert's Garden village. CCC (2015-date), NEC, Value: £112m.

Barrow Highway improvements: A package of road widening, junction improvements and major bridge refurbishment. CCC (2018-2021), NEC, Value: £6.5m.

South Ulverston Highway Improvements: A package of junction improvements and new access road to support employment and housing. Improvements were partially on the Strategic Road Network managed by National Highways. CCC (2016-2018), NEC, Value: £4.5m.

Bransty Junction Public Realm Scheme and Junction Improvements: Junction improvement and public realm scheme in Whitehaven to support economic development. CCC (2018-2021), NEC, Value: £2.5m.

Allonby to Silloth Cycleway: A 14km coastal cycle route including 5km off-road, delivered on behalf of Silloth-on-Solway Coastal Communities Team. ABC (2021), NEC, Value: £1.3m.

Lillyhall Industrial Estate: An enabling infrastructure project unlocking development of a 19.87ha strategic employment site at Lillyhall, adjacent to the A595 east of Workington. ABC (2021), NEC, £2.2m.

Workington Leisure Centre: A new civic facility for Workington, including swimming pools, full spa suite, a four-court sports hall, 100 station fitness suite, activity studios, full size 3G pitches, squash courts and administration/office provision. ABC (2016), NEC, Value: £11m.

6.3.5 Please set out what governance procedures will be put in place to manage the grant and project.

We will require Chief Financial Officer confirmation that adequate assurance systems will be in place.

For large transport bids, you should also reference your Integrated Assurance and Approval Plan, which should include details around planned health checks or gateway reviews.

(750 words) *Previously 250

All applicants are required to describe what governance and assurance procedures will be put in place to manage the grant and project. This may include (but not limited to):

- Delegated authority – including Project Board or Committee approvals
- Financial controls
- Audit
- Counter fraud, corruption, and anti-bribery
- Procedures to avoid Conflict of Interests
- Cyber security, and data management
- Code of conduct setting standards for ethical and professional behaviour.

Applicants should also consider how to communicate and inform governance policy and procedures to partners working on the project, how progress will be reported and reviewed, and the involvement of the board and senior management in decision making.

In responding to this question applicants are encouraged to refer to the HM Government Published Code of Conduct for Recipients of Government General Grants For large transport bids, applicants must have an Integrated Assurance and Approval Plan. This should include details around planned health checks or gateway reviews.

Other bids may submit an Integrated Assurance and Approval Plan, if they have one. If not, they should set out their assurance and approval process here.

Allerdale Borough Council's Chief Financial Officer confirms at 7.2 below that the necessary assurance arrangements are in place for the Workington LUF project. The assurance framework being established for Workington's Town Deal will be applied to the LUF project.

Allerdale Borough Council operates under Financial Regulations and Contract Standing Orders for financial transactions. Both are embedded in the Council's Constitution and are set by full Council. Within those provisions there are delegations to the Executive Committee and to Officers to operate and internal controls apply to them. The internal controls are subject to audit and the review work is reported to the Audit and Governance Committee.

Delivery partners will work alongside the Council's Programme Management Office, reporting to the Programme Director for Workington and the Assistant Chief Executive (Innovation and Commercial) as well as the Council's Strategic Advisor for Capital Programmes. All ABC programmes and projects have an open governance approach that is integrated within the existing corporate governance framework. Delivery partners will work within this structure including the use of formal project management practices, the establishment of project steering group including representatives from ABC to provide oversight and monitor implementation of the project, reporting to the ABC's Regeneration and Investment Programme Board, sponsoring groups and, where necessary, the Executive or other appropriate decision-making processes as required by the Council's constitution.

Fulfilling its accountable body function, ABC will separately ensure an appropriate level of independent appraisal as part of its assurance framework. This could include an impartial and objective review by the Council's internal audit function or, where necessary, the accountable body may instruct external consultants.

ABC's Overview & Scrutiny Committee will have the ability to provide further assurance and review decisions in the usual way.

The Workington LUF Project Board will provide strategic and corporate direction for the scheme, ensuring that decision-making processes are aligned with CCC and ABC constitutional requirements and other strategic stakeholder decision making arrangements, with the fundamental purposes of ensuring effective management and delivery of the scheme.

The CCC Capital Programme team will deliver the highway schemes in accordance with CCC's constitutional requirements, seeking approval from the Workington LUF Project Board, in line with the programme, for key elements of work and, where necessary, will seek authorisation for expenditure or any divergence from the approved scheme which attracts extra cost or savings. The delivery team will meet weekly to ensure progress is maintained and resolve all issues in a timely manner.

The CCC Project Manager will report to the Project Board at each stage for scrutiny of scheme resources, timescales and budgets. This provides the transparency and assurance that the scheme is being delivered as efficiently and effectively as possible through CCC Capital Programme, and that all objectives are being met.

The Workington LUF scheme will be managed based on the County Council's existing project management systems and processes. These systems are aligned with Association of Project Management (APM) principles and adapted to suit the delivery of infrastructure projects within the Capital Programme. The four lifecycle stages are:

- Initiate (Outline business case)
- Define (Full business case)
- Deliver (RAG reporting)
- Close (Project closure)

CCC also has an embedded Strategic Investment Gateway (SIG) process to support gateway reviews of key projects at agreed milestones in the project. The SIG process (see Appendix D, Section 9) ensures strong governance to prevent some of the most common causes of project failure and ensures that programme and potential cost delays are minimised. This approach strengthens the internal governance within each both authorities and ensures that appropriate governance has been followed at each stage of project development. At key investment gateways, the Councils will review whether workstreams can move to the next stage. This additional rigour will enable the Councils to:

- Confirm the full business case and benefits plan
- Confirm that the objectives and desired outputs are still aligned with the project and the Council plan
- Check that all necessary statutory and procedural requirements are followed
- Confirm that the recommended decision is likely to deliver the specified output/outcomes on time, within budget, quality and will provide value for money
- Ensure that management controls are in place to manage the scheme through to completion
- Confirm there are plans for risk, issue and change management (technical and business)

Monthly progress reports and updates on project financial outturn and risks which will be reviewed by the Project Board. Project Managers will implement an Assurance and Approvals Plan throughout each element of the scheme and comply with established processes for internal review and scrutiny. Procurement will be undertaken by ABC and CCC in line their established procedures and with public procurement rules.

6.3.6 If applicable, please 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. You should also consider any ongoing maintenance and servicing costs. (750 words) *NEW SECTION (If applicable)

Please note that these costs are not covered by the LUF grant.

Allerdale Borough Council maintenance resources will be employed to carry out the day-to-day maintenance of the grounds within their present scope of works in the area. ABC has a register of all Council-owned assets and properties and sets an annual budget for their maintenance and operation. The proposed works in Hall Park and the Walled Garden relate to an upgrade of existing infrastructure which is currently maintained by ABC. This will continue after the scheme is implemented.

The transfer and future maintenance of Council assets and properties is currently being managed as part of Cumbria's Local Government Reorganisation process with the intention that the new Cumberland unitary authority will assume responsibility for current ABC-owned properties after 1 April 2023.

The function and responsibilities of Local Highway Authority will also be assumed by the new Cumberland unitary authority, along with highway maintenance requirements. The current transition process has confirmed commitment from shadow-authority Members to improving and maintaining these highways assets, based on the project objectives.

Arrangements for ongoing maintenance of the Walled Garden Social Enterprise Centre will be detailed in a lease agreement between the property owners (ABC/Cumberland) and the Social Enterprise (West House), which is a well-established charity who have been providing care and support services for children, young people and adults with learning disabilities in West Cumbria for over 30 years. West House have a current client base of 290 contracts and an annual turnover of over £9 million. The organisation has developed a comprehensive business plan that outlines how the new facilities will be resourced over the next five years.

The redevelopment of the Walled Garden gives West House the opportunity to expand its operations, and to develop additional ones. It will:

- Increase by 12 the number of people with learning disabilities supported. People will work in the pottery, the gardens, and the café/kitchen – receiving training and work experience across the range of services delivered on site.
- Develop the catering operation through a new 'kiosk' and a commercial kitchen. It will prepare and sell hot and cold drinks, snacks, cakes, sandwiches etc for take away or for people to eat in the restored garden. The commercial kitchen will supply both the kiosk and other Café West outlets with food. In future, this might enable expansion of the kiosk into a larger café, and to use the commercial kitchen to make food to sell to other cafes and restaurants in the local area.
- Expand the horticultural operation. The Walled Garden will be an outlet for the veg boxes prepared at Allerby, expanding the market, and reducing the need of people to drive to collect. The Walled Garden will also give scope to increase production and feed into Cumbria's Home Grown Here project.
- Increasing the turnover of the pottery. By redeveloping the building, and upgrading the electricity supply, there can be an additional kiln which will allow West House to meet some of the existing demand, particularly from retailers and galleries, and to build stock so it can better service existing customers.
- West House will also be able to rent out space, for workshops in the pottery, in the amphitheatre for performances or as an outdoor learning space for local groups and schools.

It will increase footfall to the park and Walled Garden with visitors learning not only about the heritage of the site but also the work of West House and its impact on vulnerable and disadvantaged people within the local society.

West House have carefully considered their operating model and cash flow, identifying how they intend to cover additional costs such as:

- Cost of sales – raw materials for the café, veg boxes etc
- Staffing. West House will create just over 5 new Full Time Equivalent (FTE) jobs, 4.0 will be full time support workers. 0.75 FTE will 'back fill' these support workers' roles – providing cover for holidays, training, etc whilst 0.72 FTE will be required as back-office support (covering the central functions that West House has)
- Rent and rates, based on the existing rental agreement with the local authority remaining in place, and a 100% charitable rate relief
- Operating expenses (power, consumables, fertilisers, and chemicals, replacing small items of equipment, provision of crockery etc). This includes a contingency amount of 10% of income

- A management fee to cover central costs, calculated at 10% of the income in line with West House policy on full cost recovery
- Depreciation based on West House's existing policies (for example a 4-year straight line depreciation for capital items)

The projected annual income and expenditure on these items (see Appendix D, Section 9), based on current prices and contracts, shows additional services will generate a nett surplus of £16,778 (6.08% margin) to enable the operation to be sustainable. Profits generated will be reinvested operationally at the site, enhancing the outcomes achieved.

Commented [AGM27]: The table deleted from a previous question?

Commented [EG28R27]: Yes, the same table as before

Using both qualitative and quantitative market research, West House have built up a clear business model and marketing strategy that will help them to accurately target their primary audience.

Working in partnership with other local destinations and key external stakeholders, they will use a range of channels both on and offline to carry out sustained activity to drive footfall to both the Walled Garden and the Hall, creating a go-to destination for the area which will in turn increase public spend in the town centre.

The Walled Garden project will provide employability skills and training qualifications to adults with learning disabilities in the local community. This will provide invaluable support to those previously unable to access it through mainstream channels. Not only will this provide a direct benefit to the people accessing this support, but it will also help to raise awareness within the local society and provide a safe space for other individuals West House currently support (approx. 177 within the Allerdale area and 290 across Cumbria).

Please see Appendix D for full ongoing cost breakdown.

6.4 Monitoring and Evaluation

Prior to completing this section please complete the relevant [Costings and Planning Workbook - Table E – Monitoring and Evaluation](#)

6.4.1 Monitoring and Evaluation Plan: Please set out proportionate plans for monitoring and evaluation.

(1000 words)

Applicants should refer to Annex E in the Technical Note and explain what their plans are for meeting the monitoring and evaluation (M&E) requirements of the Fund, as well as meeting their own ambitions for learning, and determination of impact, at the local level.

This plan should cover:

Aims of the bid level monitoring and evaluation, including key evaluation and learning questions to be answered, aligned with bid objectives and Theory of Change

- Key components and deliverables of the bid level monitoring and evaluation (e.g., process and impact evaluations; interim and final reports) and how these will be used and disseminated to maximise learning
- Outline of the approach to the bid level monitoring and evaluation, including how it will be ensured that data is collected in an accurate and timely manner, and how this data will be used in the evaluation of the bid
- Governance arrangements and resourcing for bid level monitoring and evaluation, including key personnel/organisations and budgets
- Summary of key outputs, outcomes and impacts, informed by bid objectives and Theory of Change
- M&E activities should be included in Table E in the relevant [Costings and Planning Workbook](#)

Evaluation plans should be proportionate to the size and complexity of the project to be delivered.

For large projects, applicants should seek to address complex queries (e.g. attribution of impact).

M&E plans can include multiple approaches, aligned to the different phases of the project being delivered.

M&E Objectives:

- Collect timely monitoring data that will allow us to assess progress and determine whether project activities are being delivered on time and on budget.
- Assess the extent to which the LUF2 bid objectives were met
- Assess and where possible quantify the social and economic impact of the intervention, and its value for money.
- Understand the reasons for under or over-performance and the lessons that can be learned for future interventions.

Key Research Questions:

- Was the intervention based on a sound rationale and was it consistent with the local policy priorities?
- Did the project meet all its milestones for delivery? If not what are the reasons for this?
- Did the project meet its financial, activity and output related delivery targets? What are the reasons for under or over performance?
- Did the structures and processes put in place for project delivery work effectively or how these could be improved?
- Has there been a measurable change in intended outcomes, and to what extent can this be attributed to the intervention as opposed to other factors?
- What was the total cost of the intervention? Did the social and economic benefits justify the costs and deliver value for money?

M&E Approach

Monitoring

Monitoring of performance will be carried out internally by Allerdale Borough Council (see resourcing and governance arrangements). This will:

- collect relevant baseline data to benchmark performance
- identify milestone dates for completion of key project activities and monitor progress against these dates, working with the appointed contractor.
- carry out systematic monitoring of relevant indicators on expenditure and outputs as set out in the table below.
- keep records of relevant secondary information to track changes in outcomes and impacts.

Evaluation

ABC will commission an independent evaluation to assess the impact and effectiveness of the project. The timing of this evaluation will need to be agreed once the M&E requirements of LUF2 are clearer. This will have an important bearing on the scope of the evaluation as it will take some time for changes in a number of outcomes to emerge (e.g. increased levels of business investment at the Port of Workington). We expect this will be a single stage ex-post evaluation. The tasks will be determined by the independent evaluators, but we expect this to include the following:

- Review of policy documents and supporting evidence to assess whether the intervention was based on a sound rationale.
- Analysis of all monitoring data to assess over or under performance against targets.
- Consultations with the delivery team members and other stakeholders
- Beneficiary surveys, which could include businesses at the Port of Workington, businesses based in the heritage/nightlife area of the town centre and visitors to Hall Park.

We have considered the use of counterfactual impact evaluation approaches. However we do not believe this is feasible given the nature of the intervention and the fact that it could take a long time for impacts to emerge.

Monitoring and Evaluation Indicators

Baseline Indicators

Number of HGVs travelling north-south on A596 to north/the Port: ABC to collect via traffic survey

Number of HGVs turning right at Ramsay Brow: ABC to collect via traffic survey

Pedestrian/cyclist counts in Hall Park: ABC to collect via pedestrian/cyclist survey

Timing/frequency: At start of project and post-completion

Input/Expenditure

£ spent directly on project delivery (either local authority or implementation partners): ABC survey

£ co-funding spent on project delivery (private and public): ABC survey

Timing/frequency: Every 6 months

Milestones

% of projects started on time according to contract: ABC (working with contractors)

% of projects completed on time: ABC (working with contractors)

Timing/frequency: Every 6 months

Outputs

KM/miles of new or upgraded road infrastructure: CCC

KM/miles of new or upgraded cycle or walking paths: ABC

Wider pedestrian infrastructure (eg pedestrian crossing): ABC

Number of completed training programmes: West House data on completed training programmes

Number or additional contracts to provide training and support to young people: West House data

Timing/frequency: Every 6 months

Outcomes

Travel time in the corridor of interest (from M6 to Port of Workington): Evaluation via traffic survey or modelling

Daily number of HGVs passing through towns and villages on A596: ABC (see baseline data)

Number of businesses located at or close to Port of Workington: Business datasets (Companies House, Sqwyre, ONS)

Number of jobs located at or close to Port of Workington: Business Register and Employment Survey

Sq m of floorspace developed at the Port or neighbouring employment sites (or planning applications submitted); ABC planning monitoring data

Perception of Workington town centre/ Hall Park as a place to live or visit: Evaluation via survey

Number of individuals with improved confidence, knowledge and mental and physical wellbeing as a result of training: Young people participating in training and their families via Survey

The total number of newly created full-time equivalent (FTE) permanent jobs as a direct result of the intervention: West House employment data

Timing/frequency: Final evaluation

Impacts

Increased community engagement: West House to monitor the number of groups engaged, the number of groups that attended sessions, including the number of individuals and repeat attendees. This will also be used to monitor the use of the space for public events.

Overall sales, ATV and repeat sales will be monitored monthly to analyse key sales trends, engagement and profitability: Financial accounts of West House

Change in employment in Workington attributable to the intervention: Evaluation research

Change in land values attributable to the intervention: Evaluation research

Change in GVA attributable to the intervention: Evaluation research

Timing/frequency: Annual/Final evaluation

Resourcing and governance arrangements

M&E will be led by the project manager (PM) appointed by ABC and Cumbria County Council (CCC) to oversee the capital project. The PM will be tasked with developing monitoring systems and a framework for contractors to report on progress against milestones. A number of different officers may be involved in collection of monitoring data (e.g. financial spend and progress against milestones) but this will be reported back to the PM who will be responsible for storing data and analysing progress. The PM will report to an overall committee being established to oversee Towns Deal and LUF programmes by ABC. This committee will provide strategic oversight of the programme.

We have not yet identified a budget for the final evaluation and will do so when the requirements of LUF2 have been made clear so we can determine the scope of the evaluation.

The evaluators will be appointed through a competitive procurement exercise and will report to the PM. We will also convene an evaluation steering group to provide oversight and a critical review of the evaluation's findings and recommendations.

Impact of Walled Garden

Monitoring and evaluation will be carried out on a yearly basis in line with support contract tender processes. This will include:

Anonymous surveys for both the people being supported and their family member to analyse the key benefits the support as provided and the impact on their lives included confidence, knowledge and mental and physical wellbeing.

Commented [AGM29]: KK/SC do we need to set aside some budget for this?

We also analyse key impact including number of adults supported into employment, completing training programmes and access to employers.

Footfall will not be monitored however overall sales, ATV and repeat sales will be monitored monthly to analyse key sales trends, engagement and profitability.

Community engagement will be monitored yearly through the analysis of the number of groups engaged, the number of groups that attended sessions, including the number of individuals and repeat attendees. This will also be used to monitor the use of the space for public events.

Part 7 Declarations

7.1 Senior Responsible Owner Declaration
Please complete pro forma 7 Senior Responsible Owner Declaration.
7.2 Chief Finance Officer Declaration
Please complete pro forma 8 Chief Finance Officer Declaration.
7.3 Data Protection (*Slight change here in governance as previously it was the Ministry of Housing, Communities & Local Government (MHCLG) stated as the data controller.)
<p>Please note that the Department for Levelling Up, Housing and Communities (DLUHC) is a data controller for all Levelling Up Fund related personal data collected with the relevant forms submitted to DLUHC.</p> <p>The Department, and its contractors, where relevant, may process the Personal Data that it collects from you as part of your application to the Levelling Up Fund, in accordance with its privacy policies. The Department will use the Personal Data provided to contact you, if needed, as part of the assessment, selection and/or monitoring process.</p> <p>For the same purposes, the Department may need to share your Personal Data with other government departments (OGDs), their Arm's Length Bodies and contractors, where relevant, and departments in the Devolved Administrations, and by submitting this form you are agreeing to your Personal Data being used in this way.</p> <p>Any information you provide will be kept securely and destroyed within 7 years of the application process completing.</p> <p>You can find more information about how the Department deals with your data here.</p>
7.4 Publishing
<p>When authorities submit a bid for funding to the UK Government, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, if the bid is successful they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of the successful bids by UK Government. UK Government reserves the right to deem the bid as non-compliant if this is not adhered to.</p> <p>Please tell us the website where this bid will be published:</p> <p>The LUF2 bid will be published on www.allerdale.gov.uk</p>

ANNEXE A: TRANSPORT SUMMARIES

These should be completed individually for each component within a **package bid**

Commented [EG30]: We will finalise these once main body is agreed and signed off

A1. Project Name:
Workington Gateway – Transport Schemes
A2. Please provide a short description of this project (100 words maximum)
This bid will significantly transform the connectivity and cohesiveness of Workington’s town centre, improve highway links to strategic employment sites including the Port of Workington (‘the Port’), enhance active travel connections across the town and revitalise key cultural spaces. This will generate significant socio-economic benefits through delivery of the following elements: <ol style="list-style-type: none">1. Ramsay Brow junction (A66/A596) realignment and road widening of Hall Brow (A596) to improve access to strategic employment sites, including the Port;2. Local active travel network improvements and enhanced public realm, including a new LTN1/20 compliant east-west cycle route through Hall Park running parallel and complementary to the A66, supporting proposals in the Local Cycling & Walking Infrastructure Plan (LCWIP).
A3. Please provide a more detailed overview of the project and how this project aligns with the other projects in the package bid, representing a coherent set of interventions. (250 words)
The proposal will be delivered as a package of projects, delivering benefits across multiple themes: <ul style="list-style-type: none">• Junction realignment and road widening at Ramsay Brow (A66) and Hall Brow (A596): addressing two pinch-points for HGVs accessing strategic employment sites north of the town including the Port.<ul style="list-style-type: none">○ The first, at Ramsay Brow, will address a longstanding issue whereby HGVs (approaching from the east) cannot turn right at the junction (to continue northbound) via the A596, resulting in longer journey times and increased use of the A596 (northbound from Lillyhall), causing disruption to communities along this route. This will also increase the capacity of this junction.○ The second will widen a section of Hall Brow where the narrow width of the road means large vehicles are unable to pass and must agree priority, causing further delays.○ These improvements need to happen in conjunction with each other to facilitate access to the port and allow Highways England to lift the turning restriction on long vehicles (HGVs).• New toucan crossing proposed for Hall Brow:<ul style="list-style-type: none">○ This will make it easier and safer for cyclists to move from the “Black Path” (LCWIP Route #9) to Hall Park. In essence this crossing upgrade is necessary to comply with LTN 1/20 guidance, enabling greater west-east active travel provision.○ A new cycle-path in Hall Park running parallel to Ramsay Brow and connecting to the National Cycle Network (NCN72) via the proposed Toucan crossing and LCWIP Route #9 will also be provided.

A4. Please provide a short description of the area where the investment will take place. If complex (i.e., containing multiple locations/references) please include a map defining the area with references to any areas where the LUF investment will take place.

For transport projects include the route of the proposed scheme, the existing transport infrastructure and other points of particular interest to the bid e.g., development sites, areas of existing employment, constraints etc.

(250 words) *Previously 100

Workington is the principal retail and commercial centre within Allerdale and West Cumbria, currently home to 32,600 residents and 15,000 jobs, hosting a range of national retailers, services and facilities serving a wide catchment area of c.129,000 (as of 2020).

As a major hub in the SRN, Workington is serviced by the A66 and A595 from the east and the A596 from the north and south. The A66 and A595 provides the most appropriate route for HGVs. It is a marginally quicker route from Carlisle which, unlike the A596, does not pass directly through settlements causing disruption to residents and communities.

The town benefits from a number of important assets including manufacturing, renewable energy and nuclear industries. A core element of the town's offering is the Port of Workington which is growing steadily and with strong ties to the local economy is benefitting from a range of recent investment including a new road access bridge, warehousing and improved intermodal facilities.

These provide a strong foundation for inclusive growth and are also a platform for the town to play a stronger strategic role in the Northern and UK economy.

This bid is particularly significant given the relatively rural and isolated nature of West Cumbria coupled with the fact both A66 and A596 are main arterial links in the region. This emphasises the importance of addressing pinch points affecting key employment sites and the strategically important Port of Workington and the wider energy sector this supports. This will support local and regional growth, enhancing Workington offer to investors and presenting new opportunities for residents to access employment.

Investment in highway capacity coupled with active travel improvements will encourage sustainable travel and reduce carbon emissions supporting the UK Net Zero commitment.

A5. Please confirm where the investment is taking place (where the funding is being spent not the applicant location or where the project beneficiaries are located).

If the project is at a single location, please confirm the postcode and grid reference for the location of the investment.

If the project covers multiple locations, please provide a GIS file. If this is unavailable, please list all the postcodes/coordinates that are relevant to the investment.

For all projects, please confirm in which constituencies and local authorities the project is located. Please confirm the % investment in each location.

(250 words)

The LUF2 funding will be focussed on/around the Ramsay Brow and Hall Brow strategic highway links plus enhancements to the active travel routes and amenities within the adjacent Hall Park.

100% of the requested investment will be within the Workington constituency, within Allerdale Borough Council, in Cumbria County Council.

(Transport) Scheme 1 – Ramsay Brow Junction (including Bridge Street Shared Use Path)

- Postcode – CA14 4BA
- Grid Reference – [NY 00547 28686](#)
- What3Words – scan.tells.dawn
- Constituencies – Workington (St John's)
- Local Authorities – Allerdale Borough Council; Cumbria County Council

(Transport) Scheme 2 – Hall Brow - Highway Widening & Toucan Crossing

- Postcode – CA14 4AG
- Grid Reference – [NY 00700 28894](#)
- What3Words – sulked.swells.claw
- Constituencies – Workington (St John's)
- Local Authorities – Allerdale Borough Council; Cumbria County Council

(Transport) Scheme 3 – Hall Park – Active Travel Route & Ladies Walk Public Realm

- Postcode – CA14 4EA
- Grid Reference – [NY 00965 28703](#)
- What3Words – chips.sponsors.unhelpful
- Constituencies – Workington (St John's)
- Local Authorities – Allerdale Borough Council; Cumbria County Council

A6. Please confirm the total grant requested from LUF (£)

Allerdale Borough Council's funding request from the LUF2 is £9,586,777
+ Match funding = £1,065,197
= Total package of £10,651,975

A7. Please specify the proportion of funding requested for each of the Fund's three investment themes:

- a) Regeneration and Town Centre %
- b) Cultural %
- c) Transport %

Transport = 81% (Ramsay Brow + Hall Brow + Cycling/Public Realm)
Cultural = 19% (Walled Garden)

The schemes are to be fully funded through LUF2 (and local match contributions) therefore there are no other funding bids which may affect this grant application.

A8. Please confirm the value of match funding secured for the component project.

Where funding is still to be secured please set out details below. If there are any funding gaps please set out your plans for addressing these.

(250 words)

ABC will provide a direct capital contribution of £379,000, plus a CCC direct contribution of £587,527 to the overall project costs. West House have committed to contribute £98,670, equating to 5% of the total costs of Walled Garden element of the bid.

This is a total match funding contribution of £1,065,957 = **10% of the total funding ask.**

Furthermore, ABC are committed to £75,000 expenditure on repairs to Workington Hall (in the current financial year) and have secured a £125,000 grant from Historic England to support this work. Whilst not directly contributing to LUF2 project costs per se, completion of this vital work will facilitate better public access to Workington Hall and Hall Park, which aligns with the overall aims of improving access and connectivity across the town.

A9. Value for Money

Please set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, applicants should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment.

(500 words)

Transport Scheme – Level 1 PVBs consist of transport user benefits, Marginal External Cost (MEC) benefits (such as noise, local air quality, greenhouse gases, accidents, and indirect tax benefits), health benefits, and journey quality benefits, totalling **£56,000,964** for the Transport Scheme (2022 prices, values in line with the DLUHC workbook). PVCs are **£11,473,908** for the Transport Scheme (2022 prices, values in accordance with the DLUHC workbook), including construction costs and optimism bias.

The Transport Scheme BCR is therefore calculated at **4.88**, demonstrating **'Very High'** VfM. This is based on a combination of benefits from the Ramsay Brow junction improvement, Hall Brow widening and active mode interventions within Hall Park. These results are based solely on Level 1 benefits; there are wider economic impacts and non-monetisable benefits the scheme will also generate which have not been quantified here.

If based on 2010 prices and values, the BCR is 3.74, which still indicates a High VfM.

A10. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be provided at Question 5.5 in the main application. If it is not possible to provide an overall BCR for your package bid, please explain why.

(250 words)

NA

A11. Where available, please provide the initial and adjusted BCR for this project:

Transport Scheme:

Initial BCR	4.88
Adjusted BCR	4.88

Commented [AGM31]: Don't forget to drop these in for this and other projects

A12. Does your proposal deliver non- monetised benefits? Please set out what these are and a summary of how these have been assessed.
(250 words)

The main non-monetised impacts have been assessed qualitatively and are as follows:

- **Increased rate of development on strategic employment sites:** there are a number of employment sites to the north of Workington (including the Port), including a 3.0ha site which will be remediated as part of the TIP. Improved road access via the A66/A596 will significantly increase the attractiveness of these sites for potential investors, creating local jobs and GVA at a faster rate than without the intervention. This is a key strategic benefit of this bid, which is expected to deliver large beneficial impacts.
- **Air quality and carbon benefits:** our initial modelling estimates improvements to active mode infrastructure will lead to a reduction of 274,381 vehicle kms over 20 years, and the reduction in journey times from road improvements will provide a saving in carbon emissions of 2,252 tCO2e. It has not been possible to carry out a full assessment of these benefits nor their monetary value.
- **Quality of life for A596 communities:** Improvements will divert HGVs from the A596 (which passes through several settlements) to the less populated A66 route. This will deliver quality of life improvements for residents who have complained about disturbance from the volume of HGVs from the Port. It has not been possible to reliably quantify the reduction in HGVs using the A596 but given the time/distance savings per trip, we expect this to be substantial.
- **Cyclist and pedestrian specific accident benefits:** Changes in active mode accidents levels resulting from the scheme are not included in the appraisal. Any accident changes which are appraised are those attributable to the reduction in vehicle mileage following mode shift to walking and cycling.
- **Health impacts for children:** as part of the active mode interventions, these impacts are not included in the appraisal given there is very little research into this domain.
- **Improved experience for visitors to Workington Hall:** improved access to, and lighting of, Workington Hall will both contribute to visitors' enjoyment of the hall and wider park environs, supporting the aspirations with the Hall Park Masterplan.

A13. Does this project include plans for some LUF grant expenditure in 2022-23?

Yes – subject to a successful and timely award, as per the detailed delivery plan set out in the Costing & Planning Workbook, we confirm some preliminary bid activity during the 2022/23 financial year.

For the Highways schemes, this will include setting up of contracts, scoping and commissioning of various site surveys for GI, drainage, environmental (Ecological, Heritage, Architectural, Lighting and Demolition), plus commencement of C3 surveys. The CPO process for the acquisition and demolition of the pub at Ramsay Brow is also scheduled to commence towards the end of 2022 with the application submitted by March 2023. Initial investigatory works, modelling and consultations relating to the relocation of the wall alongside Hall Brow can also commence in early 2023.

Similar survey and planning activities will commence during 2022-23 for standalone elements of the cycle route and Walled Garden schemes within Hall Park.

A14. Could this project be delivered as a project or does it require to be part of the overall bid?

Please set out if this project could be delivered as a standalone project rather than part of a package bid.

Commented [GK32]: Unsure how to answer this one..

A15. Deliverability: Please demonstrate that project activity can be delivered in 2022-23?

Subject to a successful and timely award, as per the detailed delivery plan set out in the Costing & Planning Workbook, we confirm some preliminary bid activity will be delivered during the 2022/23 financial year.

For the Highways schemes, this will include setting up of contracts, scoping and commissioning of various site surveys for GI, drainage, environmental (Ecological, Heritage, Architectural, Lighting and Demolition), plus commencement of C3 surveys. The CPO process for the acquisition and demolition of the pub at Ramsay Brow is also scheduled to commence towards the end of 2022 with the application submitted by March 2023. Initial investigatory works, modelling and consultations relating to the relocation of the wall alongside Hall Brow can also commence in early 2023.

Similar survey and planning activities will commence during 2022-23 for standalone elements of the cycle route and Walled Garden schemes within Hall Park.

Statutory Powers and Consents

A16. Please list separately each power consents etc. obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

ABC (as the applicant and landowner) and CCC (as Local Transport Authority) have statutory responsibility for all aspects presented within this bid - see Letters of Support (Appendix A, Section 9). The new Cumberland Unitary Authority (into which CCC and ABC will evolve as part of the Local Government Reorganisation process) will assume total responsibility for all elements after 31st March 2023.

At the time of submission, there are no statutory powers and consents obtained.

A17. Please list separately any outstanding statutory powers consents etc, including the timetable for obtaining them.

This element of the overall LUF2 project will include several key activities:

- Temporary Traffic Regulation Orders will be required to facilitate work on the public highway. These will need to be applied for and legally advertised by CCC as the local highway authority.
- A screening process will be required to determine whether work at Hall Brow will require Habitat Regulations Assessment, Assessment of Likely Significant Impact or Environmental Impact Assessment.
- Acquisition of the pub and adjoining buildings through negotiated settlement, pursued in parallel with a Compulsory Purchase Order process
- Demolition consents for the above properties, facilitating on-site delivery of work to Ramsay Brow junction.

An application for demolition consent would follow as soon as possible after property acquisitions. This would be brought forward if properties can be acquired by negotiated settlement.

Reflecting the above, the following will be sought as part of the overall project:

- Ramsay Brow/Hall Brow - planning application submission July 2023. Decision anticipated December 2023.
- Compulsory Purchase Order (if required) to be made March 2023. Outcome anticipated September 2023.

ANNEXES B: WALLED GARDEN SUMMARY

B1. Project Name:
Workington Gateway – Cultural Scheme (Hall Park Walled Garden)
B2. Please provide a short description of this project
(100 words maximum)
Creation of a Social Enterprise Centre within Hall Park (Walled Garden) to further enhance the cultural heritage site (Workington Hall).
B3. Please provide a more detailed overview of the project and how this project aligns with the other projects in the package bid, representing a coherent set of interventions.
(250 words)
<p>The Walled Garden Redevelopment within Hall Park: Current Workington Hall site (including grounds) will be refurbished to create a Social Enterprise Centre (Walled Garden) – helping adults with learning disabilities, local community groups and schools through the provision of horticulture activities within an on-site garden area (raised beds, glasshouses, and wildlife areas). This will include on-the-job training in both horticulture, food production (Westhouse Base Camp) and catering via the separate café facilities to be built on-site.</p> <p>The facility will also be open to all members of the public as a cultural point of interest. The potential synergies this proposal can have with the wider Hall Park Masterplan has the potential to further enhance Workington Hall as a heritage site.</p>

Commented [GE33]: Based on ATSP submission format, we may need to annex all figures and tables and/or find a way of presenting info in non-tabular format

Commented [EG34R33]: Will need some content to help explain the final level of scheme included for the WG

Above. Snapshot of Walled Garden proposals.

B4. Please provide a short description of the area where the investment will take place. If complex (i.e., containing multiple locations/references) please include a map defining the area with references to any areas where the LUF investment will take place.

For transport projects include the route of the proposed scheme, the existing transport infrastructure and other points of particular interest to the bid e.g., development sites, areas of existing employment, constraints etc.

(250 words) *Previously 100

~~Figure 1.2 Currently home to 32,600 residents and 15,000 jobs Workington is the principal retail and commercial centre within Allerdale and West Cumbria, hosting a range of national retailers, services and facilities serving a wide catchment area. This is particularly significant given the relatively rural nature of West Cumbria and emphasises the importance of ensuring there is a principal commercial centre within the region which provides a good range of operators and services which residents need. Furthermore, as of 2020 Workington has a catchment of around 129,000 people, underlining its status as the area's primary retail destination.~~

Workington is the principal retail and commercial centre within Allerdale and West Cumbria, currently home to 32,600 residents and 15,000 jobs, hosting a range of national retailers, services and facilities serving a wide catchment area of c.129,000 (as of 2020). This bid is particularly significant given the relatively rural and isolated nature of West Cumbria coupled with the fact both A66 and A596 are main arterial links in the region. This emphasises the importance of addressing localised pinch-points on these key highway links to ensure there is an accessible principal commercial centre within the region. ~~It is a town rich in industrial heritage and natural capital, with a growing manufacturing and clean~~

~~energy economy. The town is a major participant in the nuclear supply chain centred on Sellafield power station, located just 19 miles away to the south and represents a major local employer.~~

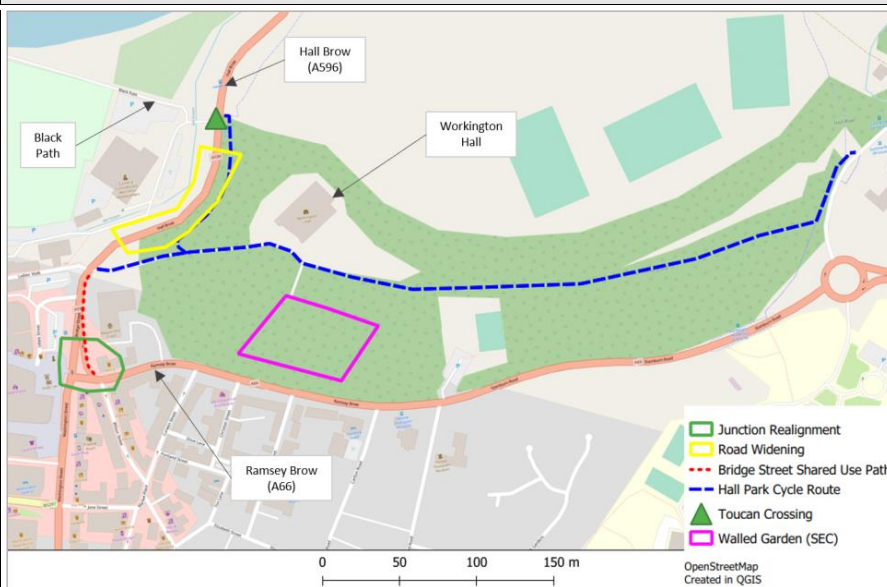
~~In recent times the renewable energy sector has grown in importance to the town's economy, including through both onshore and offshore locations, with the Port of Workington providing a key servicing role for these facilities in providing operation and maintenance support to this growing sector.~~

It is a town rich in industrial heritage and natural capital, with a growing manufacturing and clean energy economy. In recent times, decline of traditional manufacturing has been replaced by the renewable energy sector which has grown in importance to the local economy, including the Port of Workington which provides a key operational, maintenance and servicing role for this growing sector.

B5. Please confirm where the investment is taking place (where the funding is being spent not the applicant location or where the project beneficiaries are located).
If the project is at a single location, please confirm the postcode and grid reference for the location of the investment.

If the project covers multiple locations, please provide a GIS file. If this is unavailable, please list all the postcodes/coordinates that are relevant to the investment.
For all projects, please confirm in which constituencies and local authorities the project is located. Please confirm the % investment in each location.

(250 words)



As shown in the map above, the LUF2 funding will be focussed on/around the Ramsay Brow and Hall Brow strategic highway links plus enhancements to the active travel routes and amenities within the adjacent Hall Park.

100% of the requested investment will be within Allerdale Borough Council, in Cumbria County Council.

Scheme	Postcode	Grid Reference	What3Words	Constituencies	Local Authorities
1. Ramsay Brow Junction	CA14 4BA	NY 00547 28686	scan.tells.dawn	Workington (St John's)	Allerdale Borough Council; Cumbria County Council
2. Hall Brow Toucan Crossing	CA14 4AG	NY 00700 28894	sulked.swells.claw	Workington (St John's)	Allerdale Borough Council; Cumbria County Council
3. Hall Park Cycle Route	CA14 4EA	NY 00965 28703	chips.sponsors.unhelpful	Workington (St John's)	Allerdale Borough Council; Cumbria County Council
4. Walled Garden	CA14 4AG	NY 00774 28800	absorb.value.pouch	Workington (St John's)	Allerdale Borough Council; Cumbria County Council

5. Bridge Street Shared Use Path	CA14 3AT	NY 00548 28752	trees.tapes.heats	Workington (St John's)	Allerdale Borough Council; Cumbria County Council
6. Hall Brow Road Widening	CA14 4AP	NY 00658 28825	groups.energetic.consented	Workington (St John's)	Allerdale Borough Council; Cumbria County Council

*Yellow highlight(s) indicate schemes contained within the culture theme.

B6. Please confirm the total grant requested from LUF (£)

Allerdale Borough Council's funding request from the LUF2 is £10,167,666

B7. Please specify the proportion of funding requested for each of the Fund's three investment themes:

- a) Regeneration and Town Centre %
- b) Cultural %
- c) Transport %

Transport = 83% (Ramsey Brow + Hall Brow + Cycling)
Cultural = 17% (Walled Garden)

The schemes are to be fully funded through LUF2 (and local match contributions) therefore there are no other funding bids which may affect this grant application.

B8. Please confirm the value of match funding secured for the component project.

Where funding is still to be secured please set out details below. If there are any funding gaps please set out your plans for addressing these.

(250 words)

ABC will provide a direct capital contribution of £379,000, plus a CCC direct contribution of £587,527 to the overall project costs. West House have committed to contribute £98,670, equating to 5% of the total costs of Walled Garden element of the bid.

This is a total match funding contribution of £1,065,957 = **10% of the total funding ask.**

Furthermore, ABC are committed to £75,000 expenditure on repairs to Workington Hall (in the current financial year) and have secured a £125,000 grant from Historic England to support this work. Whilst not directly contributing to LUF2 project costs *per se*, completion of this vital work will facilitate better public access to Workington Hall and Hall Park, which aligns with the overall aims of improving access and connectivity across the town.

B9. **Value for Money**

Please set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, applicants should consider what impacts and outcomes the project is

intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment.

(500 words)

Culture Scheme – Initial PVBs for the Walled Gardens are **£2,884,136** whilst PVCs (including construction costs, optimism bias, and inflation) are **£2,121,694** (all in 2022 prices). The initial BCR of the Walled Gardens has been calculated at **1.36** demonstrating ‘Low’ VfM. However, there are £365,117 of wider/additional benefits giving an adjusted PVB of **£3,249,253**. This results in a adjusted BCR of **1.53**, thus also demonstrating “Medium” value for money for this element of the package bid.

There are further wider economic impacts and non-monetisable benefits the scheme will also generate but have not been quantified.

B10. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be provided at Question 5.5 in the main application. If it is not possible to provide an overall BCR for your package bid, please explain why.

(250 words)

NA

B11. Where available, please provide the initial and adjusted BCR for this project:

Culture Scheme:

Initial BCR	1.36
Adjusted BCR	1.53

B12. Does your proposal deliver non- monetised benefits? Please set out what these are and a summary of how these have been assessed.

(250 words)

The main non-monetised impacts have been assessed qualitatively and are as follows:

- **Improved experience for visitors to Workington Hall:** improved access to, and lighting of, Workington Hall will both contribute to visitors’ enjoyment of the hall and wider park environs, supporting the aspirations with the Hall Park Masterplan.
- **Providing additional space for cultural events:** communal space within the Walled Garden can also be used by ABC, community and theatre groups to stage events to draw in footfall from the wider area and increase visitors to Hall Park and Workington Hall
- **Target and improve the lives of disadvantaged members of society:** West House works with local children and adults with learning disabilities who would otherwise not have access to mainstream channels for training or employment. This project will provide contracted support for 12 additional young people, as well as a safe space and a wider range of training opportunities for all those West House support (c.290 children and adults in Allerdale) giving them essential training, employability skills and access to safe green space with areas for outdoor learning and enjoyment. Recent evaluation of one of West

House's key employability programmes suggests training provided could lead to a 16% employment rate post-training.

B13. Does this project include plans for some LUF grant expenditure in 2022-23?

Yes – subject to a successful and timely award, as per the detailed delivery plan set out in the Costing & Planning Workbook, we confirm some preliminary bid activity during the 2022/23 financial year.

For the Highways schemes, this will include setting up of contracts, scoping and commissioning of various site surveys for GI, drainage, environmental (Ecological, Heritage, Architectural, Lighting and Demolition), plus commencement of C3 surveys. The CPO process for the acquisition and demolition of the pub at Ramsay Brow is also scheduled to commence towards the end of 2022 with the application submitted by March 2023. Initial investigatory works, modelling and consultations relating to the relocation of the wall alongside Hall Brow can also commence in early 2023.

Similar survey and planning activities will commence during 2022-23 for standalone elements of the cycle route and Walled Garden schemes within Hall Park.

B14. Could this project be delivered as a standalone project or does it require to be part of the overall bid?

Please set out if this project could be delivered as a standalone project rather than part of a package bid.

B15. Deliverability: Please demonstrate that project activity can be delivered in 2022-23?

Subject to a successful and timely award, as per the detailed delivery plan set out in the Costing & Planning Workbook, we confirm some preliminary bid activity will be delivered during the 2022/23 financial year.

For the Highways schemes, this will include setting up of contracts, scoping and commissioning of various site surveys for GI, drainage, environmental (Ecological, Heritage, Architectural, Lighting and Demolition), plus commencement of C3 surveys. The CPO process for the acquisition and demolition of the pub at Ramsay Brow is also scheduled to commence towards the end of 2022 with the application submitted by March 2023. Initial investigatory works, modelling and consultations relating to the relocation of the wall alongside Hall Brow can also commence in early 2023.

Similar survey and planning activities will commence during 2022-23 for standalone elements of the cycle route and Walled Garden schemes within Hall Park.

Statutory Powers and Consents

B16. Please list separately each power consents etc. obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

ABC (as the applicant and landowner) and CCC (as Local Transport Authority) have statutory responsibility for all aspects presented within this bid - see Letters of Support (Appendix A, Section 9). The new Cumberland Unitary Authority (into which CCC and ABC will evolve as part of the Local Government Reorganisation process) will assume total responsibility for all elements after 31st March 2023.

At the time of submission, there are no statutory powers and consents obtained.

B17. Please list separately any outstanding statutory powers consents etc, including the timetable for obtaining them.

This element of the overall LUF2 project will include several key activities:

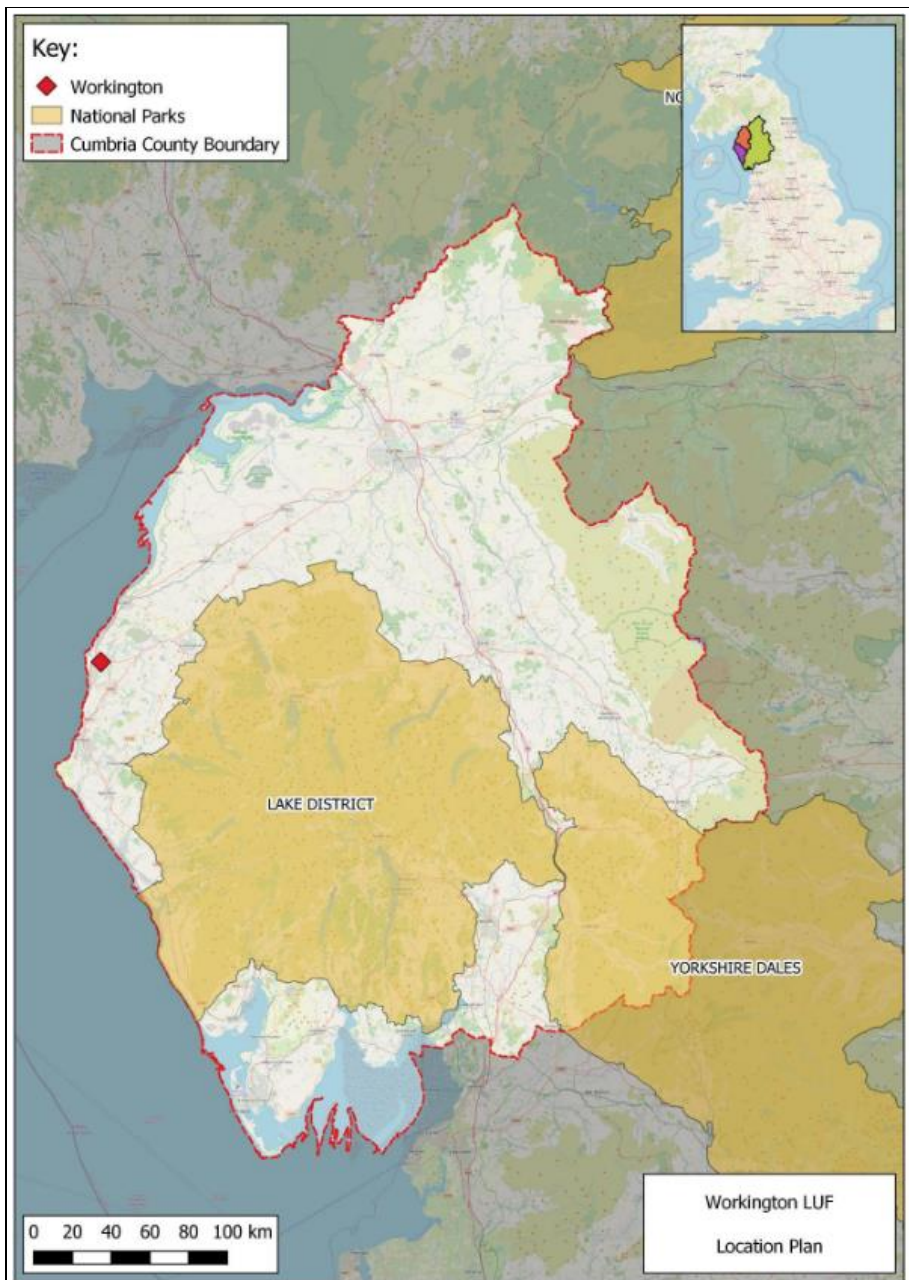
- Planning consent required for works in Hall Park. An early planning application for these works will aim to accelerate development of the scheme

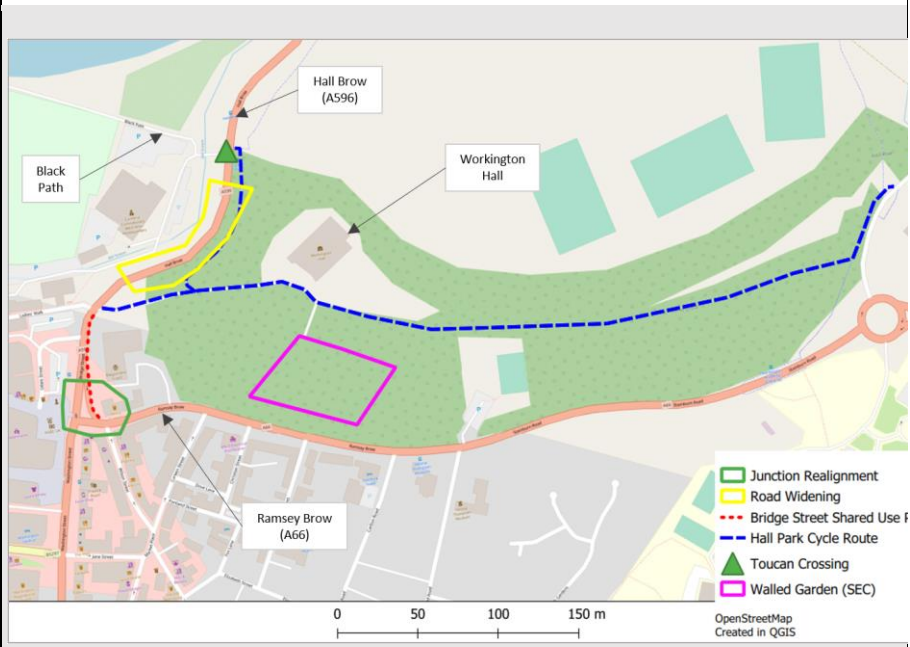
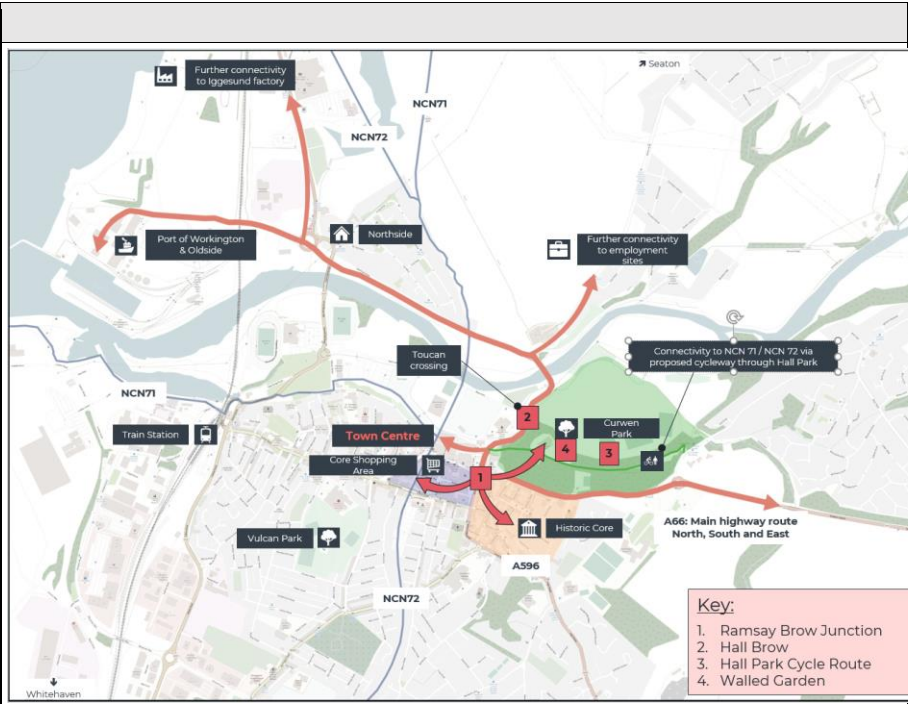
Reflecting the above, the following will be sought as part of the overall project:

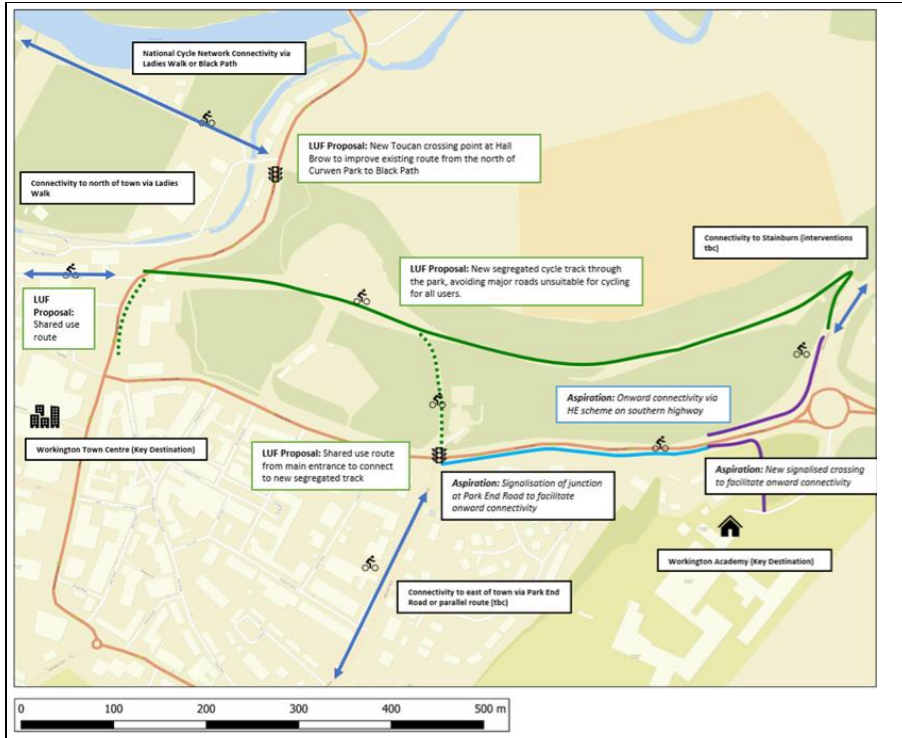
- Walled Garden - planning application submission June 2023. Decision anticipated November 2023.

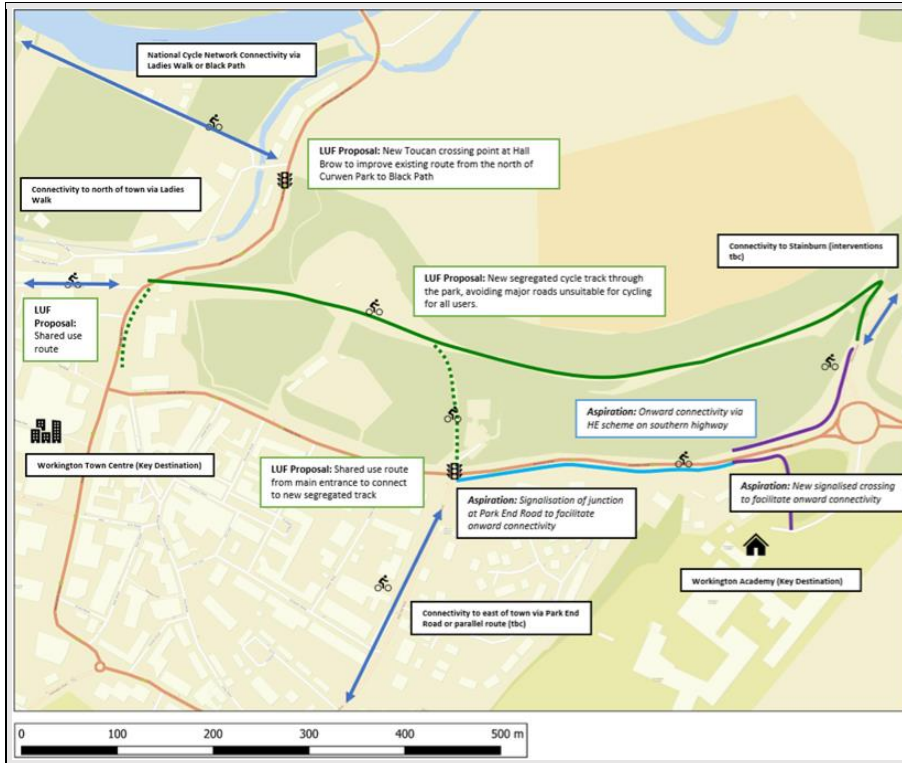
SCRAPBOOK – Not to include in main proforma

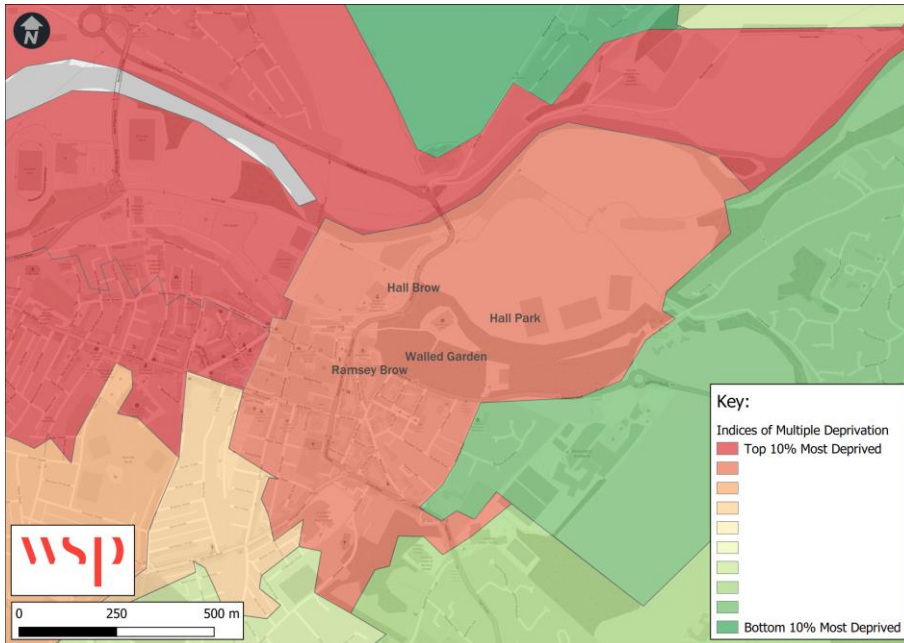
Maps/Images to include in Appendix











Average Journey Time to the nearest employment centre of at least 5,000 jobs when travelling by:	England Average (minutes)	Allerdale (minutes, multiple of English average)
Car	18	39 (x2.17)
Public Transport	35	82 (x2.34)
Cycle	35	104 (x2.97)

LSOA name	Working aged population	Estimated % working aged population within 1km	Estimated WAP population within 1km
Allerdale 008A	781	100%	781
Allerdale 010D	868	75%	651
Allerdale 008B	900	100%	900
Allerdale 010E	828	75%	621
Allerdale 009D	1,063	10%	106
Allerdale 009E	1,196	60%	718
Allerdale 008C	854	50%	427
Allerdale 008E	1,171	4%	47
Allerdale 011D	1,205	40%	482
Totals	8,866	53%	4,733

