

# Local Pinch Point Fund Application Form



Department  
for Transport

Guidance on the Application Process is available at:

<https://www.gov.uk/government/organisations/department-for-transport/series/local-pinch-point-fund>

Please include the Checklist with your completed application form.

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, for a small scheme we would suggest around 25-35 pages including annexes would be appropriate.

One application form should be completed per project.

## **Applicant Information**

**Local authority name(s)\*: Cumbria County Council**

*\*If the bid is a joint proposal, please enter the names of all participating local authorities and specify the lead authority*

**Bid Manager Name and position: Nick Raymond, Barrow Area Highways and Transport Manager**

*Name and position of officer with day to day responsibility for delivering the proposed scheme.*

**Contact telephone number: 01229 407311 Email address: [nick.raymond@cumbria.gov.uk](mailto:nick.raymond@cumbria.gov.uk)**

**Postal address:**

**Cumbria County Council  
Nan Tait Centre  
Abbey Road  
Barrow in Furness  
Cumbria  
LA14 1LG**

When authorities submit a bid for funding to the Department, 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, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

**Please specify the weblink where this bid will be published:**

**[www.cumbria.gov.uk/landing\\_page/roadsandtravel.asp](http://www.cumbria.gov.uk/landing_page/roadsandtravel.asp)**

## **SECTION A - Project description and funding profile**

### **A1. Project name: Marina Village Roundabout, Barrow**

#### **A2. Headline description:**

Please enter a brief description of the proposed scheme (in no more than 100 words)

**The proposed scheme is for a roundabout on Salthouse Road (the A5087) at its junction with Rawlinson Street. It will be the main access point from the local highway network into the proposed Marina Village development that is being promoted by Barrow BC. This is a 650 home development with leisure facilities, marina, and watersports area. The development will result in the creation of a new sustainable community and help regenerate Barrow's once bustling waterfront. The proposed scheme will also realign a narrow section of the A5087 leading to the roundabout from the west, improving access and alleviating congestion on a key arterial route in the town. (Marina Village Masterplan - Annex 1),(Map of proposed scheme – Annex 2)**

#### **A3. Geographical area:**

Please provide a short description of area covered by the bid (in no more than 100 words)

**The scheme is located on the A5087, which is the road that separates the Salthouse area of Barrow from former railway sidings within the dock area to the south. This area has some warehousing although much of it is currently undeveloped. This area is bounded to the south west and south east by Buccleuch and Cavendish Docks respectively. (Scheme location plan – Annex 3)**

OS Grid Reference: **320424,468793**

Postcode: **LA14 2DG**

Please append a map showing the location (and route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.

#### **A4. Type of bid (please tick relevant box):**

**Small project bids** (requiring DfT funding of between £1m and £5m)

Scheme Bid

✓

Structure Maintenance Bid

**Large project bids** (requiring DfT funding of between £5m and £20m)

Scheme Bid

N/A

Structure Maintenance Bid

N/A

*Note: Scheme and Structure Maintenance bids will be assessed using the same criteria.*

#### **A5. Equality Analysis**

Has any Equality Analysis been undertaken in line with the Equality Duty?

**Yes**

## **A6. Partnership bodies**

Please provide details of the partnership bodies (if any) you plan to work within the design and delivery of the proposed scheme. This should include a short description of the role and responsibilities of the partnership bodies (which may include Development Corporations, National Parks Authorities, private sector bodies and transport operators) with confirmatory evidence of their willingness to participate in delivering the bid proposals.

**The Marina Village development site is a key housing site in the Barrow Borough Council's Local Plan and has been identified as one of the priority sites in the Strategic Housing Land Availability Assessment (SHLAA) 2011.**

**Barrow Borough Council have allocated funding for improvements to Rawlinson Street, a key link from the Marina Village site to the north. This scheme complements the proposed junction improvements to the Marina Village and improves access to the site from Abbey Road and onwards to the A590 trunk road.**

**Barrow Borough Council has confirmed that they will dedicate land required for the scheme and contribute £300,000 towards the capital cost of the scheme (see Annex 4)**

**Cumbria County Council will work in partnership with Barrow Borough Council to deliver the scheme. The proposed scheme does not affect any other partnership bodies.**

## **A7. Local Enterprise Partnership / Local Transport Body Involvement**

It would be beneficial (though not essential) if the relevant LEP or LTB (or shadow(s)) have considered the bid and, if necessary, prioritised it against other bids from the same area. If possible, please include a letter from the LEP / LTB confirming their support and, if more than one bid is being submitted from the area, the priority ranking in order of growth significance.

Have you appended a letter from the LEP / LTB to support this case? **Yes (Annex 5)**

## **SECTION B – The Business Case**

You may find the following DfT tools useful in preparing your business case:

- [Transport Business Cases](#)
- [Behavioural Insights Toolkit](#)
- [Logic Mapping Hints and Tips](#)

## **B1. The Scheme - Summary**

Please select what the scheme is trying to achieve (this will need to be supported by evidence in the Business Case). Please select all categories that apply.

- ☒ **Improve access to a development site that has the potential to create housing**
- ☒ **Improve access to a development site that has the potential to create jobs**
- ☐ Improve access to urban employment centres
- ☐ Improve access to Enterprise Zones
- ☐ Maintain accessibility by addressing the condition of structures
- ☒ **Ease congestion / bottlenecks**

## **B2. The Strategic Case**

This section should set out the rationale for making the investment and evidence on the strategic fit of the proposal. It should also contain an analysis of the existing transport problems, identify the barriers that are preventing growth, explain how the preferred scheme was selected and explain what the predicted impacts will be. The impact of the scheme on releasing growth potential in Enterprise Zones, key development sites and urban employment centres will be an important factor in the assessment process.

In particular please provide evidence on the following questions (where applicable):

- a) What is the problem that is being addressed, making specific reference to barriers to growth and why this has not been addressed previously?

**The proposed Marina Village development site is adjacent to the A5087. The existing access into the area is restricted to Cavandish Dock Road on the western perimeter of the site. This is substandard and requires significant investment if this was used as an access to the development site.**

**A high quality roundabout as proposed at the Salthouse Road/Rawlinson Street junction will provide the means of direct access to the development site from the radial routes into Barrow, which include Abbey Road and A590. Associated with the access will be the realignment of Salthouse Road to the west, which is narrow and has a substandard horizontal alignment.**

**Although the proposed Marina Village Development Masterplan was produced in 2009, it has not progressed due to the poor access that currently exists and the cost associated with improving this. In its current form this junction is unsuitable to cater for the anticipated increase in traffic that the proposed development will generate.**

- b) What options have been considered and why have alternatives have been rejected?

**The following options have been considered and evaluated:**

**Do nothing – rejected as the existing access would not accommodate traffic associated with the scale of development on this site.**

**Option 1 (Do minimum) – this option considered the implementation of a priority junction on Salthouse Road. To ensure access to the site is improved from radial routes, the junction must be accessible from Rawlinson Street. Given the predicted traffic generated by the development site, a priority junction would not be feasible in this location. This option was rejected due to capacity and feasibility reasons.**

**Option 2a (Do something) - this option considers the implementation of a roundabout at Salthouse Road / Rawlinson Street junction. This option accommodates the predicted increase in traffic flow and improves access to the site from Abbey Road. Access from the West (Town Centre) is still substandard and congestion is still predicted. This option was rejected due to capacity reasons.**

**Option 2b (Do something) – as option 2a with the realignment of the A5087 to improve access to the site from Barrow town centre and alleviate congestion on the A5087. This is the preferred option.**

c) What are the expected benefits / outcomes? For example, job creation, housing numbers and GVA and the basis on which these have been estimated.

**The proposed access will allow the creation of a £120 million mixed residential, retail and leisure development that will result in the creation of a new sustainable community on the site of former railway sidings. More specifically, the development will include 650 homes, leisure facilities, a 350-berth marina and boat lift, a watersports area, and an iconic footbridge. In particular, the residential development will give employment to local building companies and the leisure facilities will create a large number of new jobs and boost the tourism industry in this part of Cumbria.**

**More widely, the scheme will benefit the local economy by improving access to Barrow town centre from the east and the waterfront from the north.**

d) What is the project's scope and is there potential to reduce costs and still achieve the desired outcomes? For example, using value engineering.

**The proposed roundabout and associated Salthouse Road realignment to the west will utilise land that is already within Barrow Borough Council's ownership (but will be made available to Cumbria County Council). It is considered that the layout as proposed will provide sufficient capacity for a sizable part of the Marina Village Development. If during the detailed design of the proposal, cost savings can be made, this will be carried out.**

e) Are there any related activities, that if not successfully concluded would mean the full economic benefits of the scheme may not be realised. For example, this could relate to land acquisition, other transport interventions being required or a need for additional consents?

**All the land required for the Marina Village development has been secured by Barrow Borough Council although costs have yet to be incurred by Cumbria County Council. Although this bid is for a single access point into the development, it is likely that at least one other will be required for it to achieve its full potential.**

**For the full scheme potential to be realized, the development of the Marina Village site will still be dependant upon developer interest and the strength of the local economy and housing market.**

f) What will happen if funding for this scheme is not secured - would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed scheme)?

**The current proposal is the minimum standard that will be acceptable. Without DfT funding, it is likely that the development could be accessed from the existing Cavendish Dock Road to the west in the interim. The main difference is that this is on the western fringe of the development, is substandard, and is not in an ideal location in relation to central Barrow. Perhaps more importantly, Cavendish Dock Road has so far failed to attract any development to the site.**

g) What is the impact of the scheme – and any associated mitigation works – on any statutory environmental constraints? For example, Local Air Quality Management Zones.

**There are no Area Quality Management Areas in Barrow. The realignment relocates traffic further away from the Conservation Area and reduces the environmental impact on several Grade 2 Listed Buildings in the immediate area.**

### **B3. The Financial Case – Project Costs**

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and

the need to secure and underwrite any necessary funding outside the Department's maximum contribution.

Please complete the following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).

**Table A: Funding profile (Nominal terms)**

£000s	2013-14	2014-15	2015-16	Total
DfT funding sought	£224	£1,496		£1,720
Local Authority contribution (Cumbria)	£43	£347	-	£390
Local Authority contribution (Barrow)	£39	£311	-	£350
<b>TOTAL</b>	<b>£306</b>	<b>£2,154</b>	<b>-</b>	<b>£2,460</b>

**Table B: Cost estimates (Nominal terms)**

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Prelims & Traffic Management	£30	Feb 2013	Initial concept
Demolition and Site Clearance	£21	Feb 2013	Initial concept
Construction (drainage, earthworks, pavement, footways, traffic signs, road markings, lighting)	£1314	Feb 2013	Initial concept
Utility Diversions	£340	Feb 2013	Initial concept
Contingencies (44% for Compensation Events)	£750	Feb 2013	Initial concept
<b>TOTAL</b>	<b>£2,460</b>	<b>Feb 2013</b>	<b>Initial concept</b>

**Notes:**

- 1) Department for Transport funding must not go beyond 2014-15 financial year.
- 2) A minimum local contribution of 30% (local authority and/or third party) of the project costs is required.
- 3) Costs in Table B should be presented in outturn prices and must match the total amount of funding indicated in Table A.

**B4. The Financial Case - Local Contribution / Third Party Funding**

Please provide information on the following points (where applicable):

- a) The non-DfT contribution may include funding from organisations other than the scheme promoter. If the scheme improves transport links to a new development, we would expect to see a significant contribution from the developer. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.

b)	
Cumbria County Council – land dedication values	£10,000 (costs not yet incurred)
Barrow Borough Council – land dedication values	£50,000 (costs not yet incurred)
Barrow Borough Council - partner funding	£300,000
Cumbria CC – design and site supervision	£380,000

**All funding will be secured in Spring 2013.**

- c) Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.

Have you appended a letter(s) to support this case? **Yes**

- d) The Department may accept the provision of land in the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.

Have you appended a letter to support this case? **No**

- e) Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection.  
**None**

## **B5. The Financial Case – Affordability and Financial Risk**

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme (you should refer to the Risk Register / QRA – see Section B11).

*Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.*

Please provide evidence on the following points (where applicable):

- a) What risk allowance has been applied to the project cost?  
**£61,000 has been added to the project cost based on the outcomes of the QRA (see Annex 13). An additional 44% optimism bias has been applied to reflect the stage of the project as aligned with WebTAG 3.5.9 guidance.**
- b) How will cost overruns be dealt with?  
**Although these are unlikely, they will be funded by Cumbria CC as scheme promoter**
- c) What are the main risks to project delivery timescales and what impact this will have on cost?  
**Undertakers' plant and Design risks are the main risks. These risks have been quantified in the QRA and costs of these risks have been included in the project cost estimates.**
- d) How will cost overruns be shared between non-DfT funding partners (DfT funding will be capped and will not be able to fund any overruns)?  
**Funded by Cumbria CC as scheme promoter**

## B6. The Economic Case – Value for Money

This section should set out the full range of impacts – both beneficial and adverse – of the scheme. The scope of information requested (and in the supporting annexes) will vary according to whether the application is for a small or large project.

### Small project bids (i.e. DfT contribution of less than £5m)

a) Please provide a description of your assessment of the impact of the scheme to include:

- Significant positive and negative impacts (quantified where possible);

**See appraisal summary table – Annex 8**

- A description of the key risks and uncertainties;

**See QRA – Annex 13**

- A short description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.

**See data sources/ forecast report – Annex 7**

*\* Small projects bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if they have estimated this.*

b) Small project bidders should provide the following as annexes as supporting material:

- A completed Scheme Impacts Pro Forma which summarises the impact of proposals against a number of metrics relevant to the scheme objectives. It is important that bidders complete as much of this table as possible as this will be used by DfT – along with other centrally sourced data – to form an estimate of the BCR of the scheme. Not all sections of the pro forma are relevant for all types of scheme (this is indicated in the pro forma).
- A description of the sources of data and forecasts used to complete the Scheme Impacts Pro Forma. This should include descriptions of the checks that have been undertaken to verify the accuracy of data or forecasts relied upon. Further details on the minimum supporting information required are presented against each entry within the pro forma.

Has a Scheme Impacts Pro Forma been appended? **Yes (Annex 6)**

Has a description of data sources / forecasts been appended? **Yes (Annex 7)**

- A completed Appraisal Summary Table. Bidders are required to provide their assessment of all the impacts included within the table and highlight any significant Social or Distributional Impacts (SDIs). Quantitative and monetary estimates should be provided where available but are not mandatory. The level of detail provided in the table should be proportionate to the scale of expected impact with particular emphasis placed on the assessment of carbon, air quality, bus usage, sustainable modes, accessibility and road safety. The source of evidence used to assess impacts should be clearly stated within the table and (where appropriate) further details on the methods or data used to inform the assessment should be attached as notes to the table.

Has an Appraisal Summary Table been appended? **Yes (Annex 8)**



- Other material supporting the assessment of the scheme described in this section should be appended to your bid.

*\* This list is not necessarily exhaustive and it is the responsibility of bidders to provide sufficient information to demonstrate the analysis supporting the economic case is fit-for-purpose.*

#### Large project bids (i.e. DfT contribution of more than £5m)

- c) Please provide a short description of your assessment of the value for money of the scheme including your estimate of the BCR. This should include:

- Significant monetised and non-monetised costs and benefits;
- A description of the key risks and uncertainties and the impact these have on the BCR;
- Key assumptions including (but not limited to): appraisal period, forecast years, level of optimism bias applied; and
- A description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.

**Not applicable**

- d) Detailed evidence supporting your assessment – including a completed Appraisal Summary Table – should be attached as annexes to this bid. A checklist of material to be submitted in support of large project bids has been provided.

Has an Appraisal Summary Table been appended?

**Not applicable**

- Please append any additional supporting information (as set out in the Checklist).

*\*It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*

### **B7. The Commercial Case**

This section should set out the procurement strategy that will be used to select a contractor and, importantly for this fund, set out the timescales involved in the procurement process to show that delivery can proceed quickly.

- a) Please provide evidence to show the risk allocation and transfer between the promoter and contractor, contract timescales and implementation timescales (this can be cross-referenced to your Risk Management Strategy)

**Risk allocation and transfer of risk between the Employer and the Contractor will be as per Clause 60-65, 80 and 81 of NEC3 Engineering and Construction Contract (ECC) (2005) as amended by the Cumbria County Council High Value Framework. Agreement of the claims, costs and compensation because of any particular event will be as per Clause 60-65 of NEC3 Engineering and Construction Contract (2005) as amended by the Cumbria County Council High Value Framework. The contract for works will use the NEC3 ECC risk management system, including a risk register, early warning system and regular risk review meetings. Risk Management Strategy is included (Annex 9)**

**Detailed design:**

**32 weeks commencing June 2013**

**Construction:**

**52 weeks commencing April 2014**

**Completion:**

**March 2015**

b) What is the preferred procurement route for the scheme and how and why was this identified as the preferred procurement route? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope. **It is proposed to use the existing 'High Value Framework' agreement made between Cumbria County Council and 4 successful contractors. The High Value Framework is part of a wider range of Highways and Transport Frameworks for works that have been developed to provide the Authority with works which cannot be delivered using in-house works teams. They are designed to allow for maximum flexibility and resilience to the Authority with successful contractors pre-approved. Performance of the framework contractors is monitored using KPIs to ensure best value.**

**The 4 successful contractors on the High Value Framework (HVF) were selected following a rigorous procurement exercise. The HVF is a single lot framework for works between £340k and £5m. Work on the HVF is procured using a mini-competition between the 4 contractors on the list.**

c) A procurement strategy will not need to form part of the bid documentation submitted to DfT. Instead, the Department will require the bid to include a joint letter from the local authority's Section 151 Officer and Head of Procurement confirming that a strategy is in place that is legally compliant and is likely to achieve the best value for money outcome.

Has a joint letter been appended to your bid? ☐ (Annex 10) ☐ No

*\*It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department with confirmation of this, if required.*

## **B8. Management Case - Delivery**

Deliverability is one of the essential criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

a) A detailed project plan (typically in Gantt chart form) with milestones should be included, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any key dependencies (internal or external) should be explained. Resource requirements, task durations, contingency and float should be detailed and easily identifiable. Dependencies and interfaces should be clearly outlined and plans for management detailed.

Has a project plan been appended to your bid? **Yes (Annex 11)**

b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place in order to secure the land to enable the authority to meet its construction milestones.

Has a letter relating to land acquisition been appended? **Yes (Annex 4)**

c) Please provide summary details of your construction milestones (at least one but no more than 5 or 6) between start and completion of works:

### **Table C: Construction milestones**

	Estimated Date
Detailed design complete	November 2013
Commence procurement process	December 2013
Appoint contractor	February 2014
Start of works	April 2014
Completion of works	March 2015
Opening date of works	April 2015

- d) Please list any major transport schemes costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)
- Carlisle Northern Development Route (PFI scheme) – completed on time & within budget**  
**Northside Bridge, Workington – completed on time and within budget**

#### **B9. Management Case – Statutory Powers and Consents**

- a) 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.  
**No powers or consents have been obtained to date**
- b) Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.  
**Should Planning Permission be required for the roundabout and associated A5087 realignment this will be sought during the detailed design process, which will commence in June 2013.**

#### **B10. Management Case – Governance**

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and responsibilities of those involved, and how key decisions are/will be made. An organogram may be useful here. Details around the organisation of the project including Board accountabilities, contract management arrangements, tolerances, and decision making authorities should be clearly documented and fully agreed.

**The organogram sets out Cumbria County Council's Project Governance structure. (Annex 12) The Sponsoring Group will be Cumbria County Council's Environment Directorate Management Team (DMT). The Senior Responsible Owner (SRO) for the scheme will be Andrew Moss, Associate Director of Highways and Transport.**

**A Programme Board will be established for this and other significant infrastructure projects. The Programme Board will comprise the SRO; Andy Brown, Strategic Asset Manager, Highways and Transport; Geoff Holden, Major Projects Manager. Highways and Transport; Liz Hillier, Capital Programme Manager and David Graham, General Manager.**

**A Project Board will be established for the project. It is anticipated it will include Geoff Holden, Major Projects Manager as Project Executive; Victoria Foster, Design Manager as Senior Supplier; Nick Raymond, Barrow Area Highways and Transport Manager as**

**Senior User. Steve Solsby, Barrow Borough Council Assistant Director Regeneration and Built Environment will be invited on the Project Board to ensure that the infrastructure complements Barrow Borough Council's aspirations for the development site.**

**The Project Manager will be drawn from Cumbria County Council's Highways and Transport Major Projects or Barrow Area Highways and Transport Team depending on forward resource planning.**

**The project will be managed using Cumbria County Council's project and programme management toolkit. Tolerance for time, cost, scope, risk will be determined by the Project Board and the Project Manager will operate within those tolerances. Where the project is forecast to exceed tolerances, the Project Manager will escalate to the Project Board. Quality and benefits will remain a matter for the Programme Board to determine.**

#### **B11. Management Case - Risk Management**

All schemes will be expected to undertake a thorough Quantified Risk Assessment (QRA) and a detailed risk register should be included in the bid. The QRA should be proportionate to the nature and complexity of the scheme. A Risk Management Strategy should be developed and should outline on how risks will be managed.

*Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.*

Has a QRA been appended to your bid? **Yes (Annex 13)**

Has a Risk Management Strategy been appended to your bid? **Yes (Annex 9)**

#### **B12. Management Case - Stakeholder Management**

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways Agency, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company (ies).

a) Please provide a summary of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

**As well as Barrow BC, the stakeholders that will be engaged with during the design of the scheme will include Associated British Ports Holdings, BAE Systems, emergency services, public transport operators, utility companies, Environment Agency, transport groups, and the general public.**

b) Can the scheme be considered as controversial in any way? **No**  
If yes, please provide a brief summary (in no more than 100 words)  
**N/A**

c) Have there been any external campaigns either supporting or opposing the scheme?  
**No**

If yes, please provide a brief summary (in no more than 100 words)

N/A

- d) For large schemes please also provide a Stakeholder Analysis and append this to your application.

Has a Stakeholder Analysis been appended?

N/A

- e) For large schemes please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

Has a Communications Plan been appended?

N/A

### **B13. Management Case - Assurance**

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

For large schemes please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews.

N/A

## **SECTION C – Monitoring, Evaluation and Benefits Realisation**

### **C1. Benefits Realisation**

Please provide details on the profile and baseline benefits and their ownership. This should be proportionate to the size of the proposed scheme.

**Use of the current traffic flow data used to develop the 2011 Barrow Saturn model will be used as the baseline. A review of this data within 5 years will determine the success of the scheme in improving the movement of traffic in this area of the town. The existing junction is unsuitable in its current form to cater for the anticipated increase in traffic that the proposed development will generate. Additionally, the speed at which development progresses, post scheme delivery, will be used as a measure of the proposal's success. Use of baseline and post-delivery satisfaction surveys will be used to measure community support and the level of community engagement.**

### **C2. Monitoring and Evaluation**

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme

**Traffic flow monitoring on roads in the Salthouse area of Barrow.**

**Barrow Borough Council will assess the level of interest in development sites within the Marina Village.**

*A fuller evaluation for large schemes may also be required depending on their size and type.*

## **SECTION D: Declarations**

### **D1. Senior Responsible Owner Declaration**

As Senior Responsible Owner for [scheme name] I hereby submit this request for approval to DfT on behalf of [name of authority] and confirm that I have the necessary authority to do so.

I confirm that [name of authority] will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: **Andrew Moss**

Signed:

Position: **Assistant Director, Highways and Transport, Cumbria County Council**



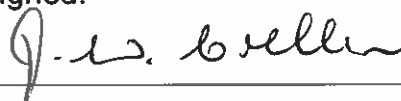
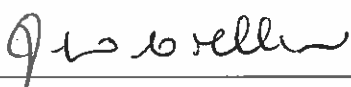
### **D2. Section 151 Officer Declaration**

As Section 151 Officer for **Cumbria County Council** I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that **Cumbria County Council**

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name: **Julie Crellin, Assistant Director (Finance)**

Signed:



### **Submission of bids:**

For both small bids and large bids the deadline is 5pm, **21 February 2013**

One hard copy and a CD version of each bid and supporting material should be submitted to:

Steve Berry  
Local Transport Funding, Growth & Delivery Division  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

An electronic copy should also be submitted to [steve.berry@dft.gsi.gov.uk](mailto:steve.berry@dft.gsi.gov.uk)