

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 (CCC)

**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: John Pearson
Major Projects Manager (Energy)

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

Contact telephone number: 07795 285888

Email address: john.pearson@cumbria.gov.uk

Postal address: Highways & Transport
Network Development
Parkhouse Building
Kingmoor Business Park
CA6 4SJ

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:

http://www.cumbria.gov.uk/landing_page/roadsandtravel.asp

SECTION A - Project description and funding profile

A1. Project name: Port of Workington Access Road-over-Rail Bridge

A2. Headline description:

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

The Port of Workington's only road access is over a Network Rail single span masonry arch bridge crossing the Cumbrian Coast Line railway. The arch is showing signs of damage, resulting in abnormal load restrictions and temporary single-lane working to minimise further deterioration. Network Rail has programmed bridge maintenance works in 2014/15, but working with the Port and CCC, can deliver a new bridge to futureproof access to the Port, safeguarding 540 existing jobs at the Port and dependent manufacturing business and enable the creation of 990 jobs in the medium term in associated general industry, warehousing and distribution.

A3. Geographical area:

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

The Port of Workington is located on the eastern side of the Solway Firth at the mouth of the River Derwent and serves the region's industry, agriculture, and local offshore wind farms, including most of the major manufacturing and processing businesses in the area. It links into the road, rail and sea network, offering its customers a 'one-stop' service receiving, handling, storage and onward distribution of freight. The sole road access is a public highway which connects the Port complex to the A596 and the strategic road network via the Network Rail road-over-rail bridge.

OS Grid Reference: **NX 299600, 529620**

Postcode: **CA14 2JH**

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.

A map of the proposed scheme is contained in Appendix A3.

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 ☐

Structure Maintenance Bid ☐

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 ☒ No

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.

Network Rail, Port of Workington and CCC will work in partnership in the design and delivery of the scheme.

Network Rail will own, lead and manage the scheme and provide the main design / engineering resource and contract the works.

The Port has a fundamental interest in the new bridge scheme which will futureproof its road access and enable it to realise its growth plans. It will work with its customers and Network Rail to identify and plan the optimum time for the works on the ground – a September 2014 line possession has already been identified.

Allerdale Borough Council has an interest in the scheme which will enable the creation of 990 jobs on development land within and to the north of the Port.

Energy Coast West Cumbria has an interest in the scheme which complements its previous investment in Port growth and supports its strategic aims for economic development in West Cumbria.

CCC will work with the Port and Network Rail to finalise the highway design element of the new bridge including better provision for pedestrians and cyclists.

Letters of support for the scheme from Port of Workington, Allerdale Borough Council, Energy Coast West Cumbria and Network Rail are contained in Appendix A6.

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 ☐ No

The LEP's letter of support is included in Appendix A7.

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
- ☐ Other(s), Please specify –

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 masonry arch road-over-rail bridge serving the Port, being the sole road access, is a point of weakness for the Port making its operations vulnerable to access restrictions, or in the worst case, total shutdown should the bridge become unfit for use through deterioration or damage. The bridge is narrow, with 7.5m between parapets and 5.8m carriageway width, making the passage of more than one large goods vehicle at a time impossible and restricting the width of abnormal loads that can be handled.

Several of the major manufacturing and processing businesses in the area rely on the Port for storage and onward distribution of raw materials on a just-in-time delivery basis. A shutdown at the Port would result in an immediate shutdown of their business operations.

Until 2013, the bridge showed no signs of deterioration in its routine annual inspections, but the last Network Rail inspection revealed signs of damage to the arch. Network Rail has now restricted all abnormal loads and CCC has introduced single lane shuttle working to prevent vehicles passing over the eastbound lane of the bridge, pending a solution.

The Port handles 250 ship movements / 300,000 tonnes of cargo each year, including a variety of abnormal loads, and the restriction has already resulted in some loss of business. All abnormal loads are being assessed by Network Rail in detail and workround arrangements developed where possible to enable the Port to continue to operate. There are, however, underlying concerns about the bridge's ability to continue to handle vehicles exceeding Network Rail's current 24 tonnes liability. There is no alternative road access to the Port.

The Port has grown its business in the last decade and needs to exploit opportunities from forthcoming energy sector construction projects and development in other sectors to see further growth and job creation – the subject of a Strategic Review currently under way. Areas of development land within and to the north of the Port will enable expansion of its operations and the development of associated general industrial, warehousing & distribution employment in the medium-term which will create 990 jobs. The Port requires excellent road access which is capable of handling all items of freight.

The bid scheme represents an immediate opportunity to provide a new bridge which is capable of handling Port traffic into the future, rather than a maintenance intervention on the existing bridge which falls short of meeting the Port's future needs. The new bridge will also include better provision for pedestrian and cycle access to the Port for travel-to-work.

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

Option 1: Do nothing

If deterioration of the bridge is not addressed, it will at some point become unsafe for use resulting in further access restrictions or even closure with dire consequences for Port operations.

Option 2: Concrete saddle and waterproofing

Network Rail's current maintenance intervention in 2014/15 is to provide a concrete saddle and carry out waterproofing to the existing structure – i.e. to return the bridge to its pre-restriction capability. Whilst this would safeguard the bridge to 40 tonnes HA loading, it would not address the issue of Network Rail's 24 tonnes liability, nor would not address the narrowness of the bridge which increasingly will constrain the Port's operation in the future. The lifespan of the strengthened bridge is estimated to be 30-60 years.

Option3: Provide a separate second road access

A 2013 CCC engineering and environmental feasibility study of options for road and rail connectivity improvements to the Port proposed a new road link from the A596 into the south of the Port complex, which would avoid disruption to existing Port operations and be a good strategic fit with wider drivers for economic growth in the area. The scheme was identified as one of Cumbria's candidate Local Major Transport Schemes but did not receive funding. The scheme remains a medium-term priority for the Cumbria LTB, but until sufficient funding can be secured the scheme cannot be progressed.

Option 4: Replace the existing structure – OPTIMUM OPTION

The bid scheme presents an immediate opportunity to replace the existing structure with a new bridge deck on the modified abutments of the existing bridge. This would be designed to current Eurocode standards and would provide a wider bridge improving access and enabling future growth and development of the Port. The lifespan of the new bridge would be 120 years. If this opportunity is missed, the more ambitious road scheme described in Option 3 could take many years to deliver and would negate the investment in works to the existing bridge. Provision of a replacement bridge now through a jointly-funded scheme led by Network Rail is therefore judged to be the best available 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 new bridge will meet the Port's operational needs now and into the future, enabling its development and growth. In the short-term this will safeguard 540 existing jobs including 20 direct employees of the Port, 80 jobs with tenant businesses within the Port complex, and 440 jobs with local manufacturing business which is reliant on the Port for onward distribution of materials on a just-in-time basis to maintain production. In the medium-term, through enhanced road access, it will enable an additional 990 jobs to be created through expanded Port activity and new tenant businesses.

- 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 scope of the scheme is limited to the provision of a new prefabricated bridge deck on the existing bridge abutments which will be modified, and necessary highway surfacing works, resulting in a structure which meets current Eurocode standards and serves the Port of Workington's road access needs now and in future. CCC will work with Network Rail to ensure the highway design element of the scheme offers the best value for money, including Value Engineering of highway elements. Network Rail's scheme options report considers whole life costs and includes Value Engineering of the options to achieve cost savings without fundamentally altering the scheme objectives or quality and durability of the works.

- 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?

None identified.

- 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)?

If funding for this scheme is not secured, the immediate opportunity to provide a new road-over-rail bridge to serve the Port's future growth plans will be missed.

The alternative lower cost scheme (Option 2) will not adequately address the Port's future development and expansion, holding back economic growth in the region.

(Any alternative scheme to provide a second road access would cost much more and could take many years to deliver.)

- 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.

Network Rail has undertaken an ecology survey and no issues have been identified. No other impacts have been identified.

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		1024		1024
Local Authority contribution				
Third Party contribution	60	415		475
TOTAL	60	1439		1499

Table B: Cost estimates (Nominal terms)

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Site Options	11	Oct 2013	Estimate
Scheme Design	44	Oct 2013	Estimate
Scheme Design Contingency	5	Oct 2013	Estimate
Construction	1214	Oct 2013	Estimate
Risk Allowance	225	Oct 2013	Estimate
TOTAL	1499	23/10/13	Estimate

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.

Network Rail has committed £475k (31.7%) to the scheme from its 2013/14 and 2014/15 maintenance allocations (i.e. the Third Party contribution) as indicated in Table A above.

- b) 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 ☐ No ☐ N/A

Network Rail's letter of support and commitment to fund is included in Appendix A6.

- c) 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? ☐ Yes ☐ No ☒ N/A

- d) 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?

Project and site specific risks are developed and mitigated as the scheme progresses. £225k (15%) has been included for risk allowance in current scheme costs.

b) How will cost overruns be dealt with?

Network Rail will own, lead and manage the scheme, and any cost overruns will be managed within its project governance processes.

c) What are the main risks to project delivery timescales and what impact this will have on cost?

The main risks to delivery timescales are:

Duration of the works exceeding the available possession window

Unforeseen issues resulting in inability to exploit the planned possession

Both risks are mitigated by means of Quantitative Schedule Risk Analysis (QSRA) and planning / managing the works in accordance with Network Rail's DWWP process. Any cost impacts will be managed within this process.

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)?

Network Rail will own, lead and manage the scheme, and any cost overruns will be managed within its project governance processes.

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);
- A description of the key risks and uncertainties;
- 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.

The scheme will provide improved access to the existing Port of Workington site as well as facilitating development and regeneration of adjacent brownfield sites. This will in turn secure the 540 jobs which the port either directly employs or supports with its tenant businesses and customers. The improved access will also enable the expansion of the Port and regeneration of adjacent land facilitating the creation of 990 jobs.

The current abnormal load restriction and single lane running on the bridge will present a significant constraint on the Port's ability to operate efficiently and serve the economy of the area. Failure of the bridge would leave the Port cut-off entirely. The long-term structural security of the bridge is a priority to ensure the Port can continue to function and supply its customers. Brownfield land adjacent to the port is suitable for expansion of port activity and regeneration for other purposes and this scheme will serve that land

also. Widening of the structure to enable 2-way flows is required to support this aspiration.

The economic case for the scheme is strengthened if the Port is well placed to realise its growth aspirations. The Port of Workington has recently embarked on a strategic investment review aimed at identifying potential business opportunities which will help minimise any uncertainty over future investment.

Existing traffic flows to and from the Port were obtained from a traffic count undertaken in June 2013. An estimate of the potential traffic generation of new developments at the Port was calculated based on the proposed number of full time equivalent jobs at these developments.

** 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 ☐ No ☐ N/A

The Scheme Impacts Pro Forma for the scheme is contained in Appendix B6.

Has a description of data sources / forecasts been appended? ☐ Yes ☒ No ☐ N/A

- 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 ☐ No ☐ N/A

The AST for the scheme is contained in Appendix B6.

- 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.

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? ☐ Yes ☐ No ☒ N/A

- 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).

Network Rail has robust tendering and procurement procedures which comply with EU and national procurement guidelines and a strict approach to contract management. All risks will be managed and mitigated accordingly – QSRA is used to manage and mitigate delivery timescale risks.

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.

The scheme will be awarded in Network Rail Control Period 5 (CP5) Framework which is the subject of a competitive tender – award due June 2014.

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? ☐ Yes ☒ No

CCC cannot provide this on behalf of Network Rail. Network Rail's CP5 Framework is the subject of a competitive tender which complies with EU and national procurement guidelines and demonstrates Best Value for Money.

**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 ☐ No

The project plan (GANNT chart) for the scheme is included in Appendix B8.

- 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 ☐ No ☒ N/A

- 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
Start of works	8 Sep 2014
Site mobilisation and setup	8 Sep – 10 Sep 2014
Preparatory works	11 Sep – 25 Sep 2014
ORR possession (54h) – demolition of existing structure and installation of new OB / widening	26 Sep – 29 Sep 2014
Opening date	29 Sep 2014
Completion of works (if different)	13 Oct 2014

- 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)

There are two major transport schemes costing over £5m which Cumbria County Council has delivered in the last 5 years. These are:

- i) Carlisle Northern Development Route
- ii) Northside Bridge, Workington

The Carlisle Northern Development Route which was opened on time in February 2012 provides a 8km western bypass of the city, connecting the M6 with the A595 to West Cumbria. The road scheme was completed within the PFI contract.

Northside Bridge, Workington was opened on time in October 2012. The 152 metre long structure replaces the bridge severely damaged in the local floods of November 2009. The £11.8 million bridge was completed 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.

None – works within Network Rail land.

- b) Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.

None identified.

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.

Network Rail will own, lead and manage the scheme and will deliver it within its Governance for Railway Infrastructure Projects (GRIP) stagegate process. The scheme is commissioned by Network Rail's Client Ian Crossland, Senior Asset Engineer. The scheme is developed by Network Rail's Infrastructure Projects Team – Project Manager is Joelle Caldarelli. Authority to proceed through each stagegate is given by a Network Rail Panel (i.e. Project Board).

CCC's input to the scheme will be led and managed by John Pearson, Major Projects Manager (Energy), who will report by exception through the Local Major Transport Scheme (LMTS) Programme Manager to the LMTS Strategic Review Group which

comprises the Senior Management Team led by CCC's Senior Responsible Owner, Andrew Moss Assistant Director (Highways & Transport).

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 ☐ No

Has a Risk Management Strategy been appended to your bid? ☒ Yes ☐ No

The QRA and Risk Management Strategy for the scheme is contained in Appendix B11.

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.

Apart from Network Rail who will own the scheme and CCC as Local Highway Authority, the key stakeholder in the scheme is the Port of Workington.

A cooperative working arrangement has already been established between John Pearson, CCC; Jeremy Lihou, Port of Workington Manager; Ian Crossland, Network Rail Senior Asset Engineer; and Joelle Caldarelli, Network Rail Project Manager to deal with the bid scheme.

Network Rail will make arrangements for line possession through discussion with CCC and Port of Workington to minimise impacts on Port access – a 54 hour possession has already been identified in September 2014. CCC will work in partnership with the Port and Network Rail to specify and finalise the highway design element of the new bridge.

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

c) Have there been any external campaigns either supporting or opposing the scheme?

☒ Yes ☐ No

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

The Port of Workington and a number of its key customers who rely on the Port for just-in-time freight distribution have lobbied for several years for improved road access to the Port to safeguard its operation and their businesses.

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

Has a Stakeholder Analysis been appended? ☐ Yes ☐ No ☒ 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? ☐ Yes ☐ No ☒ 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.

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.

The new bridge will safeguard and futureproof road access to the Port and minimise future risks to Network Rail from what is currently a deteriorating asset. The new bridge will safeguard 540 existing jobs and enable the creation of 990 new jobs in the medium term in general industrial, warehousing & distribution within the Port complex and on land to the north of the Port.

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

Network Rail's Infrastructure Projects Team will issue a completion certificate to Network Rail's Client (Asset Management), who will conduct annual visual inspections of the structure thereafter to monitor its condition. The Port will monitor its own activity in terms of freight tonnage and direct and indirect employment within the Port complex, and will continue to evaluate and optimise the benefits it provides for its customers through its commercial relationships. Allerdale Borough Council will monitor the future growth in employment in associated general industrial, warehousing & distribution as development comes forward.

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 **Port of Workington Access Road-over-Rail Bridge** I hereby submit this request for approval to DfT on behalf of **Cumbria County Council** and confirm that I have the necessary authority to do so.

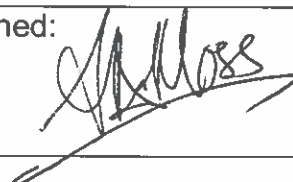
I confirm that **Cumbria County Council** will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: **Andrew Moss**

Signed:

Position:

Assistant Director (Highways & Transport)



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 – **CCC is making no financial contribution to this scheme which is owned and core-funded by Network Rail; CCC will allocate any Local Pinch Point funding received in connection with this bid to the scheme but is making no other 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 – **Network Rail owns the scheme and accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns; CCC is therefore not required to accept this responsibility.**
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme – **the bridge structure is and will remain the property of network rail and as such Network Rail will retain responsibility for the ongoing revenue requirements relating to the structure. CCC accepts responsibility for the maintenance of the adopted public highway which is standard in such circumstances.**
- 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 WILLIAMS CRELLIN

Signed:

