



Cabinet

Report Title	A595 Grizebeck Improvement Scheme – Authorisation to accept Department for Transport grant funding and award a Stage 2 Construction Contract for the A595 Grizebeck Improvement Scheme
Date of Meeting	26 March 2024
Report Author	Philip Greenup, Assistant Director Sustainable Transport and Highways
Director	Angela Jones, Director of Thriving Places
Lead Cabinet Member	Peter Thornton, Cabinet Member for Highways and Assets
Why is this a key decision?	<p>1. An executive decision which is likely to result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council’s budget for the service or function to which the decision relates. YES</p> <p>2. or is likely to be significant in terms of its effects on communities living or working in an area comprising two or more wards in the area of the Council. For these purposes, savings and expenditure are “significant” if they are equal to or greater than £500,000. YES</p> <p>For clarification, no treasury management decision shall constitute a Key Decision.</p>
Wards Affected	High Furness
Identify exempt information and exemption category	None
Reasons for urgency (only where applicable)	Not Applicable
Appendices (if any)	<p>Appendix 1 – Stage 1 Officer Key Decision</p> <p>Appendix 2 - Equalities Impact Assessment (EqIA) dated October 2022</p> <p>Appendix 3 - Officer Delegated Decision to submit the full business case to the Department for Transport</p>

1. Executive Summary

- 1.1 A decision on the award of the Department for Transport (DfT) grant funding for construction of the A595 Grizebeck Improvement Scheme is due and expected by May 2024. This report seeks approval in principle to accept the DfT grant funding and to delegate authority to accept the grant and award the Stage 2 construction contract to Story Contracting Limited of Burgh Road Industrial Estate, Carlisle CA2 7NA with company registration number 3709861, with that authority delegated to the Director of Resources and

Director of Thriving Places, in consultation with the Leader of the Council and the Cabinet Members for Finance and Highways and Assets. The A595 Grizebeck Improvement Scheme is needed to support economic growth by facilitating the movement of goods and people between West and South Cumbria and by providing strategic improvement to the major road network, whilst also addressing local transport issues arising from the impact of the A595 in Grizebeck. The approval of the grant funding and award of the construction contract are key milestones required to continue progress towards the delivery of the A595 Grizebeck Improvement Scheme.

2. Recommendations

For the reasons set out in this report, Cabinet is recommended to:

- 2.1 Agree to accept in principle the Department for Transport ('DfT') grant funding award for delivery of the A595 Grizebeck Improvement Scheme, and delegate authority to the Director of Resources and Director of Thriving Places, in consultation with the Chief Legal and Monitoring Officer, Leader of the Council and the Cabinet Members for Finance and Highways and Assets, to approve the acceptance of the expected, but not confirmed, £23.311m grant award and enter into any related agreements.
- 2.2 Subject to receipt of the full DfT grant funding, as outlined at Recommendation 2.1, agree to delegate authority to the Director of Thriving Places in consultation with the Leader of the Council and the Cabinet Members for Finance and Highways and Assets to award stage 2 of a two-stage design and build contract to Story Contracting Limited. The contract is to undertake and deliver the works relating to the A595 Grizebeck Improvement Scheme as set out in this report, commencing on a programmed date of 10 September 2024 with a contractual completion date of May 2028 for a total estimated value of £16.145m plus a change mechanism which may result in an additional sum of up to £2.400m.
- 2.3 Agree to inclusion of the additional £23.311m cost (and associated funding) to the Grizebeck scheme within the 2024-2029 capital programme using the profile agreed within the contract.

3. Information: The Rationale & Evidence for the Recommendations

- 3.1 The A595 Grizebeck Improvement Scheme is a proposed 1.4km single carriageway road between Chapels and Grizebeck on the A595. The A595 provides a critical link for Cumbria, offering the only direct link between Barrow and its major manufacturing and energy industries to the South, the major cluster of nuclear and manufacturing industries in West Cumbria and onwards to Carlisle in the North. Despite this role, the route is affected by poor journey reliability and resilience due to the constraints of narrow carriageways, poor junctions and route alignment and as such represents a critical barrier to the future success of Cumbria's economy.
- 3.2 To support this level of growth, a major infrastructure upgrade is essential with the A595 Grizebeck Improvement Scheme improving strategic and local connectivity through improved journey times and better journey time reliability between Furness and West Cumbria. The route would also provide opportunities for walking, cycling, and public transport.

3.3 In addition to improving north-south connectivity between Furness and West Cumbria, the A595 Grizebeck Improvement Scheme would also support the delivery of two other scheme objectives which it is designed to address:

3.3.1 *Improving the strategic highway network – the A595 Grizebeck Improvement Scheme would enhance resilience of the road to withstand severe weather events and preserve its function as an Emergency Diversion Route (EDR) for the Strategic Road Network during periods of closure on the A590, between Dalton-in-Furness and Greenodd.*

3.3.2 *Addressing local transport issues – currently the A595 through Grizebeck is sub-standard, with poor visibility and alignment; in one particular location, the route becomes a single-lane through farm buildings, requiring vehicles to wait before passing; elsewhere within the village, unsuitable rural lanes are used by high volumes of traffic as shortcuts. The A595 Grizebeck Improvement Scheme would address these local transport issues.*

3.4 The estimated total project cost of the scheme at Full Business Case (FBC) submission on 13 November 2023 was between £24.634m and £27.428m as set out in Table 1 below. This is based on a construction start in September 2024 and a 22-month construction programme. The scheme is funded from £2.244m from the Cumbria Local Enterprise Partnership (CLEP), £1.873m from the Council, which was required to support the completion of detailed design, and submission of the FBC and the remaining request of up to £23.311m from the DfT’s Major Road Network funding programme.

Table 1 Element of Scheme Cost	FBC submission	Story final Contract price
	(£) Nov-23	(£) Dec-23
Construction Works Cost	14,566,308	15,230,734
Project Management & Design	3,391,604	3,391,604
Client management costs	1,210,280	1,210,280
CPO Public Inquiry related costs	146,746	146,746
Statutory Undertaker costs	1,021,148	1,021,148
Land and compensation costs	1,579,848	1,579,848
Part 1 Claims	202,884	202,884
Quantified risks	1,143,816	1,437,220

Sub-Total:	23,262,634	24,220,464
Inflation (for construction 24/25)	1,371,964	913,844
Sub-Total:	24,634,598	25,134,308
Unquantified risks and contingency	2,794,340	2,294,631
Total:	27,428,939	27,428,939

- 3.5 The recommended decision is for delegation of the power to accept the DfT grant funding and delegation of power to award the construction contract (conditional to the DfT grant being awarded). This recommended decision to delegate power to accept the grant funding and approve the award of contract will enable the Stage 2 construction contract with Story Contracting Limited to be entered into as soon as possible. This will allow the necessary enabling works to commence as soon as possible including relocation of utility companies' apparatus before main construction works start. The utilities usually require orders to be placed at least 6 months before the works take place to allow time to plan the works with the construction contractor and for the utility companies to provide sufficient notice to their customers. Other enabling work includes archaeology investigation works and the creation of habitat mitigation areas.
- 3.6 A decision on award of DfT grant funding is expected in March or April 2024. If Cabinet approval to accept this grant and award the contract (conditional on receipt of the grant) is made after the grant award, there is a risk that signing and sealing of the contract with Story Contracting Limited will not be finalised before the current Capital Works Framework ends on June 1, 2024, through which the works were tendered. This would require a retender of the stage 2 construction contract through the new Capital Works Framework, incurring additional officer time and cost, delaying the construction start and risking an increase in contract price.
- 3.7 It is therefore recommended that authority be delegated to the Director of Resources and Director of Thriving Places to approve the acceptance of the expected, but not confirmed, £23.311m DfT grant award and, conditional on receipt of the full DfT grant funding, award the stage 2 construction contract, with both acceptance and award being taken in consultation with the Leader of the Council and the Cabinet Members for Finance and Highways and Assets. This would enable contract finalisation, signing and sealing to be completed without delay following grant award, thereby maximising the likelihood of achieving sealing of contracts before the current Capital Works Framework ends, expediting the works start and reducing risk of cost increase to the Council in delivery of the scheme.
- 3.8 There is a risk of failure to keep to programme caused by a combination of events including acquiring land and inability to undertake enabling works in advance of start date resulting in a delay to the stage-2 start date, start of construction and an increase of costs due to inflation. In order to mitigate this risk, land negotiation has continued with landowners and agents to acquire land by negotiation before resorting to CPO. Dialogue has continued with the DfT

in relation to the FBC approval and the contractor is being kept informed as far as possible.

Tender Process

- 3.9 A procurement strategy was developed to procure the A595 Grizebeck Improvement Scheme via a 2-stage detailed design and FBC submission (stage 1) and construction (stage 2) basis within an NEC Engineering and Construction Contract (2013) using the 2020 to 2024 Capital Works Framework. The tender included both design and build stages, with the option for the Council to enter a construction contract with the successful bidder following completion of stage 1.
- 3.10 On the 26 March 2022 the Council invited bids from organisations via The Chest. Two tenders were received on 16 May 2022, both of which were compliant.
- 3.11 The tenders were assessed on a 45% price / 55% quality basis with a maximum score of 1000. The quality component was comprised of 11 tender questions focussed on delivery of the scheme and the Council priorities around carbon reduction and growth of the local economy with a maximum score of 550.
- 3.12 The price component was assessed against three tendered elements up to a maximum of 450 marks. Those were: stage 1 detailed design and FBC price against an activity schedule (150 marks maximum); stage 2 construction price against a Bill of Quantities (BoQ) based on preliminary design submitted for planning (275 marks max.); and 25 marks to tenderers on the Council's Premier Supply Service. Each element was scored on a comparative basis with the lowest bid receiving the maximum available marks. Other bids were scored proportionately lower based on the following formula: (lowest cost / tendered cost) * maximum possible score. Each element was then added to give the total mark awarded.
- 3.13 The tender returns were scored by a panel made up of 7 competent assessors with most questions having at least 4 individual assessors scoring. The assessors were brought together to report scores which were entered into a final score record.
- 3.14 Story Contracting Limited scored 1st on their quality submission with a score of 473 from a maximum of 550 which is deemed to be a good standard to undertake the commission with every panel member scoring 8 (Confidence - sufficient, convincing, and credible) or above. Story Contracting Limited were ranked 2nd within the price assessment attracting a score of 430 from a maximum of 450 marks.
- 3.15 Whilst Story Contracting Limited scored highest on quality, their price was slightly higher than the other tender, which resulted in a slightly lower score on price. However, overall, the combined scoring placed them 61 marks ahead of the next tender. Within their quality submission, Story Contracting Limited demonstrated that they had the best knowledge of the project and had the ability to deliver in line with the Council's delivery programme.

- 3.16 On 21 September 2022 an Officer Key Decision was made by the Executive Director, Economy & Infrastructure of Cumbria County Council (a copy is provided in Appendix 1) to award to Story Contracting Limited the stage 1 detailed design and FBC submission contract at a value of £1.615m. On 19 September 2023 a contract modification was made to incorporate additional changes to Works Information as part of the Stage 1 detailed design and FBC submission. This allowed a further £0.300m of expenditure over the tender price, this value was less than the £0.731m that had been identified within the contract award evaluation process.
- 3.17 During this time a stage 2 final bill of quantities has been agreed based on the original tendered bill of quantities and incorporates the cost of the final detailed design, a longer and later construction programme and a contractual inflation adjustment. The original tendered bill of quantities price was £13.382m with an additional inflation allowance of £1.626m, making a likely final tender value of £15.008m. The final BoQ with inflation is £16.145m (£15.231m plus an inflation adjustment of £0.914m). Therefore, it is considered comparable to that tendered taking into account changes to programme which have resulted in a 7-month delay in the start date and a 4 month longer construction period.
- 3.18 Although the agreed price for the final contract has been set, as the construction progresses events will naturally occur that could not be reasonably foreseen at the end of stage 1 and are a Council risk, which the Council is obliged to fund under the terms of the Contract. The Council has made contingency allowance for these events. These changes will increase the original fixed price tender sum offered by the contractor. Changes are managed in an NEC contract through the compensation event process. It is recommended that a 15% (£2.400m) allowance is made for compensation events above the tender price for project changes. The £2.400m represents 60% of the contingency allocated at FBC.
- 3.19 At the time of tender, a score of 903 from a maximum of 1,000 provided confidence that Story Contracting Limited could deliver the design and construction works competently. During the design phase no major concerns have occurred, and the Contractor has worked well to deliver the project and has looked at reducing overall costs and risk. The clear example of this is the use of stich drilling as an alternative to blasting resulting in a significantly reduced impact on the environment and nearby buildings and residences.
- 3.20 In January 2024 the 2020-2024 Capital Works Framework was extended until 1st June 2024 to enable the Stage 2 contract to be awarded.

4. Link to Council Plan Priorities: (People, Climate, Communities, Economy and Culture, Customers, Workforce)

- 4.1 Delivery of the A595 Grizebeck Improvement Scheme will have an important role in supporting the delivery of the Council Plan outcomes:
- 4.1.1 For the economy and culture – sustainable, inclusive economic growth is essential to deliver high quality jobs. The A595 Grizebeck Improvement Scheme will improve north south connectivity thereby facilitating economic growth and thriving communities and businesses.

4.1.2 For people – our aim is ensuring that people are healthy, happy, active and able to lead fulfilling independent lives. The A595 Grizebeck Improvement Scheme will promote healthy travel choices including walking and cycling provision from the south in Chapels to the north in Grizebeck village centre with links into existing cycling and walking networks.

5. Consultation Outcomes

5.1 The A595 Grizebeck Improvement Scheme development process to date has included two 4-week periods of public consultation to reflect good practice and the outcomes of this consultation have influenced the design of the scheme. The first public consultation period was during October/November 2018 and was held to consider possible route options. The second public consultation period was June/July 2021 to gather feedback on the latest design prior to the submission of a successful planning application.

6. Alternative Options Considered

6.1 In considering whether to approve the recommendations in this report to authorise the second construction stage of a two-stage design and build contract to Story Contracting Limited for delivery of the A595 Grizebeck Improvement Scheme, the following options were considered:

6.2 Option (a) – Agree Recommendations

Cabinet agrees to the recommendations at Section 2 above. The Council has to be certain that it will be able to deliver the construction of the A595 Grizebeck Improvement Scheme on time and within the agreed funding. Thus, fulfilling the obligations in both the CLEP and DfT grant funding agreements.

6.3 Option (b) – Do not Agree Recommendations

If Cabinet decides not to approve the recommendations, the Council will need to either:

- (i) Abandon the scheme which could be considered as a fundamental default under the terms of the grant funding agreement with CLEP, triggering claw-back of the grant payments received from CLEP of circa £2.244m. The £1.873m incurred by the Council would be non-recoverable preventing the scheme and the associated benefits from being realised. This option would also not deliver on Council plan priorities or improve the strategic road network.
- (ii) Reprocure a new contractor to undertake the construction work with associated delay to the programme and uncertainty of cost and delivery timescales. This could result in a default under the terms of the grant funding agreement with CLEP, triggering claw-back of the grant payments received from CLEP of circa £2.244m.

7. Reasons for the Recommendations

7.1 As noted in the rationale and evidence for the recommendations section above, the A595 Grizebeck Improvement Scheme will:

- 7.1.1 Provide strategic north-south connectivity between Furness and West Cumbria through improved journey times and better journey time reliability.
 - 7.1.2 Facilitate access to centralised local goods and services for a widely dispersed and rural population.
 - 7.1.3 Enhance resilience of the road to withstand severe weather events and preserve its function as an Emergency Diversion Route (EDR) for the Strategic Road Network during periods of closure on the A590, between Dalton-in-Furness and Greenodd.
 - 7.1.4 Reduce severance and accidents and improve amenity for pedestrians and cyclists, whilst enhancing the local environment.
- 7.2 The Council and BAE Systems Submarines are currently engaged with the Cabinet Office and Department for Levelling Up, Housing and Communities. We are at a pivotal moment for the town of Barrow and the wider Furness Peninsula. As a brand-new authority (following the Cumbria (Structural Changes) Order 2022), the Council has a unique opportunity to work with BAE Systems Submarines, Government, stakeholders and the community to identify and explore new ways in which we can support and enable the change needed to deliver the growth in the UK Defence and Security sector, specifically the BAE submarine delivery programme. The A595 Grizebeck Improvement Scheme has been identified as a priority scheme, aligned to strategic outcomes of 'Team Barrow' and if delivered would improve strategic and local connectivity between Furness and West Cumbria with improved journey times and better journey time reliability and would facilitate the movement of people and materials between the Energy Coast and Furness Peninsular, further strengthening the links between the Civil and Defence Nuclear Sectors, unlocking economic growth opportunities.

8. Climate and Biodiversity Implications

- 8.1 Regulation 17 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 requires an Environmental Impact Assessment (EIA) application to be accompanied by an Environmental Statement (ES). EIA is a statutory process which is required for certain types of project that need development consent. The A595 Grizebeck Improvement Scheme received planning permission from Cumbria County Council in September 2022 and from the Lake District National Park Authority in October 2022.
- 8.2 In respect of climate, the assessment considered the impact of the scheme on climate change through a Greenhouse Gas (GHG) emission statement; and the vulnerability of the scheme to climate change. The scheme has been designed to be resilient to extreme weather events such as heat waves due to warmer temperatures, increase in rainfall and wind strength. As such, the vulnerability of the proposed scheme to these extreme weather events is considered to be low. There will be contribution to emissions of carbon dioxide equivalent (CO₂e) from materials and their transportation to build the carriageway. The scheme is expected to be beneficial in terms of carbon emissions during the operational phase as the reduction in road length reduces the distances vehicles will travel over a 60-year period. The contractor during the construction phase will be

considering a number of initiatives to reduce emissions as far as possible including reuse of site won materials, construction material having high recycled content, use of solar powered and battery storage backup for site offices and welfare units and lighting sets and low carbon fuels for plant and machinery. A carbon management plan has been prepared, identifying and explaining these proposed initiatives and their benefits. This has been approved by DfT as part of the FBC approval process.

- 8.3 The assessment for biodiversity considered impact on sites, habitats and species recognised for their ecological value. It considers both 'designated' sites afforded protection under law, or local authority planning controls and 'non designated' sites which may not be protected, but nevertheless have some wildlife value. Construction activities have the potential to cause impacts on biodiversity through: the pollution of watercourses which flow downstream into Morecambe Bay & Duddon Mosses SPA, Duddon Estuary Ramsar and SSSI and Morecambe Bay SAC; local compaction of tree root areas; impacts of dust generation to habitats; blasting near Dove Bank properties which may cause bat roost abandonment; and noise, vibration and visual disturbance.
- 8.4 During operation, impacts as a result of the Scheme could include: risk of pollution degradation to habitats in the SSSI, SPA and SAC and impacts to any species they support; loss of habitats, including those of Amber and Red listed breeding bird species; and fragmentation of natural species corridors from lost or severed hedgerows and woodland.
- 8.5 Mitigation measures to be implemented in the construction phase include: the production of a Construction Environmental Management Plan which will contain appropriate pollution prevention measures to be applied across the construction site; blasting methods at Dove Bank cottages to be replaced by stitch drilling wherever possible and, where not, to be undertaken outside the maternity period for bats; provision of compensatory habitats; surveys carried out by a suitably experienced ecologist prior to construction; avoidance of sensitive areas when storing materials or commencing construction work; an updated invasive non-native species mapping exercise to be undertaken prior to construction; hedgerows and woodland replanting.
- 8.6 There is a risk of increased excavation costs caused by the presence of shallow bedrock throughout the scheme, resulting in changes to the alignment and foundation design, increasing excavation costs. Ground Investigation works have been undertaken to determine the extent of bedrock and detail rock fracture to inform methods for removal. Bedrock has been identified and ranges from easy to very hard along the area of excavation. At road construction depth/lower levels localised blasting may be required, although stitch drilling is proposed as an alternative to blasting in most areas to minimise impacts to nearby properties. An allowance for extra excavation costs has been identified.
- 8.7 During the operational phase, mitigation measures to be implemented include: a proposed drainage strategy to manage surface water run-off and minimise impacts; areas of native grassland, scrub and plantation to be created; compensatory planting to provide crossing points for wildlife; and installation of artificial roosts for bats.

9. Legal and Governance Implications

- 9.1 This report seeks approval to delegate authority to the Director of Resources and Director of Thriving Places, in consultation with the Leader of the Council and the Cabinet Members for Finance and Highways and Assets, to approve the acceptance of the expected, but not confirmed, £23.311m DfT grant award.
- 9.2 The report further seeks authority subject to receipt of the full DfT grant funding as outlined at recommendation 2.1, to delegate to the Director of Thriving Places in consultation with the Leader of the Council and the Cabinet Members for Finance and Highways and Assets the award of stage 2 of a two-stage design and build contract to Story Contracting Limited to undertake and deliver the works relating to the A595 Grizebeck Improvement Scheme as set out in this report commencing on a programmed date of 10 September 2024 with a contractual completion date of May for a total estimated value of £16.145m plus a change mechanism which may result in an additional sum of up to £2,400m.
- 9.3 Cabinet is advised to consider approving these recommendations following due consideration of this report and subject to:
- the FBC being approved by the DfT;
 - the funding being approved and received from the DfT;
 - the award of the stage 2 contract being conducted in accordance with the call off process set out within the Capital Works Framework; and
 - the deed of variation authorising the extension of the Capital works framework term being completed between the Council and Story Contracting Limited.
- 9.4 It is proposed that the form of the stage 2 contract will be an NEC Engineering and Construction Contract (2013) in accordance with the call off process set out within the 2020 to 2024 Capital Works Framework.
- 9.5 In January 2024, the 2020-2024 Capital Works Framework was extended until 1st June 2024 to enable the Stage 2 contract to be awarded.
- 9.6 Legal advice has been provided in respect of the CLEP grant funding received for the project under an MOU and the risks of clawback.
- 9.7 Approval of the recommendations is an executive function and is properly a function for this Cabinet. The Cabinet can delegate functions to officers as provided for in this report.
- 9.8 The recommended decision has been advertised on the Forward Plan as required. Therefore, it is appropriate for Cabinet to consider this report and agree to the recommendations.
- 9.9 The instructing officer must ensure that no work is commenced until the contract has been executed by both parties. To this end the instructing officer must ensure that Legal Services are instructed to complete all contractual and legal documentation required for the implementation of any subsequent cabinet decision/approval.

Property Legal Comments

- 9.10 The land and legal project team are continuing negotiations with landowners to secure the land needed to progress the A595 Grizebeck Improvement Scheme. A Compulsory Purchase Order (CPO) and Side Road Order (SRO) have been made and confirmed.
- 9.11 Cabinet made a decision on 12 September 2023 to delegate authority to implement the CPO and SRO and acquire land through negotiation to the Director of Resources and the Director of Thriving Places.
- 9.12 A CPO is used as a last resort mechanism to acquire land if negotiations have failed. For this scheme to progress, a CPO will be required as there are plots of land in unknown ownership that cannot be acquired via negotiation.
- 9.13 The recommended decision to delegate power to the Director of Resources and the Director of Thriving Places to accept the DfT grant funding and to award the construction contract is essential in order to move forward with the land acquisition needed to progress this scheme.

10. Human Resources Health Wellbeing and Safety Implications

- 10.1 The Council recognises its duties under the Health & Safety at Work Act 1974 and associated management of Health & Safety at Work Regulations to ensure as far as is reasonably practicable that there are arrangements in place to ensure a healthy and safe working environment for all services for which it has responsibility.
- 10.2 The stage 2 construction contract for the A595 Grizebeck Improvement Scheme will be subject to Construction & Design Management (CDM 2015) regulations. The appointed contractor will undertake the role of Principal Contractor in regard to the scheme. This extends to other contractors they may sub-contract elements of the work to. Relevant construction phase plans must be in place along with safe systems of work. Protection of workers and any others affected in terms of this contract must remain a priority from planning to handover.

11. Financial Implications

- 11.1 Cabinet is recommended to accept in principle and delegate approval of acceptance of the DfT grant funding, expected to be £23.311m, to the Director of Resources and Director of Thriving Places. This would ensure that the Council has sufficient funding to progress with Stage 2 of the A595 Grizebeck Improvement Scheme.
- 11.2 Cabinet is also recommended, conditional to the receipt of the funding, to agree to the award of stage 2 of a two-stage design and build contract to Story Contracting Limited to undertake and deliver the works associated with this scheme up to the value of £18.545m and to delegate the contract award to the Director of Thriving Places. This will enable sealing of contracts under the current Capital Works Framework, and reduce the risk of delay in contract award, a potential need to retender and cost increases.

- 11.3 Cabinet is also recommended to agree to add the £23.311m and associated funding to the Grizebeck Scheme within the Capital Programme 2024-2029. This will allow the necessary enabling works to commence as soon as possible, which will include the relocation of utility companies' apparatus before the main construction works start. This will ensure that the work is able to commence in September 2024 and reduce the risk of any cost increases.
- 11.4 In summary, the total cost of the Grizebeck scheme is £27.428m as set out in Table 1 of this report. Funding to support this cost is as follows:

Source of Funding	£m
Cumbria LEP	2.244
Westmorland and Furness Council	1.873
Already funded	4.117
DfT grant	23.311
Total Funding	27.428

- 11.5 £4.117m has already been included in the Capital programme with £1.667m remaining and profiled for utilisation in 2023/24.
- 11.6 The £23.311m additional funding will be used to support the contract award of £18.545m, the remaining £4.766m will be used to support delivery of other elements of the scheme by the Council.

12. Equality and Diversity Implications (please ensure these are compliant with the EIA Guidance))

- 12.1 The Public Sector Equality Duty (PSED) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities.
- 12.2 During the development of the A595 Grizebeck Improvement Scheme the Council has had regard to the PSED and, having regard to its statutory duties under the Equality Act 2010, has carried out an Equalities Impact Assessment (EqIA) dated October 2022. A copy of the EqIA is provided at Appendix 2 to this report.
- 12.3 Table 3 of the EqIA report established an action plan to adopt and implement through the subsequent project stages. How these actions were addressed and incorporated into the scheme development is summarised in the following sections.
- 12.4 The action plan required the detailed to design to incorporate equality issues arising from consultation and accessible design principles, considering the needs of groups with protected characteristics. The scheme has worked to apply the principles set out within National Highways' Design Manual for Roads and Bridges (DMRB), supplemented by additional guidance where appropriate, including Manual for Streets 2, and Local Transport Notes produced by the Department for Transport. These documents are developed and supported by National Highways and the Department for Transport to allow roads to be

designed to satisfactorily accommodate all road users, including those with protected characteristics.

- 12.5 The action plan requires an appropriate traffic management plan and information provision to those groups with protected characteristics. Sequencing of works and interim access arrangements has considered minimising disruption to the public including elderly, disabled and pram users any temporary roads and footpaths will be designed in line with the required standards to account for this.
- 12.6 Information and advertising materials relating to the works has been, and will continue to be, provided in hard copy, as well as electronic format, to ensure they are accessible to people without access to online sources. Community noticeboards will also provide a full overview of the scheme, progress and upcoming activities.
- 12.7 The impact of the A595 Grizebeck Improvement Scheme will continue to be monitored and reviewed throughout and post-completion of the scheme, as required by, to ensure that any impact can be considered and mitigated as necessary.

13. Background Documents

- 13.1 A595 Grizebeck Improvements Cumbria Local Enterprise Partnership Growth Deal Funding Award of £2.244m – 11 November 2020
- 13.2 A595 Grizebeck Improvement – Programme Entry: DfT Major Road Network Schemes Programme Funding Award of £12.718m (dependent on subsequent FBC approval) – 27 October 2020
- 13.3 £2.244m CLEP Growth Deal Funding added into the Capital Programme for 2020/21 to 2022/23 - Cumbria County Council Cabinet 4 February 2021
- 13.4 Cumbria County Council - Leader Decision Record 14 October 2022
- 13.5 Officer Key decision to award stage 1 Detailed Design for the A595 Grizebeck Improvement Scheme. (Appendix 1) - 21 September 2022
- 13.6 Equality Impact Assessment dated October 2022 (Appendix 2).
- 13.7 Westmorland and Furness Council - Cabinet decision for implementation of Compulsory Purchase Order and Side Roads Order - 12 September 2023
- 13.8 Officer Delegated Decision to submit the full business case to the Department for Transport (Appendix 3) – 13 November 2023