

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)*:

Northumberland County Council

Bid Manager Name and position:

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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.northumberland.gov.uk/default.aspx?page=7846>

SECTION A - Project description and funding profile

A1. Project name: Crag End, Landslip. B6344 near Rothbury

A2. Headline description:

The scheme is to repair a 300 metre length of the B6344 road that has been closed due to a land slip. The repairs involve the construction of a retaining wall formed in bored piles and tied back with ground anchors. Ancillary works include ground dewatering, drainage and reconstruction of the Highway.

A3. Geographical area:

The road provides the main link between the town of Rothbury and the principal road network. It is sited on a wooded escarpment with a rock plateau above and the River Coquet in the valley below. The slope below the road is a Site of Special Scientific Interest and the land up slope is part of the Cragside Estate owned by the National Trust. The only property within 400 metres of the site is Crag End Farm.

OS Grid Reference: 408310E 600920N

Postcode: NE65 7XN

A location map is attached as Appendix A.

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

The County Council is working with adjacent land owners, who's property is affected by the landslip. This includes the National Trust, owners of the Cragside Estate.

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

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 – Restoring the main road access to Rothbury and Coquetdale.

B2. The Strategic Case

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 landslip at Crag End has forced the closure of the B6344. This is the main road into the Coquet Valley and the town of Rothbury and is therefore critical to the area. The closure has forced the majority of traffic, including all large vehicles, to travel further north on the A697 and access Rothbury using the B6341 road, a diversion of approximately 16km. As well as the extra distance, the B6341 crosses the moor above Rothbury, reaching a height of 278 metres above sea level. The road has steep gradients and is often affected by winter weather. The recent snowfall in January 2012 closed this route, effectively cutting Rothbury off completely. During this time, emergency vehicles were unable to access the Coquet Valley. The County Council had to focus snow clearing efforts on this road in order to ensure the valley did not remain completely isolated.

Traffic count data from September and October 2012 shows that the B6344 carried 2,875 vehicles per day, compared to 875 on the B6341. This demonstrates that the B6344 is the main route into Coquetdale for traffic. In addition, there is currently only one regular bus service serving Coquetdale. The number 14 bus service connects Thropton, west of Rothbury, to Newcastle Upon Tyne and uses the B6344 for part of its normal route. The road closure means this service is diverted via the B6341, affecting the service timetable and leaving some stops without a bus service.

The 2001 Census showed that rates of car ownership in Northumberland National Park, which includes part of Upper Coquetdale, are very high, with 95% of households owning at least one car, compared with regional and national averages of 64% and 73% respectively. There is also a high number of cars per household (1.59 compared to 0.90 in the North East and 1.11 in England). This is due to the dispersed nature of residential dwellings and the limited availability of public transport. The Census also shows that a higher proportion of residents of the National Park travel to work by car (48.31% compared to 35.22% of Northumberland residents). These figures demonstrate that the residents of Coquetdale are heavily reliant on cars due to the lack of alternatives, and the closure of the main route into the area will impact on their ability to travel.

The Local Economy

The main industries in Coquetdale are farming, forestry and tourism. In terms of employment, the largest proportion of people of working age, (14.4%), are employed in agriculture and forestry. Household income in upland areas of Northumberland is 8% less than that for the North East Region (CACI Household Income Paycheck Data, 2006). People living in the county are doing better than this statistic indicates due to the fact that many commute to better employment in Tyne and Wear. This, however, is a more costly option for people living in remote rural areas and is an impossible option for land based rural businesses to realise.

The economy of Northumberland has grown at a slower rate than neighbouring areas. Between 1997 and 2007, the Gross Value Added (GVA) of Northumberland increased by 43%, compared to 52% in the North East and 62% in Tyne & Wear. In addition, the GVA measure shows that people living in Northumberland, who can commute to the city regions, have been able to share in the rapid growth of Tyneside and Wearside. However, those less able to commute, i.e. living in isolated rural areas such as Upper Coquetdale, are not benefiting from the growth of Tyne and Wear.

Agriculture

Agriculture accounts directly for 5% of the county's employment. In Coquetdale, it is dominated by livestock rearing due to the topography and vegetation. As well as providing direct and indirect employment, agriculture makes a large contribution to the quality of the environment and therefore is critical to the local economy. The road closure is impacting on the ability of agricultural vehicles to travel both within and to/from the area. Census data shows that agriculture is over ten times more important to the Northumberland Uplands than the rest of the county and the average for the whole of England, (Northumberland Upwards 2008).

Forestry

Forestry is a significant industry for Northumberland. The production and processing of home-grown timber is probably more important to the economy of Northumberland than it is to the economy of any other county in England. An Economic Assessment carried out in 2009 valued the sector at £3.2bn turnover regionally, £0.6bn GDP contribution, 15,900 jobs and 32% of rural businesses. It is estimated that 60% of these values relate to Northumberland. There are several commercial forests in the Coquet Valley. The B6344 is an agreed forestry traffic route and its closure is therefore impacting on forestry movements in the area.

Tourism

Tourism is an important and growing industry in Coquetdale. Data is not available at a local level, however, research into the Economic Impact of Tourism in Northumberland in 2011 showed that:

- 9.1 million people visited Northumberland in 2011, an increase of 2% on 2010.
- The number of visitor days also increased, by 3% to 14 million visitor days.
- This led to a 3% increase in visitor expenditure to £706 million.
- The number of people directly employed in tourism in Northumberland in 2011 was 11,024, an increase of 6% on 2010. When indirect employment in the supply chain is taken into account total employment stands at 13,230.

Tourism demonstrates great scope in its multiplier effect. Shops, petrol stations, public transport, artists, craft makers and galleries are some of the more obvious beneficiaries of tourism, but it also brings in substantial business to many other sectors of the economy from food and drink to building services, printers, accountants and solicitors.

The Northumberland Area Tourism Management Plan (ATMaP) 2010-2015 further demonstrates that tourism and its related sectors are large employers in Northumberland, reflecting the County's status as a major tourism area. Overall, tourism-related industries account for 11.6% of all jobs, compared with just 8.2% nationally. Important sub-sectors include accommodation (over 3,000 jobs), and food and drink services (over 6,000 jobs).

According to the Northumberland Economic Assessment (2009), in recent years there has been notable growth in VAT and PAYE registered businesses within the 'Distribution, Hotels and Restaurants' sector largely due to the increase in tourism related businesses falling into this category. The following table shows the relative employment contribution of different sectors:

	Part-time workers		Full-time workers		Total	
	No.	%	No.	%	No.	%
Agriculture & fishing	2,600	48.1	2,800	51.8	5,400	5.1
Energy & water		3.1	800	96.9	800	0.8
Manufacturing	800	6.7	11,200	93.3	12,000	11.4
Construction	500	8.3	5,500	91.7	6,000	5.7
Distribution, hotels & restaurants	12,000	48.6	12,700	51.4	24,700	23.5
Transport & communication	600	17.7	2,800	82.3	3,400	3.2
Banking, finance & insurance, etc	4,200	35.0	7,800	65.0	12,000	11.4
Public admin, education, health, etc	19,500	55.2	15,800	44.8	35,300	33.6
Other services	2,700	50.9	2,600	49.1	5,300	5.1
Total	41,700	38.4	63,300	59.1	105,000	100
Tourism & Leisure (inc. above)	7,000	58.3	5,000	41.7	12,000	11.8

Source: Agriculture data is derived from DEFRA June 2007 Agricultural and Horticultural Survey. Remaining data is from NOMIS Annual business inquiry 2007 Fig rounded to nearest 100, where # figure is less than 50

The ATMaP lists the Coquet Valley as one of the County's key tourism assets. Demand for the tourism sector comes from both domestic and international tourism, as well as the spending of local residents. The future growth of tourism is therefore heavily dependent on visitor numbers which, in turn, is dependent on the ability to access the area.

The Employment Land Review carried out in 2011 for the Northumberland Core Strategy Evidence Base, found that the North of the County, which includes Coquetdale, is characterised by a strong representation of jobs in tourism and related activities, compared to County and national averages. It also found that, over the period 1998-2008, Northumberland as a whole experienced an 18% increase in tourism-related jobs. The Review concludes that the number of jobs in the 'hotels, restaurants and recreation' sector are expected to be one of the major drivers of jobs growth in the County. Over the period 2010-2030, these are expected to grow by

around 32% (approximately 4,000 jobs). Overall, tourism appears likely to generate a high level of jobs growth in the future, and is likely to be the key growth sector in the County.

The Coquetdale area is important to the visitor economy. Rothbury itself is a popular visitor destination and contains a number of services such as hotels, restaurants, shops and tourist information, including a National Park Visitor Centre. The surrounding area is attractive and offers a number of outdoor activities. Part of the area is within Northumberland National Park. The National Trust property at Craggside (adjacent to the landslip) was the second most visited attraction in Northumberland in 2009. As the main route into Coquetdale, the road closure will affect traffic movements to/from Craggside as the busy tourist season arrives. 5.8% of the population of Coquetdale are employed in the hotels and catering sector, while a further 12.5% are employed in retail, which is dependent on visitor as well as local spending. There are a number of events and festivals held throughout the year, such as, the Rothbury Food and Craft Festival, which has attracted over 10,000 visitors since it began in 2008. A number of agricultural shows take place in the area and are popular attractions. The area is promoted by a local tourism group - The Heart of Northumberland Tourism Association (THONTA) - a voluntary organisation consisting of diverse businesses in Rothbury and the surrounding area. Members of THONTA have expressed concern that the landslip will impact negatively on businesses, many of whom rely heavily on day visitors, particularly at weekends. The concern is that these potential customers will not be inclined to waste time trying to reach the area, and are therefore likely to go elsewhere for their day out.

Northumberland National Park

A large part of Upper Coquetdale is included within Northumberland National Park. As described above for the wider Coquetdale area, the landscape in the Park is dominated by farming and forestry, while tourism is also significant.

Farmers contribute significantly to the economic wellbeing of the Park, both directly through their own businesses and indirectly through their stewardship of the landscape. Recent years have seen a decline in the number of farms and the numbers employed in farming. Farmers are therefore looking into ways to add value, for example local branded food products.

Forestry occupies around 20% of the National Park. Forest management represents a considerable economic resource through the provision of local employment and the procurement of goods and services.

Country sports, particularly shooting, are an important activity in the National Park, having a significant impact on the economy and land management. Pheasant, grouse and partridge shoots are important, while deer stalking is carried out in forests with overseas visitors often participating. Fishing is also an important activity, with considerable scope for product development and economic benefits linked with tourism.

The National Park receives approximately 1.5m visitors annually, with day trips accounting for the largest proportion of visits. Together, visitors contributed £94.8m to the region's economy in 2006 (STEAM 2007). The revenue generated by the tourism industry helps to sustain many local businesses. Research by the National Park Authority found that a number of existing tourism businesses were considering diversifying into new markets and products and most aim to expand. The Northumberland National Park Management Plan (2009-2014) states that the potential of the tourism economy has not been fully realised, and seeks to grow the market by developing and marketing the experience, encouraging visitors to stay longer and spend more on local goods and services.

There is a high level of economically active residents within the National Park. However, areas both within and adjoining the park suffer from low wage rates, under-employment (high levels of part-time working), and the whole of the agricultural land is classified as 'severely disadvantaged', that is, very difficult to farm profitably.

The National Park Authority's 2006 Business Needs Survey asked businesses within the National Park to describe their business type. The majority described their businesses as farming (48%), followed by tourism (37%), and accommodation (12%). On the fringe of the National Park, the highest business type was tourism (33%), followed by farming (32%), and recreation (15%). Given the high percentages of farming and tourism sectors, any change in these areas could potentially have a significant impact on the local economy.

The National Park Management Plan identifies 'Action Areas' based on geographical areas of locally distinctive character. Upper Coquetdale is one of these areas, including the 'gateway' town of Rothbury, which acts as an important service centre for the National Park. As one of the main routes into the National Park from the Strategic Road Network, the B6344 plays an important role in supporting the economy of the area, as described above. Its closure is therefore likely to have a negative impact on most aspects of life in the Park.

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

The only alternative to repairing the landslip is to allow the road to remain closed. This has been rejected because the road is of vital importance to the area, as described above.

The land slip occurred during Christmas 2012 and is continuing to develop. A feasibility study is underway and all options are being considered. The study is being guided by a geotechnical consultant but the ground investigation has yet to commence. Other constraints include the conservation status of the adjacent land and the fact that the slip is still developing. At present an estimate has been prepared that covers all the known difficulties and allows for all constraints to be considered and mitigated against.

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

As described above, the road is of vital importance to the local economy in Coquetdale. Between 2010 and 2011, tourism jobs in Northumberland increased by 6%. This trend is expected to continue as the tourist industry develops and people decide to take holidays domestically rather than abroad due to the recession. Addressing the landslip and re-opening the road will allow the tourist industry in Coquetdale to both maintain existing jobs and continue to develop and create new jobs.

Forestry is also an important industry with a number of commercial forests in the Coquet Valley. Re-opening the B6344 road, which is an agreed forestry route, will allow forestry operations to continue unhindered and protect local employment in the industry.

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 project is at feasibility stage. Ground investigations will inform the design process and it is expected that an understanding of the failure mode will allow the current proposal to be refined. The current scheme includes a number of measures to address the problem of ground water but some of these may be excluded altogether after the ground investigation report is published. There will also be contractor designed elements where innovation and specialist skills will drive down the costs of the piling and ground anchors.

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?

Additional consents may be required from Natural England associated with ecology, groundwater levels and the River Coquet SSSI. The outcome of these consents may alter the scheme, though reinstating the road is still the objective.

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 landslip has closed the road to all traffic. This is the only main route along the Coquet Valley, therefore, there are no suitable alternative solutions.

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.

Adjacent land is a Site of Special Scientific Interest. Discussions have already been held with Natural England and ecological surveys are underway. Insurmountable or exceptional constraints are not anticipated.

B3. The Financial Case – Project Costs

Table A: Funding profile (Nominal terms)

£000s	2013-14	2014-15	2015-16	Total
DfT funding sought	490	4,500		4,990
Local Authority contribution	399	1,237	931	2,567
Third Party contribution	0	0	0	0
TOTAL	889	5,737	931	7,557

Table B: Cost estimates (Nominal terms)

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Installation of temp water management	377	Aug-Oct 2013	estimate
Ground investigation	254	Apr-Jun 2013	estimate
Embankment construction	1,536	Feb-May 2014	estimate
Installation of bored piles	3,524	May-Aug 2014	estimate
Capping beam construction	285	Jun-Sep 2014	estimate
Tie bar installation	350	Sep-Dec 2014	estimate

Facing construction to front of wall	132	Oct-Dec 2014	estimate
Permanent water management	520	Dec 2014-Mar 2015	estimate
Road reinstatement	150	Oct-Dec 2104	estimate
Professional fees	430	Mar 2013-Mar 2015	estimate
TOTAL	7,557		

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.*

Currently no third party funders.

- 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

- 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.*

N/A

B5. The Financial Case – Affordability and Financial Risk

a) What risk allowance has been applied to the project cost?

The scheme cost has been determined so that the road can be reinstated. Robust methods have been costed but, due to the exceptional scale of the land slip and the causes yet to be identified, there remains a financial risk to the project. Risks to individual items in all sections have been considered and evaluated. The total risk has been computed as 2% of the total with a value of £125,718.

b) How will cost overruns be dealt with?

Cost overruns will be funded by the County Council.

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

The main risk to the project is the unknown aspect of reducing ground water levels to stabilise the working area and, the presumed depth of rock head that will dictate the order of the design solution. Robust assumptions have been made about the depth of rock head based on known borehole data and a two stage approach has been priced for dealing with the ground water. It is possible that the first approach may not be required if site investigation results are positive or if a dry spell of weather occurs.

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)?

N/A – the only funder apart from the DfT is Northumberland County Council. The Council will be responsible for all cost over runs.

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);**

Negative Impacts

None.

Positive Impacts

Restores the main access to Rothbury and Coquetdale.
Removes excess traffic currently diverted onto the B6341.

- **A description of the key risks and uncertainties;**

The key risk identified in the risk analysis for the scheme is the need to acquire access to private land in order to carry out the work.

See Appendix B for further information on risks.

- **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.**

Modelling is considered to be unnecessary as the scheme is to restore an existing road link. Traffic count data from September and October 2012 shows that an average of 2,875 vehicles used the B6344 per day. The majority of this traffic is now using the diversion along the B6341, which previously carried an average of 875 vehicles per day.

** 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

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

These are attached as Appendix C.

- **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

Attached as Appendix D.

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

An estimate summary is attached as Appendix E.

** 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.*

B7. The Commercial Case

- 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).**

The scheme has a number of elements that will be contractor designed. The designs will be undertaken with factual ground investigation information and all associated risks will be passed to the contractors. Major elements of the scheme will all be undertaken by specialist contractors. Again risks in the contract with regard to timescale and implementation will rest contractually with these specialists.

- 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 cost is above the threshold for advertisement through the European Journal. It is therefore proposed to adopt a restricted OJEU route and an eight month period has been allocated for this in the programme plan.

- 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

A joint letter is attached as Appendix F.

****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
Attached as Appendix G.

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	November 2013
Land entry for investigation	March 2013
Opening date	June 2015
Completion of works (if different)	August 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)*

None within the last 5 years. Previous major scheme (Pegswood Bypass) was completed in 2007.

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.

N/A

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

Within the Site of Special Scientific Interest, consent is required for investigation works and permanent works. Consent dates are expected to be March and October 2013 respectively.

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.

An organogram is enclosed in Appendix H showing the structure of the project team with the overriding governance and scrutiny roles.

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
Attached as Appendix B2.

Has a Risk Management Strategy been appended to your bid? Yes No
Attached as Appendix I.

B12. Management Case - Stakeholder Management

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.

The County Council has an agreed approach to Stakeholder Management, set out in its project management and delivery framework called "Northumberland Way". The framework defines stakeholders as all individuals or groups who have an interest in the scheme, recognising that stakeholders may change as the project progresses.

The approach to stakeholder management for this scheme has three aims:

1. The project will have a Communication Plan and Stakeholder Management Plan in place.
2. Key stakeholders will be engaged in the development of the scheme from design through to construction.
3. Their interests will be regularly assessed during the life of the scheme.

The Governance Structure in Section B10 identifies the role of the Stakeholder Group in managing this scheme.

Key Stakeholders have been identified as follows:

Land owner – Mr Rennick of Crag End Farm. Discussions are on-going with his representatives and he is supportive of the proposals because mitigation measures will improve his land quality in respect of a High Level Stewardship agreement in place with Natural England. A License agreement is required required for land use.

Land owner – The National Trust have a mutual interest in stabilising the land slip to limit damage to their infrastructure.

Natural England – Consent is required for all works affecting the Site of Special Scientific Interest. An Ecologist has been appointed to advise on constraints and mitigation.

County Councillor – Councillor Steven Bridgett is the elected Member for Rothbury on the County Council.

Parish Councils – The landslip is located within Cartington Parish. Rothbury Parish Council represent the largest settlement in Coquetdale. Other affected Parishes include Thropton, Brinkburn, Whitton & Tosson, Snitter, Hepple, Harbottle and Alwinton.

Forestry Commission – owners of several commercial forests in Coquetdale. The B6344 is an agreed forestry traffic route.

Northumberland National Park – the National Park includes a large part of Upper Coquetdale, accessed mainly via the B6344.

THONTA (The Heart of Northumberland Tourism Association) – organisation representing tourism related businesses in Rothbury and Coquetdale.

Local community – Updates are issued several times a month to the local County Councillor who publishes information to the wider community via Facebook, Twitter and a website dedicated to the town of Rothbury. Feedback will be fed back to the design team for consideration.

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)

n/a

B13. Management Case - Assurance

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

See Section D2.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation

The benefits of the proposed scheme are:

- Re-opening the B6344 road.
- Restoring access to Rothbury and Coquetdale
- Restoring access to the benefit of the local economy.

These benefits will be 'owned' by all stakeholders, i.e. the local community and all visitors.

C2. Monitoring and Evaluation

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

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

Two monitoring and evaluation frameworks have been defined that include provision for a comprehensive measurement of impact and a more streamlined monitoring process. The outline methodology of the frameworks is provided below for the following:

- A) A full scheme impact evaluation; and
- B) Pre and post scheme opening monitoring.

The evaluation principles are consistent with current guidance on evaluation methodologies, including those contained in "Department for Transport: Local major Capital Schemes" (National Audit Office 2011). The objectives contained within the evaluation plan relate to the anticipated benefits that are expected to arise from the scheme.

A) Full scheme impact evaluation

A key challenge for transport evaluations is demonstrating the link between schemes and their impacts and outcomes. The Full Impact Evaluation methodology has been designed to provide a means by which attribution can be identified.

As identified in the HMT's Magenta Book logic models are often used to outline how the theory, assumptions and evidence are linked together providing a rationale for the intervention. An outline logic model has been summarised below for the landslip scheme. This model provides an overview of the links between the context (congestion and desire for economic growth) and the expected outcomes (including sustainable improvement in the local economy).

The methodology outlined below in Table 1 identifies the methods that could be used to carry out the impact evaluation. Full impact evaluations are designed to provide a measurement of the extent that observed changes have derived from the intervention. Therefore the methods proposed are designed not only to identify whether the desired benefits have been achieved but also the extent any changes in conditions would have occurred anyway.

The evaluation includes both quantitative and qualitative methods by which to identify counterfactual conditions including benchmarking against broader trends and discussions with businesses and stakeholders to identify attribution. By considering wider contextual conditions the ability to isolate impacts from potential displacement is also considered.

For transport indicators a direct comparison can be made between conditions before and after opening whilst, where possible, compared against local and national evidence. For wider impacts, including economic, interviews with beneficiaries and stakeholders would be designed to capture how the new infrastructure had affected economic performance and contributed to strategic added value.

Table 1: Component tasks for undertaking full impact evaluation	
Benefit	Indicator
Re-opening the B6344 road	Traffic count data New and existing data
<p>B) Scheme Monitoring Monitoring of the scheme through the use of indicators would enable an understanding of the impact of the scheme to be understood with particular focus on traffic conditions in the area. The types of measures and indicators that could be used to identify the extent the scheme has contributed towards its anticipated benefits are identified in Table 2.</p>	
Table 2: Component tasks for scheme monitoring	
Benefit	Indicator
Restoring access to Rothbury & Coquetdale	Traffic counts New and existing data.
Restoring access to the benefit of the local economy	Stakeholder interviews to establish the impact on the local economy. New Economic indicators for the Coquetdale area, including number of employees by sector (taken from business register and employment survey), before and after the works. New

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: *Barney Rowland*

Signed:

Position: *CORPORATE DIRECTOR*

Barney Rowland

D2. Section 151 Officer Declaration

As Section 151 Officer for [name of authority] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [name of authority]

- 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: *STEVEN MAJON*

Signed:

Steve P Majon

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