

Local Highways Maintenance Challenge Fund



Department
for Transport

Application Form: bids for funding in 2019/20

The level of information provided on this form should be proportionate to the size and complexity of the works proposed. An Excel data proforma should also be completed.

Note that DfT funding is a maximum of £5 million per project for bids in 2019-20. An individual local highway authority may apply to bid for only one scheme. Funding will be provided in 2019/20, but it is recognised that construction may go into 2020/21 as well. The closing date for bids is 31 October 2019.

For schemes submitted by a Combined Authority for component authorities a separate application form should be completed for each scheme, then the CA should rank them in order of preference.

Applicant Information

Local authority name: Bristol City Council

Bid Manager Name and position: Shaun Taylor, Head of Highway Maintenance

Contact telephone number: 0117 922 2404 **Email address:** shaun.taylor@bristol.gov.uk

Postal address: Highway and Maintenance BS1 6AN Postcode
Bristol City Council
100 temple Street, 2 Floor South

Combined Authorities

If the bid is from a local highway authority within a Combined Authority, please specify the contact and ensure that the Combined Authority has submitted a Combined Authority Application Ranking Form.

Name and position of Combined Authority Bid Co-ordinator:

Contact telephone number: **Email address:**

Postal address:

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, the local highway authority 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.

Please specify the weblink where this bid will be published:

SECTION A – Description of works

A1. Project name: Innovative Proactive Maintenance Programme

A2. Headline description:

Proposed start date: 31st January 2020 (anticipated date of DfT announcement)

Estimated Completion date: DfT funded works to be completed by 31st June 2020, 3rd party funded works to be completed by 31st January 2021.

Brief description

Using innovative condition assessments developed by GAIST and incorporating recycled materials into the resurfacing compound, Bristol City Council aims to significantly enhance their proactive maintenance programme through the works outlined in this proposal. This additional funding will reduce the depreciation curve in relation to the maintenance budget with works taking place on key corridors serving the city centre providing co-benefits for our bus shelter replacement programme, strategic walking and cycling networks and drainage schemes. With a 3rd party supply chain in place and having delivered an extra £1.7m from the Local Highways Maintenance Funding this year the DfT can have confidence that Bristol is well placed to deliver this additional work on time and to budget.

A3. Geographic area:

Please provide a short description of the location referred to in the bid (in no more than 50 words)
The proposal focuses on 3 principal arterial routes converging in the city centre. These include the A4018 (to the north) the A420 (to the east) and the A37 to the south. Additional spurs off these routes are also included in the bid and can be found in Appendix C alongside maps showing the condition and safety data and locations of bus stops in Appendix A, B, D, E .

OS Grid Reference: 51.457697, -2.593912

Postcode: BS1 2NT

You might wish to append a map showing the location (and route) of the proposed project, existing transport infrastructure and other points of particular interest to the bid.

See Appendix C

A4. Type of works (please tick relevant box):

DfT funding of up to £5 million in 2019/20

Structural maintenance, strengthening or renewal of bridges, viaducts, retaining walls or other key structures, footbridge or cycle bridge renewal

☐

Major maintenance, full depth reconstruction of carriageways, structural maintenance of tunnels

☒

Resurfacing of carriageways including improvements to footways or cycleways that are within the highway boundary



Renewal of gullies and replacement of drainage assets



SECTION B – The Business Case

B1. The Financial Case – Project Costs and Profile

Before preparing a proposal for submission, bid promoters should ensure they understand the financial implications of developing the project (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 table below. **Figures should be entered in £000s** (i.e. £10,000 = 10).

Funding profile (Nominal terms)

£000s	2019-20	2020-21
<i>DfT Funding Sought</i>	£2,784	<i>DfT funding not available in 2020-21</i>
<i>LA Contribution</i>	£520	£430
<i>Other Third Party Funding</i>	£154	

Notes:

- 1) Department for Transport funding will be granted in the 2019-20 financial year but local highway authorities may carry that funding over to following financial years if necessary.
- 2) There is no specific amount for a local contribution by the local authority and/or a third party but if this is proposed please state what this is expected to be.

B2. Local Contribution / Third Party Funding

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

- a) The non-DfT contribution may include funding from the local authority or a third party. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.

The following funding has been 'secured' in relation to the bid and constitutes a 28% match-funding contribution:

Structural Carriageway Repairs & Surfacing Internal funds; prudential borrowing - £500,000
(£250,000 19/20 + £250,000 20/21)

Prudential Borrowing - £450,000 (£270,000 19/20 + £180,000 20/21)

S106: £80,000 (19/20) S106 - £74,000 (19/20)

- b) Please list any other funding applications you have made for this project or variants of it and the outcome of these applications, including any reasons for rejection (e.g. applications made through any similar competition).

N/A

B3. Strategic Case (sections (a) to (g) below)

This section should **briefly** set out the rationale for making the investment and evidence of the existing situation, set out the history of the asset and why it is needs to be repaired or renewed. It should also include how it fits into the overall asset management strategy for the authority **and why it cannot be funded through the annual Highways Maintenance Block Funding grant.**

- a) What are the current problems to be addressed by the proposed works? (Describe economic, environmental, social problems or opportunities which will be addressed by the scheme).

The highway corridors identified within this proposal (see Appendix C) represent key transport links connecting the north, south and east of Bristol, providing access to key employment and housing sites. Using GAIST's innovative carriageway conditions techniques we have been able to pinpoint critical deficiencies along these routes and plan interventions accordingly. In parallel with these route repairs we have identified a need to improve public transport waiting infrastructure that will contribute to an improved customer experience. Moreover, we have prioritised this programme of works to overlay with our strategic walking and cycling networks as identified in our emerging Local Cycling and Walking Infrastructure Plan as well as address areas prone to flooding. These works will ultimately benefit all road users and increase the resilience of our local strategic road network.

- b) Why the asset is in need of urgent funding?

To date the carriageway surface has been managed following best practise from the industry, but following inconclusive surveys using traditional UKPMS methods and inconsistency in how data is collected these routes have become neglected and are now in need of additional funding to stop them falling further into a state of disrepair. Moreover, the current public transport offering along these corridors is hindered by poor and outdated waiting infrastructure and potholes and uneven surfacing have created a hostile environment for cyclists using these routes. Lastly the various flood risk locations along the route also need capital investment to minimise the risk of failures, which would result in network closures, disruption and increased congestion and flooding.

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

Preventative treatments are the main consideration along these routes. By receiving a large capital investment to deal with the depreciation and structural repairs the authority can invest its annual block funding into other network priorities, taking a preventative approach which will ultimately provide a financial saving to the council in the short and medium term. The current network maintenance approach is hindered by a lack of available funding which increases the need for short-term maintenance decisions which ultimately creates more disruption for road users. GAIST survey condition data has been used to consider the options for this proposal with alternative routes rejected on the basis that they have not depreciated to the same extent as those listed within the proposal.

d) What are the expected benefits / outcomes?

Improving the routes within this proposal will reduce the whole life cost of maintaining the asset and allow for reinvestment elsewhere on the network as well as providing a smoother, safer experience for motor vehicles and cyclists. Combining our maintenance regime with bus stop improvements will help to combine resources and better coordinate works. Ultimately this will minimise disruption which in turn will reduce the impact of the works on congestion and business operations. Coordinating works will improve the public perception of these upgrades so they are seen as part of a coherent corridor improvement strategy as opposed to reactive and disruptive short term maintenance.

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 is not secured for this scheme then the council will continue to manage the decline of the routes.

g) What are the economic, environmental and social impacts of completing this project?

The effective coordination of maintenance and bus upgrades along the corridors outlined in this proposal will improve the efficiency of the works and minimise disruption on the network. Minimising disruption will mean less impact on business operations and commuting and leisure trips equating to journey time savings compared to the 'do minimum' scenario of maintaining the assets. Better maintained roads can result in a smoother driving experience (as users are less likely to break harshly to avoid defects) and a reduced need for diversion routes in the future if the asset falls into a critical state. Both of these factors have an environmental impact with smoother driving practices providing benefits for air quality and the reduced need for diversions saving on fuel consumption and by extension CO₂. Reduced fuel consumption also conveys a social benefit where many of the most deprived wards in the city show a high degree of reliance on car travel to access jobs and services. Finally, a better surface quality provides a more attractive cycling environment and will improve safety for cyclists.

B4. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? ☒ Yes ☐ No

B5. The Commercial Case

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

What is the preferred procurement route for the scheme? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

Framework contract ☒

Direct labour ☐

Competitive tender ☐

**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. An assurance that a strategy is in place that is legally compliant and is likely to achieve the best value for money outcomes is required from your Section 151 Officer below.*

B6. Delivery of project

Are any statutory procedures, such as planning permission, required to deliver the project? If yes please provide details below;

☐ Yes ☒ No

Details of statutory procedures before works can commence

SECTION C: Declarations

C1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Innovative Proactive Maintenance Programme I hereby submit this request for approval to DfT on behalf of Bristol City Council and confirm that I have the necessary authority to do so.

I confirm that Bristol City Council will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name: Shaun Taylor

Position: Highway Maintenance Manager

Signed:



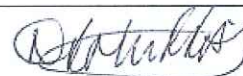
C2. Section 151 Officer Declaration

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

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- will allocate sufficient staff and other necessary resources to deliver this scheme on time and on budget
- 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
- has the necessary governance / assurance arrangements in place
- has identified a procurement strategy that is legally compliant and is likely to achieve the best value for money outcome
- will ensure that a robust and effective stakeholder and communications plan is put in place

Name: Denise Murray

Signed:



Submission of bids:

The deadline for bid submission is 5pm on **31 October 2019**

Successful bids for Challenge Fund Tranche 2B are to be funded in 2019/20.

An electronic copy only of the bid including any supporting material should be submitted to:

roadmaintenance@df.gov.uk copying in Paul.O'Hara@df.gov.uk

