



Application Form (for Tranche 2A)

The level of information provided should be proportionate to the size and complexity of the scheme proposed. Note that DfT funding is a maximum of £5 million per scheme. An individual local authority may apply only for one scheme.

For schemes submitted by components of a Combined Authority 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: Tameside MBC

Bid Manager Name and position: Alan Jackson, Head of Environmental Services (Highways & Transport)

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

Contact telephone number: 0161 342 2818 **Email address:**
alan.jackson@tameside.gov.uk

Postal address: Tame Street Depot

Tame Street
Stalybridge
Tameside
SK15 1ST

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: Mike Purcell, KRN Highways Asset Manager

Contact telephone number: 0161 244 1121 **Email address:** mike.pucell@tfgm.com

Postal address: Transport for Greater Manchester
2 Piccadilly Place,
Manchester
M1 3BG

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.tameside.gov.uk/servicecharter/roadfootpath>

SECTION A - Scheme description

A1. Scheme name: Key Route Network (KRN) Major Maintenance of carriageways and associated drainage assets

A2. Headline description:

Please enter a brief description of the proposed scheme and its timetable including the completion date (in no more than 50 words)

Major carriageway strengthening and associated resurfacing of sections of the Greater Manchester KRN within the Tameside area. This includes rehabilitation and replacement of sections of highway drainage surface assets e.g. beanie blocks, gratings etc and sections of underground connections.

A3. Geographical area:

Please provide a short description of area covered by the bid (in no more than 50 words)

Road:

- 1, A627 Cavendish Street
- 2, A635 Manchester Road
- 3, A635 Manchester Road / Park Parade
- 4, A627 Oldham Road
- 5, A6017 Guide Lane
- 6, A560 Mottram Old Road / Stockport Road
- 7, A57 Woolley Lane
- 8, A6018 Mottram Road

Town:

- Ashton-under-Lyne
Ashton-under-Lyne
Ashton-under-Lyne
Ashton-under-Lyne
Audenshaw
Hyde
Longdendale
Stalybridge

OS Grid References:

- | | | | | |
|----|--------|--------|--------|--------|
| 1, | 393582 | 398782 | 393361 | 399273 |
| 2, | 391516 | 397944 | 392182 | 398255 |
| 3, | 392998 | 398596 | 393423 | 398683 |
| 4, | 393636 | 398802 | 393526 | 399308 |
| 5, | 392482 | 397632 | 392624 | 397074 |
| 6, | 395659 | 393669 | 398472 | 395264 |
| 7, | 400347 | 396008 | 400762 | 395784 |
| 8, | 396826 | 398400 | 397941 | 397027 |

Postcode: Various

Please append a map showing the location (and route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints on land use, planning etc. See Appendix 1.

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

Small project bids (requiring DfT funding of **up to £5 million**)

Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures

Major maintenance or renewal of carriageways (roads) Y

Major maintenance or renewal of footways or cycleways

Major maintenance or renewal of drainage assets Y

SECTION B – The Business Case

B1. The Financial Case – Project Costs and Profile

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the Department’s maximum contribution.

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

Table A: Funding profile (Nominal terms)

£000s	2017-18
<i>DfT Funding Sought</i>	£3,510
<i>LA Contribution</i>	£990
<i>Other Third Party Funding</i>	

Notes:

- 1) Department for Transport funding is only for the 2017-18 financial year.
- 2) A minimum local contribution of 10% (by the local authority and/or third party) of the project costs is required.

B2 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. 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.

Funding will be provided by Tameside MBC identified Corporate Capital Fund

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? **N/A**

- c) 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 (e.g. through the Access Fund or similar competition).

B3. Strategic Case (Maximum 50 words for each section a) to g)

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 the scheme 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 your scheme? (Describe economic, environmental, social problems or opportunities which will be addressed by the scheme).

Due to higher volumes of goods and PTV, road surfaces/foundations are subject to higher loadings. We have developed life-cycle plans to ensure networks accessibility and serviceability - planned maintenance is a vital component. Using detailed data, to identify locations where investment is needed we minimise unplanned works and reduce disruption/congestion for our residents and commuters.

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

From data analysis and detailed site surveys, we have identified sections of the KRN to be prioritised. This is based on existing condition, rates of deterioration, level of complaints etc. Alos, there are a number of critical gullies and other drainage assets where increased capacity is required to ensure resilience in during extreme weather events. As conditions deteriorate, the risk of unplanned maintenance being required increases with its associated disruption and congestion.

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

A 'do minimal' or 'do nothing' approach is not appropriate as the sections will continue to deteriorate, requiring more reactive works which would be disruptive, costly and only provide a short term holding solution. Managing this network in this way is clearly disruptive, costly and does not demonstrate good stewardship.

- d) What are the expected benefits / outcomes?

These routes provide key links within and across the borough. They also provide the main connection links to the motorway network and other Greater Manchester boroughs. Halting deterioration and providing smoother and quieter journeys for drivers, passengers and local residents. Minimising the risk of unplanned urgent repairs, safeguarding the medium, long term life of the asset. Also increasing resilience with regards to highway drainage during extreme weather events.

- e) Please provide information on the geographical areas that will benefit from your scheme.

The detailed locations are listed in A3. The routes form the backbone of strategic travel within the borough to motorway junctions, through borough journeys and key public transport facilities.

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)?

Without investment, scale and scope of works is constrained. Expected outcome is that the schemes would be planned over a loosely defined period, subject available annual budgets - estimated to be six-eight years. Delay to the works would result in more unplanned repairs, with associated disruption/costs. The level of complaints and claims would increase.

g) What is the impact of the scheme?

The scheme would result in short term pre-planned disruption. This would be mitigated by extensive publicity and detailed timing of the works.

B4. Affordability and Financial Risk (maximum 50 words for each of a) to c)

What is your Authority's most recent total outturn annual capital spending on highways maintenance (Year **2016/17**) £3,600 **figures should be entered in £000s** (i.e. £10,000 = 10)

What is the DfT contribution sought as a % and that annual total 97.499% (to 3 decimal places)

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme

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

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

10% contingences included in estimates. Costs are based on current procurement arrangements.

b) How will cost overruns be dealt with?

All costings, estimates etc. will be revised before commencement to include latest work scope and cost (rate) information. Should there be overruns that cannot be mitigated during the project, the council will provide additional funding up to an addition 10% contribution.

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

Contractor resources, planning and coordination to minimise disruption. An allowance of 10% has been included should risks not be fully mitigated.

B5. Equality Analysis

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

B6. Value for Money

a) For all scheme bids, promoters should provide, where available, an estimate of the Benefit Cost Ratio (BCR) of the scheme.

Where a BCR is provided please be aware that DfT may wish to scrutinise the data and assumptions used in deriving that BCR.

b) Please provide the following data will form a key part of our assessment:

Note this material should be provided even if a BCR estimate has been supplied **and** has also to be entered and returned as an MS Excel file in the VfM Annex MS Excel file).

A description of the do-minimum situation (i.e. what would happen without Challenge Fund investment).	There would be an increased likelihood of unplanned, reactive works being needed. This would lead to disruption to the network and be costly with regards to mobilising contractors to carry out repairs. Such repairs (extent and longevity) cannot be predicted or provide value for money.
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Details of significant monetised and non-monetised costs and benefits of the scheme (quantified where possible)	Is works are delayed for three to five years, costs are estimated to increase by 5%-7% per year of delay.
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Length of scheme (km)	11.3km
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Number of vehicles on affected section (Average Annual Daily Traffic in vehicles and if possible split by vehicle type) – to include details of data (age etc.) supporting this estimate.	(Total Vehs - AADT) 16,394 (Cars - AADT) 13,764 (LGV - AADT) 1,886 (HGV - AADT) 444
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c) Other VfM information where relevant - depending on type of scheme bid:

Details of required restrictions/closures if funding not provided (e.g. type of restrictions; timing/duration of restrictions; etc.)	Lane closures only - do not anticipate road closures at present - areas regular inspected and monitored - lane closures etc. only required when condition triggers reached. No planned date - dependent on condition, holding measures etc.
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Length of any diversion route, if closure is required (over and above existing route) (km)	Dependent on condition triggers at each location. Max 54km
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Regularity/duration of closures due to flooding: (e.g. number of closures per year; average length of closure (hrs); etc.)	In the main, localised flooding only e.g. lane closures. One road closure on average PA. Cannot specify duration - dependent on circumstances. Dependent on which section - max 54km. Potentially 2hrs plus
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Number and severity of accidents: both for the do minimum and the forecast impact of the scheme (e.g. existing number of accidents and/or accident rate; forecast number of accidents and or accident rate with and without the scheme)	Between 01/01/12 and 31/12/16 there have been a total of 410 accidents on Tameside's KRN of these 77 were serious including 2 fatalities. Do minimum case - the expectation is that the overall trend will continue. It is anticipated that undertaking the works would contribute to a reduction in accidents (and claims – e.g. cyclists and motorists damaging wheels and tyres) - new surfaces, new high friction areas, new road markings etc.
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Number of existing cyclists; forecasts of cycling usage with and without the scheme (and if available length of journey)	AADD data reports cover 100 pedal cyclist. This is expected to decline in a do minimum scenario - poorer, rougher surfaces, whereas once the works are completed, the new road surfaces would ensure use of the network
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B7. The Commercial Case

This section categorizes 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	<input checked="" type="checkbox"/>
Council Contractor	<input checked="" type="checkbox"/>
Competitive Tender	<input type="checkbox"/>

**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.*

B8. Delivery (maximum 50 words for a) and 100 words for b)

a) Are any statutory procedures required to deliver the project, if yes please provide details below;

No

Details of statutory procedure (50 words maximum)

NA

b) Please summarise any lessons your authority has learned from the experience of delivering other DfT funded programmes (such as Challenge Fund tranche 1, pinch point schemes, local majors, Local Sustainable Transport Fund, Better Bus Areas) and what would be different on this project as a result.

c)

Engagement of supply chain and early contractor involvement

Ensuring local and regional political buy-in

Value of communications with regards to objectives, progress etc for road users, in particular use of social media

B9. Stakeholder Support (maximum 50 words for a) and 100 words for b)

d) Does this proposal have the support of the Local MP(s);

Yes No

Name of MP(s) and Constituency

1 Angela Rayner, Ashton-under-Lyne

2 Andrew Gwynne, Denton & Reddish
3 Jonathon Reynolds, Stalybridge & Hyde
etc.

e) List other stakeholders supporting the Scheme:

1 Council Leader Cllr Kieran Quinn, Chief Executive Steven Pleasant MBE
2 Councillor Allison Gwynne – Executive Member – Clean and Green
3 Ward Members
etc.

SECTION C: Declarations

C1. 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 powers in place to ensure the planned timescales in the application can be realised.

Name: Alan Jackson

Signed:

Position: Head of Environmental Services (Highways & Transport)



C2. Section 151 Officer Declaration

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

- 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: Ian Duncan

Signed:



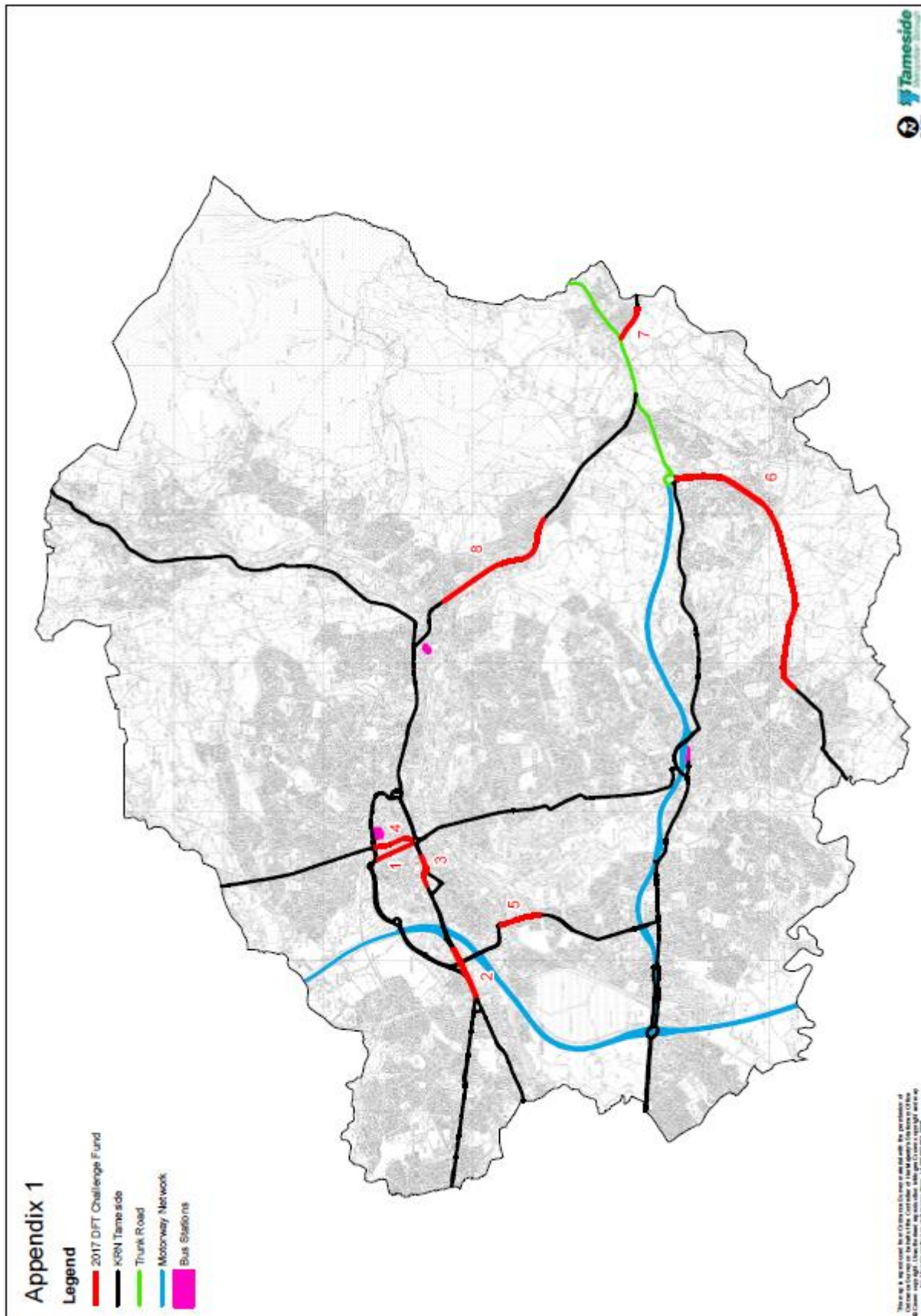
Submission of bids:

The deadline for bid submission is 5pm on:

31 March 2017 for Challenge Fund Tranche 2A (2017/18 funding)

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

roadmaintenance@dft.gsi.gov.uk copying in Paul.O'Hara@dft.gsi.gov.uk





Tel: 0161 3678077
Fax: 0161 3670050
jonathan@jonathanreynolds.org.uk
www.jonathanreynolds.org.uk

JONATHAN REYNOLDS MP

Hyde Town Hall
Market Street
Hyde, Cheshire
SK14 1AL

Ian Saxon
Assistant Executive Director
Environmental Services
Tameside MBC
Ashton Market Hall

20th March 2017

Dear Ian,

Re: Highway Maintenance Challenge Fund Bid 2a

Regarding the above bid by the Council for improvements to the highway condition and key structures on the highway network, I am more than happy to offer support to you to secure any additional funding.

After many years of continued cuts and reduced budgets for highway maintenance, this funding will provide not only improvements for both the people of Borough but also for visitors and businesses to support the Council's objectives for economic growth and development.

If you require any further assistance on this matter, please do not hesitate to contact me.

Yours sincerely,

Jonathan Reynolds MP



HOUSE OF COMMONS
LONDON SW1A 0AA

Ian Saxon
Assistant Executive Director
Environmental Services
Tameside MBC
Ashton Market Hall
Market Street
ASHTON-UNDER-LYNE
OL6 7JU

Date: 21st March 2017

Dear Ian

Thank you for contacting me regarding Tameside Council's bid for funds to support improvements on both the highway network and structures.

I am pleased by this initiative, as I have noticed a marked deterioration in the roads within the Borough due to a reduction in the resources available. This is reinforced by my constituents, who are continually reporting their concerns to my office.

I fully support the Council in its bid to improve the infrastructure in Tameside.

Yours sincerely

ANDREW GWYNNE MP
Labour – Denton and Reddish

Constituency Office: Tel - 0161 320 1504; Fax - 0161 320 1503
Email: gwynnea@parliament.uk
House of Commons: 0207 219 4708
Website: www.andrewgwynne.co.uk Twitter: @GwynneMP Facebook: AndrewGwynneMP

ANGELA RAYNER MP
Ashton-under-Lyne



HOUSE OF COMMONS
LONDON SW1A 0AA

All correspondence to:
Angela Rayner MP
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Tel: 0161 672 1770
www.angelarayner.com
angela.rayner.mp@parliament.uk

Our Ref: ROL/AR

17 March 2017

Ian Saxon
Assistant Executive Director, Place
Environmental Services
Tameside MBC
Ashton Market Hall
Market Street
Ashton-under-Lyne, OL6 7JU

Dear Ian,

Re: Additional Funding for Tameside Council's Highway Maintenance Challenge Fund 2a Bid

I am pleased to hear that you are bidding for funds to improve both highways and highway structures in Tameside, as I have had some concerns at the lack of investment over recent years which has resulted in the roads in the borough continuing to deteriorate. As you are aware, I consider the Council's infrastructure to be a key asset and one that, if managed and maintained effectively, will provide the basis for the Council's ambitious plans for growth and development.

I fully support your plans in relation to improvements on the Council's key roads and structures and wish you every success with your bid.

Yours sincerely,

Angela Rayner MP
Shadow Secretary of State for Education

Representing Ashton, Droylsden & Fallsworth
Tel: 0207 219 8782 Email: angela.rayner.mp@parliament.uk