

Local Highways Maintenance Challenge Fund



Department
for Transport

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 10 to 15 pages including annexes would be appropriate and for a larger scheme, 15 to 30 pages.

A separate application form should be completed for each scheme up to a maximum of one large bid and one small bid for each local highway authority.

Applicant Information

Local authority name(s)*: Tameside MBC

**If the bid is a joint proposal, please enter the names of all participating local authorities and specify the lead authority*

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

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: Council Offices
Wellington Road
Ashton-under-Lyne
Oldham
OL6 6DL

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 and funding profile

A1. Scheme name: Key Route Network (KRN)- Major Maintenance of Carriageways

A2. Headline description:

Please enter a brief description of the proposed scheme (in no more than 50 words)

Major carriageway strengthening and resurfacing of sections of the Tameside Key Route Network (KRN).

A3. Geographical area:

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

The classified road network within Tameside MBC is 138km. Of this length, 50km has been identified at the KRN. This bid is in respect to a number of locations / sections of KRN;

A57 Market St / Place and Clarke Way	Hyde
A57 Mottram Road	Hyde
A57 Woolley Lane	Longdendale
A6017 Guide Lane	Audenshaw
A6018 Mottram Road	Stalybridge
A627 Cavendish Street	Ashton-under-Lyne
A627 Oldham Road	Ashton-under-Lyne
A635 Manchester Road	Ashton-under-Lyne
A635 Stamford Road	Ashton-under-Lyne
A662 Manchester Road	Audenshaw / Ashton-under-Lyne

OS Grid Reference:

394394	395102	394677	395092
395572	395008	396062	394958
400345	396009	400937	395795
392511	397541	392612	396955
397181	397870	397444	397227
393576	398804	393471	399035
393575	399081	393635	398828
392899	398545	392709	398464
395256	398804	394856	398909
391838	398076	391566	397956

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 etc.

To follow

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

Small project bids (requiring DfT funding of between £5m and £20m)

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

Upgrade of Street Lighting

Large project bids (requiring DfT funding of between £20m plus)

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

Major maintenance or renewal of carriageways (roads)

Major maintenance or renewal of footways or cycleways

Major maintenance or renewal of drainage assets

Upgrade of Street Lighting

A5. Equality Analysis

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

SECTION B – The Business Case

B1. The Scheme – Summary/History (Maximum 200 words)

Please select what the scheme is trying to achieve (this will need to be supported by short evidence in the Business Case).

The condition and performance of all our classified roads is investigated, recorded and analysed on an annual basis. Over recent years, targeted investment has been made to help ensure the classified network and KRN components remains serviceable over time to meet the demands of local and region users. The KRN carries a high proportion of the borough's freight and public transport journeys both within the borough and wider journeys to neighbouring districts and the motorway network. These journeys underpin

the borough's existing manufacturing and commercial sectors and help to promote future growth initiatives both within Tameside and the wider GM region.

Ensuring that the network remains safe, serviceable, also that it is accessible and reliable with respect to predictable journey times is a key factor in promoting investment in the borough.

B2. The Strategic Case (Maximum 650 words)

This section should set out the rationale for making the investment and evidence of the existing transport problems, set out the history of the asset and why it is needed to be repaired or renewed. It should also include how it fits into the overall asset management strategy for the authority.

In particular please provide evidence on the relevant questions/issues at paragraph 15 onwards of the accompanying Challenge Fund guidance.

Supporting evidence may be provided in annexes – if clearly referenced in the strategic case. This may be used to assist in judging the strength of your strategic case arguments but is unlikely to be reviewed in detail or assessed in its own right. So you should not rely on material included only in annexes being assessed.

What are the current problems to be addressed by your scheme? (Describe any economic, environmental, social problems or opportunities which will be addressed by the scheme.

The KRN carries a higher proportion of goods vehicles and public transport vehicles than other parts of the classified road network. Accordingly, road surfaces and foundations are subject to greater and more frequent loadings. We have well developed life-cycle plans for our networks and in order to ensure networks accessibility and serviceability, planned maintenance and strengthening is a vital component to in managing our highway assets. Using the detailed data collected over a number of years and input from our maintenance engineers, we have identified a number of locations where prioritised investment is needed to be able to minimise unplanned works and help safeguard existing assets. This helps sustain the key links these routes provide to the motorway network, neighbouring boroughs and regional destinations.

Tameside is the only GM authority immediately east of Manchester and the identified work on the KRN supports this east to west route. All the schemes identified correspond to access to this route and local town centres and development sites

Why the asset is in need of urgent funding?

From data analysis (SCANNER and SCRIM) and detailed site surveys, we have identified sections of the KRN to be prioritised over three years. This is based on existing condition, rates of deterioration, level of complaints etc. These prioritised works will be delivered over a three year programme as funding is released. The identification of schemes, intervention options (treatment types, target dates etc) have all been developed using asset management principles and support by guidance documents etc. by HMEP.

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 both 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.

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 in the vicinity of the network. Minimising the risk of unplanned urgent repairs, safeguarding the medium, long term life of the asset.

Please provide information on the geographical areas that will benefit from your scheme. You should indicate those areas that will directly benefit, areas that will indirectly benefit and those areas that will be impacted adversely.

Within Tameside, the KRN constitutes 50km of our classified road network. The prioritised works programme targets sections of the network identified from data and surveys. Improved sections will directly benefit users of those locations and residents nearby (smoother and quieter journeys). There will also be benefits for users of each of the routes – overall better journey times and experience. Also, by improving the network in a planned and targeted manner, the risk of urgent, unplanned repairs and associated disruption will be minimised. The only expected adverse effects will be during the course of the works, lane closures etc. These will be mitigated by extensive pre-publicity and works being programmed to take place at times of minimum traffic flows.

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 this investment, the scale and scope of works would be constrained. The expected outcome is that the schemes would be planned over a much longer delivery period. Currently this is estimated to be in the order of six to eight years. This delay to the works would result in more unplanned localised repairs, with associated disruption and costs. It is also expected that the level of user complaints and risk of claims and damage would increase.

What is the impact of the scheme?

The outcome of the works identified would be the extension of the asset life, greater resilience and better journeys for all users, in particular freight and transport services – smoother, quieter road surfaces.

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

B3. The Financial Case – Project Costs

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

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

Table A: Funding profile (Nominal terms)

£000s	2015-16	2016-17	2017-18	Total
DFT Funding Sought	273	578	660	1,511
LA Contribution	73	154	175	402
Other Third Party Funding				

Due to 2015/16 budgets already committed LA overall contributions totalling 21% are allocated across the 3 year programme

Notes:

- 1) Department for Transport funding must not go beyond 2017-18 financial year.
- 2) A minimum local contribution of 10% (local authority and/or third party) of the project costs is required.

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. 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.
The contribution would be funded by Tameside MBC.
- 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.

B5. The Financial Case – Affordability and Financial Risk (maximum 300 words)

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme (you should refer to the Risk Register – see Section B10).

Please ensure that in the risk register that you have not included any risks associated with ongoing operational costs and have used the P50 value.

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

- a) What risk allowance has been applied to the project cost?
10% contingences included in estimated costs and 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. As the works programme is made up from a number of sites over the three year delivery period, any overruns that cannot be mitigated as part of the works phase will be reviewed in terms of scope of the works still to be undertaken, additional funding options etc.
- c) What are the main risks to project delivery timescales and what impact this will have on cost?

Contractor availability. Early discussion required with existing / proposed contractors to ensure all required resources are fully available.

B6. The Economic Case – Value for Money

- a) If available for smaller scheme bids, promoters should provide an estimate of the Benefit Cost Ratio (BCR) of the scheme. **NA**
- b) For larger schemes costing £20 million or more we would expect the bid to include a BCR and this should align with WebTAG - <https://www.gov.uk/transport-analysis-guidance-webtag>

Where a BCR is provided please provide separate reporting in the form of an Annex to the bid to enable scrutiny of the data and assumptions used in deriving that BCR. This should include:

- A description of the key risks and uncertainties in the data and assumptions and the impact these have on the BCR;
- Key assumptions including (but not limited to): detail of the data used to support the analysis, appraisal period, forecast years, level of optimism bias applied; and
- A description of the modelling approach used to forecast the impact of the scheme and evidence to demonstrate that it is fit-for-purpose.

c) Please provide the following data which may form a key part of our assessment:
 Note this material should be provided even if a BCR estimate has been supplied (unless already covered in a VfM Annex).

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.
Details of significant monetised and non-monetised costs and benefits of the scheme (quantified where possible)	Monetised costs is £2.285. If work is delayed to 2018 or later, costs are estimated to increase by 10-15% per year of

	delay.
Length of scheme (km)	4.15km
Number of vehicles on affected section (AADT in vehicles and if possible split by vehicle type) – to include details of data (age etc.) supporting this estimate.	See attached – Cost of Congestion GM Summary
d) 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.)	No planned restrictions, however expectation of urgent, unplanned works being required will impact traffic flows.
Length of any diversion route, if closure is required (over and above existing route) (km)	Closure / diversions are last resort. Traffic management would be lane closures / temporary traffic signals etc.
Regularity/duration of closures due to flooding: (e.g. number of closures per year; average length of closure (hrs); etc.)	NA
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)	Since 2010 there have been a total of 544 accidents on Tameside's KRN, of these, 104 were fatal or serious.
Number of existing cyclists; forecasts of cycling usage with and without the scheme (and if available length of journey)	NA

B7. The Commercial Case (maximum 300 words)

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

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.

Tameside MBC has existing contracts in place covering all aspects of works contain within the bid. We have a long and successful record of project managing and delivering numerous engineering projects e.g. Ashton Northern bypass and we are currently concluding the Pinch-Point Scheme works in Ashton-under-Lyne town centre.

Also, for Challenge Fund schemes there is the potential and opportunities to link with other districts, a new joint procurement framework is being considered. The scope and timeframe available is sufficient to ensure early contractor involvement and detailed programming. Existing and any new submitted tender rates will be assessed against existing procurement options to ensure best value for money option is achieved.

**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*

is likely to achieve the best value for money outcomes is required from your Section 151 Officer below.

B8. Management Case - Delivery (maximum 300 words – for b)

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) An outline project plan (typically in Gantt chart form) with milestones should be included as an annex, 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 contingency periods, key dependencies (internal or external) should be explained.

Plan being developed by dedicated engineer staff who have proven skills and abilities in delivering complex and maintenance schemes. As these are maintenance schemes, there are no land acquisitions or planning approvals required.

Has a project plan been appended to your bid?

Yes – Appendix 1.

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

All major projects are carried out following appropriate project management principles and processes. As part of this approach, post-delivery reviews are undertaken. To date key lessons have been; early contractor involvement is vital with regards to planning, option appraisals (e.g. materials) phasing, innovation etc.

Also, managing of communications and publicity about why schemes are being promoted, the benefits etc. and how any impacts are to be mitigated, are now core elements of delivering major schemes.

B9. Management Case – Governance (maximum 300 words)

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and set out the responsibilities of those involved and how key decisions are/will be made. An organogram may be useful here. This may be attached as an Annex.

Senior Responsible Officer: Alan Jackson

Project Manager: James O'Loughlin

Key Decisions will be made through Thameside Council Standing Orders and other associated approval/governance processes

B10. Management Case - Risk Management

A risk register covering the top 5 (maximum) specific risks to this scheme should be attached as an annex including, if relevant and in the top 5, financial, delivery, commercial and stakeholder issues.

Risk Register Attached

Please ensure that in the risk register cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.

Has a risk register been appended to your bid?

Yes Appendix 2

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation (maximum 250 words)

Please provide details on the profile of benefits, and of baseline benefits and benefit ownership. This should be proportionate to the size of the proposed scheme.

The benefits that will accrue from the implementation of this scheme include:-

Ensuring route availability to key motorways and regional destinations

Ensuring route availability to key destinations within and across the borough

Reduction of unplanned repairs

Reduction of claims / costs

Reduction of associated disruption

Ensuring reliable journey times

Maximising the efficiency of the route

Extending the life of the highway asset

Ensuring the highway network continues to support and sustain existing industrial and commercial areas

Ensuring the highway network continues to be a positive asset in terms of attracting future investment

C2. Monitoring and Evaluation (maximum 250 words)

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

Record and report the number of unplanned urgent works to the network.

Record and report the number of complaints and claims received

Monitor and record traffic flows and journey time reliability.

Survey and report asset condition and valuation (DRC)

Seek, record and report views / opinions – Satisfaction Surveys

A fuller evaluation for large schemes may also be required depending on their size and type.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for [*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



D2. Section 151 Officer Declaration

TAMESIDE MBC

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
- 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:

BEN JAY

Signed:



Submission of bids:

The deadline for bid submission is 5pm, **9 February 2015**

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

roadmaintenance@dft.gsi.gov.uk copying in steve.berry@dft.gsi.gov.uk

APPENDICES

Appendix 2

B10

RISK REGISTER
Tameside MBC KRN Major Maintenance / Renewal of Carriageways; - January 2015

Risk	Risk Owner	Likelihood; High / Medium / Low	Impact; High / Medium / Low	Mitigation
Contractor Availability	JOL	Low	High	Early contractor involvement, coordination of works with other districts
Engineering, supervisory resources	JOL	Low	Medium	Preplanning of available staff resources – collaborative working with other districts
Uncharted Services	JOL	Low	Medium	Ensure full review of records and timely notification / liaising with statutory undertakers.
Cost overruns on the project estimates	JOL	Med	Med	Carry out value engineering as soon as cost overruns identified. Close monitoring of scheme costs during works
Clashes with other schemes and road usage / disruption	JOL	Low	Low	Meetings with Traffic Operations team. Coordination / review programme