Local Highways Maintenance Challenge Fund

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.

<table>
<thead>
<tr>
<th>Applicant Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local authority name:</strong> Bedford Borough Council</td>
</tr>
<tr>
<td><strong>Bid Manager Name and position:</strong> Matthew Soper, Manager for Engineering Services</td>
</tr>
<tr>
<td><strong>Name and position of officer with day to day responsibility for delivering the proposed scheme:</strong></td>
</tr>
<tr>
<td><strong>Email address:</strong> <a href="mailto:matthew.soper@bedford.gov.uk">matthew.soper@bedford.gov.uk</a></td>
</tr>
<tr>
<td><strong>Postal address:</strong> Engineering Services, Borough Hall, Cauldwell Street, Bedford</td>
</tr>
<tr>
<td><strong>Postcode:</strong> MK42 9AP</td>
</tr>
</tbody>
</table>

**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:** N/A |
| **Contact telephone number:** N/A | **Email address:** N/A |
| **Postal address:** N/A |

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: Major Maintenance of Concrete Roads

A2. Headline description:

Proposed start date: 01/02/2020

Estimated Completion date: 30/11/2022

Brief description

This bid seeks to obtain £5 million funding to undertake structural maintenance to five of the most heavily trafficked failing concrete roads in the borough.

All five roads are of differing construction and have varying failure types and as such a range of treatments will be required including:

- Joint repairs;
- Asphalt inlay or overlay with geo-synthetic reinforcement mesh (to increase strength and significantly delay the onset of reflective cracking);
- Deeper repairs where required;
- Drainage system replacement/repair.

A3. Geographic area:

Please provide a short description of the location referred to in the bid (in no more than 50 words)

1. A15140 Longholme Way, Bedford
2. A603 Cardington Road, Bedford
3. C523 Elstow Road, Bedford
4. C32 Thurleigh Road, Milton Ernest
5. C26 Milton Road, Thurleigh (reserve scheme)

OS Grid Reference:
1. 505659, 249266 - 506410, 249472
2. 505666, 249218 - 506155, 248930
3. 505369, 248892 - 504983, 247915
4. 502153, 256171 - 503209, 257942
5. 503209, 257942 - 505037, 258502

Postcode:
1. MK40 3UY
2. MK42 0BG
3. MK42 9NU
4. MK44 2DQ
5. MK44 2DB

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.
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
  - [x]
- Resurfacing of carriageways including improvements to footways or cycleways that are within the highway boundary
  - [x]
- Renewal of gullies and replacement of drainage assets
  - [x]
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 anc 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)**

<table>
<thead>
<tr>
<th>£000s</th>
<th>2019-20</th>
<th>2020-21</th>
</tr>
</thead>
<tbody>
<tr>
<td>DfT Funding</td>
<td>4,985</td>
<td>DfT funding not available in 2020-21</td>
</tr>
<tr>
<td>Sought</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Contribution</td>
<td>0</td>
<td>1,246</td>
</tr>
<tr>
<td>Other Third Party Funding</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

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.

Local authority contribution will be allocated from the 2020/21 carriageway structural maintenance capital budgets.

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).

None

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 Borough has successfully treated a small number of individual failing/failed concrete roads over recent years, however, with an annual carriageway structural maintenance budget in the order of £3
million, the larger schemes within this bid would each take a disproportionate portion of the available budget and as such are unlikely to proceed in the near future without securing additional external funding.

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

The condition of these roads now require major maintenance to prevent rapid structural failure, with water ingress being of particular concern. With appropriate treatments now, we can avoid the need to fully reconstruct these roads in the near future.

Condition surveys show deterioration in asset condition with all roads being in the red and amber categories for SCANNER and SCRAM. Both high and low level defects are evident as prescribed under DMRB HD32/16.

Recent severe weather events have contributed to the rapid decline of the thin overlays and subsequent structural issues, particularly at joints where water ingress has led to spalling.

The five roads have received significant reactive maintenance, with the number of work orders for maintenance over the last 3 years as follows:

A5140 Longholme Way Bedford - 21 works orders
A603 Cardington Road Bedford - 138 works orders
C523 Elstow Road Bedford - 117 works orders
C32 Thurleigh Road Milton Ernest - 49 works orders
C26 Milton Road Thurleigh - 34 works orders

All of these roads currently have a high number of category 2 defects.

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

Concrete roads in the Borough have generally received thin bituminous overlays in the past and such treatments have a typically short life span of less than five years, therefore such treatments do little to improve the structural integrity of the roads.

d) What are the expected benefits / outcomes?

With intervention now the treatments proposed will yield a similar life expectancy to full reconstruction but at approximately 31% of the cost. Major maintenance bid estimate: £6.23 million vs full reconstruction estimate: £20.0 million.

- Renewal of carriageway asset otherwise not viable utilising existing funding;
- Reduced maintenance burden.

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 Authority has a statutory duty to maintain the public highway under Section 41(1) of the Highways Act 1980. The proposed works will therefore ensure that the Authority meets statutory requirements for maintaining the public highway as well as minimising the level of maintenance required over the whole life of the project.

The reactive maintenance burden would continue and spiral to even more unacceptable levels.

If works to these roads are not carried out they will continue to deteriorate to a point where emergency funding is likely to be required to address the failure to keep the road safe and/or open.

Highways Maintenance Challenge Fund 2019/20 Application Form
We would need to consider reducing speed limits for safety reasons, and ultimately consider the permanent closure of the roads which would clearly be of huge consequence to the travelling public in terms of journey times and increased congestion, and as such is absolutely a last resort.

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

- Avoiding disruption to the network cause by unplanned works and consequently improve the quality of life for road users and residents;
- Benefits to local economy by reducing journey times, providing work opportunities for local contractors etc.;
- Reduction in customer complaints, not only in requests for maintenance, but also in reduction of road noise from joints and defects in the existing surfacing;
- Improvements in road safety by reducing the likelihood of accidents, of particular concern is the impact of joint failures on motorcyclists;
- Reduction in insurance claims from damage to vehicles.
- In many cases ensuring connectivity (in particular public transport) between rural villages surrounding Bedford and Bedford itself.

B4. Equality Analysis

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

No impact identified.

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;
<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

Details of statutory procedures before works can commence

TTROs and street works permitting.
SECTION C: Declarations

C1. Senior Responsible Owner Declaration
As Senior Responsible Owner for Major Maintenance of Concrete Roads I hereby submit this request for approval to DfT on behalf of Bedford Borough Council and confirm that I have the necessary authority to do so.

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

Name: Jon Shortland
Position: Chief Officer – Highways and Transport

Signed: 

C2. Section 151 Officer Declaration
As Section 151 Officer for Bedford Borough Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Bedford Borough 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: Andy Watkins
Signed: AM Watkins

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@dtf.gov.uk copying in Paul.O'Hara@dtf.gov.uk

Highways Maintenance Challenge Fund 2019/20 Application Form