

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: Sunderland

Bid Manager Name and position: Graham Carr, Asset and Network Manager

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

Contact telephone number: 0191 561 1298

Email address: graham.carr@sunderland.gov.uk

Postal address: Infrastructure, Planning and Transportation
City Development
Jack Crawford House
Commercial Road
Sunderland

Postcode SR2 8QR

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:

<https://www.sunderland.gov.uk/article/13698/Local-highways-maintenance-challenge-fund-bid>

SECTION A – Description of works

A1. Project name: A690 Durham Road Route

A2. Headline description:

Proposed start date _____ January 2020 _____

Estimated Completion date _____ March 2021 _____

Brief description

The scheme consists of a comprehensive highway asset maintenance project along part of the A690 route. The project involves resurfacing of the carriageway/cycleway, waterproofing and structural maintenance of several structures and renewal/improvement of highway drainage. These works will improve journey times, reduce disruption and reduce vibration and noise for residents.

A3. Geographic area:

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

The scheme covers the A690 Durham Road from the junction with the A1231 in Sunderland City Centre to North Moor Lane roundabout which is approximately 2 km from the A19 Trunk Road. This road provides access to key employment sites and the city centre.

OS Grid Reference: **439961,557201**

Postcode: **SR1 3PY**

OS Grid Reference: **437005,554309**

Postcode: **SR3 3BG**

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.

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>	2787	<i>DfT funding not available in 2020-21</i>
<i>LA Contribution</i>	164	325
<i>Other Third Party Funding</i>		

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.

Sunderland City Council will provide a local contribution to the scheme (approximately 15%) towards the costs. No other 3rd party contributions have been identified.

- 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).

This strategic route is amongst the busiest and most important in the city and is a significant major commuter route. The improvement in condition will help in delivering on the City Council's priority in promoting economic growth by reinforcing their function of linking areas of new/existing employment opportunities with areas of relative deprivation. The reliable functioning of the route is essential in supporting the City Council/SEP priorities of economic growth. It is prudent and less disruptive to undertake a comprehensive, concerted and coordinated programme of works rather than risk ad-hoc emergency works as the fabric of the asset deteriorates to the point of failure.

The condition and age of the highway and assets is giving increasing cause for concern along with the ability of them to cope with increased traffic flow and climate change.

Technical and visual surveys have been undertaken which indicate imminent failure of the carriageway surface in a number of locations. This has resulted in the identification of certain locations where urgent works would need to be undertaken if maintenance is not undertaken in the near future. A comprehensive upgrading of the asset would enable the necessary works to be undertaken in a way that minimises disruption to users of these key corridors in the longer term.

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

Analysis of technical road condition data including CVI and Scanner information and other surveys i.e. SCRIM have led to the prioritisation of whole highway asset maintenance schemes with this identified route as the number 1 for need. Supporting documents can be provided that show the benefits of undertaking maintenance now and the 'do nothing' scenario. Regular inspections are undertaken on the highway assets along the route and records indicate that the amount of maintenance intervention in recent years is increasing. Maintenance of the Structures along the route is overdue and further delay may impact on the Metro line which runs under the road. Furthermore vital drainage improvements are required in order to prevent future flooding of this vital route into the city centre.

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

A 'do nothing' approach has been discounted due to the need to reduce congestion and maintain access to the city centre, University and strategic employment sites to assist economic development in Sunderland.

Consideration has been given to addressing individual locations where the carriageway surface has failed on an ad hoc basis but the benefits of a comprehensive maintenance package approach in bringing the entire corridor up to a consistent standard would be lost. Adopting this approach would be in line with the HMEP principles on early intervention set out in the national guidance.

d) What are the expected benefits / outcomes?

The scheme will improve safety for all users on this 3.6 km route whilst also reducing journey times, future disruption and extending the maintenance intervention period for at least 20 years. It will complement and enhance the ongoing improvements funded through the DfT Growth and Housing fund which is upgrading the junction with the A19 Trunk Road. Cycle routes will be better connected and junction permeability improved, supporting the strong growth rates experienced in the City of over 9%p.a. for ten years. The highway drainage works will improve the existing capacity and prevent further flooding and closure of the highway. Footway maintenance works should lead to a reduction in the number of trips and accidents.

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 scheme is designed to deliver the maximum transport benefits and achieve value for money. There is no viable lower cost option that would deliver the same scheme benefits, such as journey time savings to key employment sites and the city centre.

If this bid is not successful then although further resurfacing will be required in the next few years along this route, this will be prioritised along with other main roads in the city. There will be an increase in emergency repairs and urgent patching undertaken in the next 5 years if major maintenance is not undertaken. No other funding has been identified for the proposed drainage works and there is no lower cost solution available. Any delay to the structural maintenance and waterproofing of the main road bridge across the Metro line may lead to further deterioration and potentially impact on the Metro line.

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

The scheme consists of a comprehensive highway asset maintenance scheme incorporating the main highway assets – carriageway, structures, and drainage.

Resurfacing will be undertaken where failure of the carriageway surface has occurred and/or to improve the skid resistance at junctions. Where resurfacing alone is to be undertaken then it is envisaged that this can be undertaken in 2019/20 and will carry forward to 2020/21 if required.

Resurfacing will use a variety of materials depending on the particular needs of the location and in order to maximise the available benefits. The aim will be to undertake works that whilst extending the life of the carriageway will also cause minimum disruption to road users. As the route has high traffic flows, works will generally be undertaken out of peak times with maximum use made of 'light nights' and weekends.

Maintenance at the following junctions Barnes Gyratory (C512 Queen Alexandra Road/Barnes Park Road), Prospect (B1405 Premier Road/Springwell Road), Grindon Lane, Eden Vale and North Moor Road roundabout will include resurfacing, drainage and cycleway improvements. Pedestrian improvements will also be incorporated at junctions and crossing points. This work is expected to reduce vibration, road noise, traffic durations and the carbon footprint whilst also improving road safety for all road users.

Cycleway maintenance and improvements would include works to address a long standing poor and persistently compromised section of arterial cycle route into the City from West and South Sunderland; the route carries National Routes 1 and 70 on the National Cycle Network.

As the route is mainly through a residential area one of the benefits of resurfacing will be a reduction in vibration and traffic noise. Improvements in journey times, flow of traffic and waiting times at traffic lights will benefit road users and residents through improved air quality.

Other consequences of this are that journey times will improve and the energy consumption will reduce so lowering the carbon footprint and improving air quality.

There would also be some maintenance of the footway undertaken, using existing paving flags where possible and appropriate. Where required bitmac footways will be renewed. Tactile flags and dropped kerbs will be renewed or installed if required.

Bridge works include structural maintenance and waterproofing of the road bridge over the Metro line, and subway to Sunderland University site and Metro station. Repainting of the footbridge to Bede Further Education College.

Drainage works mainly involve the provision of additional gullies and installation of a new highway drain to a nearby outfall to prevent flooding and closure of the road.

Bus lay-bys will have maintenance work undertaken as the condition of the surfacing is at the end of its lifecycle.

Road markings will be renewed along the entire length of the scheme where appropriate.

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.*

The majority of the works would be procured through the council's existing framework contracts (NEPO) for surfacing, highway maintenance and bridge works. The size and scope of the proposed works can be accommodated within existing contracts.

This project will be delivered using an established and proven methodology for such works, whereby the supply and installation of civil engineering works and other related maintenance activities will be procured under contract.

The scheme would be implemented in accordance with Sunderland City Council's financial and procurement rules and procedures. Existing regional partnerships, contractual and procurement arrangements will be utilised where appropriate to ensure value for money, as set out above.

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

For some of the works Temporary road closures will be required and these will take 8 weeks to process. This will not delay the works as these will be planned in to the overall project programme. No other statutory permissions are required.

SECTION C: Declarations

C1. Senior Responsible Owner Declaration

As Senior Responsible Owner for [A690 Durham Road Route] I hereby submit this request for approval to DfT on behalf of [Sunderland City Council] and confirm that I have the necessary authority to do so.

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

Name:

MARIL JACKSON

Signed:



Position:

ASSISTANT DIRECTOR OF I, P & T

C2. Section 151 Officer Declaration SUNDERLAND CITY COUNCIL

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~~] SUNDERLAND 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:

JOHN FITCHIE

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