

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)*: BURY METROPOLITAN BOROUGH COUNCIL

**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: Swee Ong – Service Manager (Design & Operations)

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

Contact telephone number: 0161 253 5799 **Email address:** s.l.ong@bury.gov.uk

Postal address: Department for Resources & Regulation
3 Knowsley Place
Duke Street
Bury BL9 0EJ

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.bury.gov.uk/index.aspx?articleid=10161>

SECTION A - Scheme description and funding profile

A1. Scheme name: A56 Principal Road Network renewal scheme, Bury Borough

A2. Headline description:

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

Major maintenance/renewal of A56 carriageways within the Borough between M66 Bridge and Butterstile Lane, Prestwich

A3. Geographical area:

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

Linear scheme between Prestwich, Whitefield, Bury Town Centre, Walmersley and Gollinrod

OS Grid Reference: **Between 380214, 415189 and 381654, 403236**

Postcode: **N/A**

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.

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)

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 No

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 Council has an ongoing programme of Capital maintenance works, which has included sections of the A56. However, the extents of the works which can be delivered in this manner are insufficient to meet the needs. Overall, the condition of the asset is deteriorating year on year. The scheme would address this long-term maintenance backlog.

The maintenance and renewal of this stretch of the A56 would help to maintain and improve the vitality and viability of the Prestwich town centre and Whitefield and Sedgley Park District Centres. It will also assist in improving connectivity with the strategic road network at M60 Junction 17, and it also forms the Key Route between Bury Town Centre and the regional centre.

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.

There are already proposed works drafted up for part of the A56 road network in and around Prestwich Town Centre. These improvements are designed to help create a better retail and business environment in Prestwich Town Centre, with improved pedestrian areas. This will help to increase the footfall within the centre, which, in turn will help improve business confidence, attract investment into the centre and improve its vitality and viability. The aim is to create an attractive and vibrant centre that is successful with businesses during the day and also at night, with opportunities to improve the offer of the 'night-time economy'. There are considerable opportunities for additional living, working and shopping developments within the town centre

and the proposed highway and public realm works will help to achieve these. There is already an extant planning permission for the town centre, which encompasses:

- 6,000 sq m food retail
- 2,200 sq m non-food retail
- 3,360 sq m offices
- 3,850 sq m restaurant
- 70 bed hotel
- 36 residential units
- 380+ car parking spaces

There are further opportunities in and around Prestwich Town Centre for additional development opportunities, including residential development for around 150 units (sites 1 and 3 on the attached plan) and employment development at Prestwich hospital (site 2 on the attached plan which has the potential to accommodate around 20,000 sq.m. of office floorspace).

In the southern point of the Borough, the A56 runs through the District Centre of Sedgley Park. There is a large existing area of employment in this area (Mountheath EGA - Site 6), which has a number of further development opportunities within it. There is the potential to deliver a range of B1, B2 and B8 uses on this site or the potential to deliver a comprehensive mixed use development, encompassing employment with some residential use.

This proposal will also support Bury Town Centre, more details of which are included in our bid for funding for works on A58

Why the asset is in need of urgent funding?

Significant sections of Bury's A56 & A58 road network are falling below SCRIM investigatory levels. The network is also nearing end of useful life and has an accumulated depreciation of £8.5M. See Table 2 and Tables 3(a)-(e) below.

Following the protocols established in the DMRB HD 28/04 annual SCRIM surveys are undertaken and the results corrected using the single annual survey method. See attached thematic map and Table 1.

UKPMS Corrected SCRIM coefficient Data.

Investigatory Priority	IL Functional Deficit (CSC)	Lane Length Km	Lane Length %
0	Above assigned IL	25.5	49 %
0	No observation	5.6	11 %
1	>= 0.05 below IL	8.6	17 %
2	Between 0 and 0.05 below IL	12.5	23 %

Table 1

40% of the A56 & A58 is at or below the investigatory level of skid resistance, 17% of which is at a level that would suggest urgent treatment would be required.

UKPMS HAMFIG Accumulated Depreciation Results

DFT Class Code	Network Length	Average Width	Survey Coverage	Accumulated Depreciation	
	Km	M	%	%	£'000s
2a	32.28	10.1	96.8%	44.6%	8,538.429

Table 2

A56 - M66 Bridge to M66 Northbound Exit

From observations on site, the overall condition of the carriageway has deteriorated considerably compared to the scanner data of 2013-2015. This section of the A56 links the exit and access to the M66 providing a major gateway to the north of borough. We would recommend Binder and Surface course replacement for this section.

SCANNER BIN	%'age		
GREEN: Generally good condition	70	Above assigned IL	86
AMBER: Plan investigation soon	25	>= 0 and < 0.05 below IL - Investigate	14
RED: Plan maintenance soon	5	>= 0.05 below IL - Investigation Priority	0

Table 3(a)

A56 - Walmersley Road, Springside Road to Northfield Road

This section of the A56 has numerous deteriorating reinstatements and has been considered for resurfacing for several years. We would recommend Binder and Surface course replacement for this section.

SCANNER BIN	%'age	SCRIM Single Annual Survey Analysis	%'age
GREEN: Generally good condition	66	Above assigned IL	62
AMBER: Plan investigation soon	31	>= 0 and < 0.05 below IL - Investigate	28
RED: Plan maintenance soon	3	>= 0.05 below IL - Investigation Priority	10

Table 3(b)

A56 - Manchester Road, Jubilee Way to Tennyson Avenue

Manchester Road is the main access to Bury Town Centre from the south of the borough. This section has received numerous complaints regarding traffic vibration due to the overall poor condition of the carriageway resulting in extensive reactive maintenance. We would recommend Binder and Surface course replacement for this section.

SCANNER BIN	%'age	SCRIM Single Annual Survey Analysis	%'age
GREEN: Generally good condition	76	Above assigned IL	31
AMBER: Plan investigation soon	21	>= 0 and < 0.05 below IL - Investigate	28
RED: Plan maintenance soon	3	>= 0.05 below IL - Investigation Priority	41

Table 3(c)

A56 - Bury New Road, Chestnut Avenue to Stanhope Avenue

Containing Junction 17 of the M60/A56 is the major gateway to Bury and northern access to Manchester City Centre. This has received little maintenance for the past twenty years and the roundabout now has numerous serious defects requiring frequent reactive maintenance. We would recommend Binder and Surface course replacement for this section.

SCANNER BIN	%'age	SCRIM Single Annual Survey Analysis	%'age
GREEN: Generally good condition	85	Above assigned IL	79
AMBER: Plan investigation soon	14	>= 0 and < 0.05 below IL - Investigate	16
RED: Plan maintenance soon	1	>= 0.05 below IL - Investigation Priority	5

Table 3(d)

A56 - Bury New Road, Fairfax Road to Butterstile Lane

This section carries a high volume of traffic to Manchester City Centre and has a number of significant local junctions feeding onto it. This section of the A56 would be incorporated into the Prestwich Regeneration Project. We would recommend Binder and Surface course replacement for this section.

SCANNER BIN	%'age	SCRIM Single Annual Survey Analysis	%'age
GREEN: Generally good condition	73	Above assigned IL	54
AMBER: Plan investigation soon	23	>= 0 and < 0.05 below IL - Investigate	28
RED: Plan maintenance soon	4	>= 0.05 below IL - Investigation Priority	18

Table 3(e)

Annual highway maintenance capital budgets have reduced from £2.05M in 2011/12 to £1.69 in 2014/15. Whilst it is expected that Bury will have £2.04M, available for 2015/16, the demand for refurbishment across the classified network cannot be met at that level. In order to instigate life cycle planning with much cheaper intervention treatments, the starting state would need to be significantly increased.

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

A number of potential schemes have been considered and the sites put forward in this bid have been prioritised on the basis of their condition.

What are the expected benefits / outcomes?

With the exception of those parts of the A56 & A58 either recently resurfaced or not nearing end of useful life, inlay resurfacing of this particular network will improve skid resistance, remove rut and longitudinal profile issues, significantly increasing the safety of the network.

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.

See above

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)?

Proposed scheme will not be carried out but a cut down version of A56 Prestwich High Street Corridor Improvements and ongoing PRN resurfacing projects will continue.

What is the impact of the scheme?

Will provide a quality carriageway surface which is fit for purpose in the long-term

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
<i>DfT Funding Sought</i>	676	676	676	2028
<i>LA Contribution</i>	129	129	129	387
<i>Other Third Party Funding</i>	0	0	0	0

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.
£500,000 Bury Council Revenue Contribution approved in 2014/15 for A56 Prestwich High Street Corridor Improvements which includes carriageway and footways works
- 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? Yes No 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.

None

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?
- b) How will cost overruns be dealt with?
- c) What are the main risks to project delivery timescales and what impact this will have on cost?

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.

a) With reference to the report – ‘Development of Socio-economic Models for Highway Maintenance’ University of Birmingham/WSP for Dft, it is understood that in that study, the increased capital maintenance scenarios delivered Benefit Cost Ratios from 6.74 to 7.98 when including the negative cost impacts of traffic delay due to the increased maintenance activity. BCR’s greater than 1 indicate that benefits outweigh costs. Without specific models available, the CBR of this particular bid cannot be determined, though the assumption would be that it would be positive. However, a VfM assessment has been completed for the Manchester resurfacing schemes which form part of the TfGM overall bid and it is considered that this is broadly transferable – this returns a BCR of 3.22, which equates to ‘high’ value for money.

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).	Proposed scheme will not carried out but a cut down version of A56 Prestwich High Street Corridor Improvements and ongoing PRN resurfacing projects will continue.
Details of significant monetised and non-monetised costs and benefits of the scheme (quantified where possible)	
Length of scheme (km)	4.83 km
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.	<p>Estimated AADT flow data for 2013 for individual sections of the route, based on count dates shown in brackets</p> <p>A56 Bury New Road Whitefield (North of J17 of M60 – All Vehicles 37562, LGV 4205, OGV 982 (Date: 27/04/12)</p> <p>A56 Jubilee Way, Bury – All Vehicles 33426, LGV 2257, OGV 753 (Date: 22/09/10)</p> <p>A56 Bury New Road Prestwich (South of J17 of M60 – All Vehicles 23395, LGV 2173, OGV 499 (Date: 12/07/13)</p> <p>A56 Manchester Road, Bury – All Vehicles 16275, LGV 1350, OGV 241 (Date: 23/05/07)</p> <p>A56 Walmersley Road, Walmersley – All Vehicles 11828, LGV 788, OGV 229 (Date: 18/04/07)</p>
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.)	N/A
Length of any diversion route, if closure is required (over and above existing route) (km)	N/A
Regularity/duration of closures due to flooding: (e.g. number of closures per year; average length of closure (hrs); etc.)	N/A
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)	<p>Data relates to most recently available three year period (1.10.11-30.9.14)</p> <p>A56 Bury New Road (Salford boundary to M60 Junction 17) 45 collisions (8 serious, 37 slight) involving 62 casualties (8 serious, 54 slight) 17 of the 62 are vulnerable road users (6 serious, 11 slight)</p> <p>A56 Bury New Road/Manchester Road (M60 Junction 17 to Hollins Brow) 47 collisions (3 serious, 44 slight) involving 55 casualties (3 serious, 52 slight) 22 of the 55 are vulnerable road users (2 serious, 20 slight)</p> <p>A56 Manchester Road (Hollins Brow to Bury Town Centre (Jubilee Way)) 46 collisions (4 serious, 42 slight) involving 56 casualties (4 serious, 52 slight)</p>

	<p>20 of the 56 are vulnerable road users (3 serious, 17 slight) A56 Walmersley Road (Bury Town Centre (Moorgate) to M66 Junction 1) 23 collisions (2 fatal, 5 serious, 16 slight) involving 28 casualties (2 fatal, 6 serious, 20 slight) 7 of the 28 are vulnerable road users (4 serious, 3 slight) A56 Manchester Road/Whalley Road (M66 Junction 1 to Lancashire boundary) 7 collisions (all slight) involving 13 casualties 2 of the 13 were vulnerable road users</p>
<p>Number of existing cyclists; forecasts of cycling usage with and without the scheme (and if available length of journey)</p>	<p>24 hour cycle flows. Estimated AADT flow data for 2013, based on count dates shown in brackets</p> <p>A56 Bury New Road Whitefield (North of J17 of M60 – 158 (Date: 27/04/12) A56 Jubilee Way, Bury – 93 (Date: 22/09/10) A56 Bury New Road Prestwich (South of J17 of M60 – 239(Date: 12/07/13) A56 Manchester Road, Bury – 126 (Date: 23/05/07) A56 Walmersley Road, Walmersley – 63 (Date: 18/04/07)</p>

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.

For all civil engineering schemes over £25k, Bury Council Contract Procedure Rules require that tendering be on an open tender basis and advertised using the online northwest procurement portal, The Chest. If the value exceeds the EU financial threshold (currently £4,322,012 for works) then the requirements of directive (2004/18/EC) will also be implemented.

The procurement strategy can be selected to suit the works - either a most economically advantageous tender (MEAT) or a quality/cost evaluation based on a pre-determined scoring matrix, the score being determined by a panel of stakeholders.

Whichever method is adopted, any candidate tenderers must be able to demonstrate their suitability and sufficiency to undertake the works i.e. meet minimum standards in Health & Safety, financial standing, technical competence and have documented policies on equality and diversity.

Before a tender can be accepted, the candidate contractor must also pass a stage 2 Health & Safety assessment to demonstrate that they are capable of undertaking the works.

In term of timescales, initially, an invitation to tender period of 2-3 weeks would be followed by a tendering period of 3-6 weeks. The exact duration of these periods would depend on the size and complexity of the proposed works, giving more time to tenderers on large and/or complex schemes. The use of a quality/cost evaluation would add time after tender return but once a candidate has been identified, 2-3 week are required to undertake the necessary competency checks before appointment which can be run in parallel with any required standstill period. Finally, depending on the complexity of the works, 2-3 weeks will be required for the Principal Contractor to compile his Construction Phase Plan and for planning and preparation for construction work in line with the requirements of the Construction (Design & Management) Regulations.

**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.

Has a project plan been appended to your bid? Yes No

- 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.

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.

Project Governance arrangements are set out in the attached TfGM overview document.

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.

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

No

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.

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

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 A56 Principal Road Network renewal scheme, Bury Borough, I hereby submit this request for approval to DfT on behalf of Bury Metropolitan Borough Council and confirm that I have the necessary authority to do so.

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

Name: David Fowler

Signed:

Position: Assistant Director (Localities)



D2. Section 151 Officer Declaration

As Section 151 Officer for Bury Metropolitan Borough Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Bury Metropolitan 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: Stephen Kenyon

Signed:



Submission of bids:












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

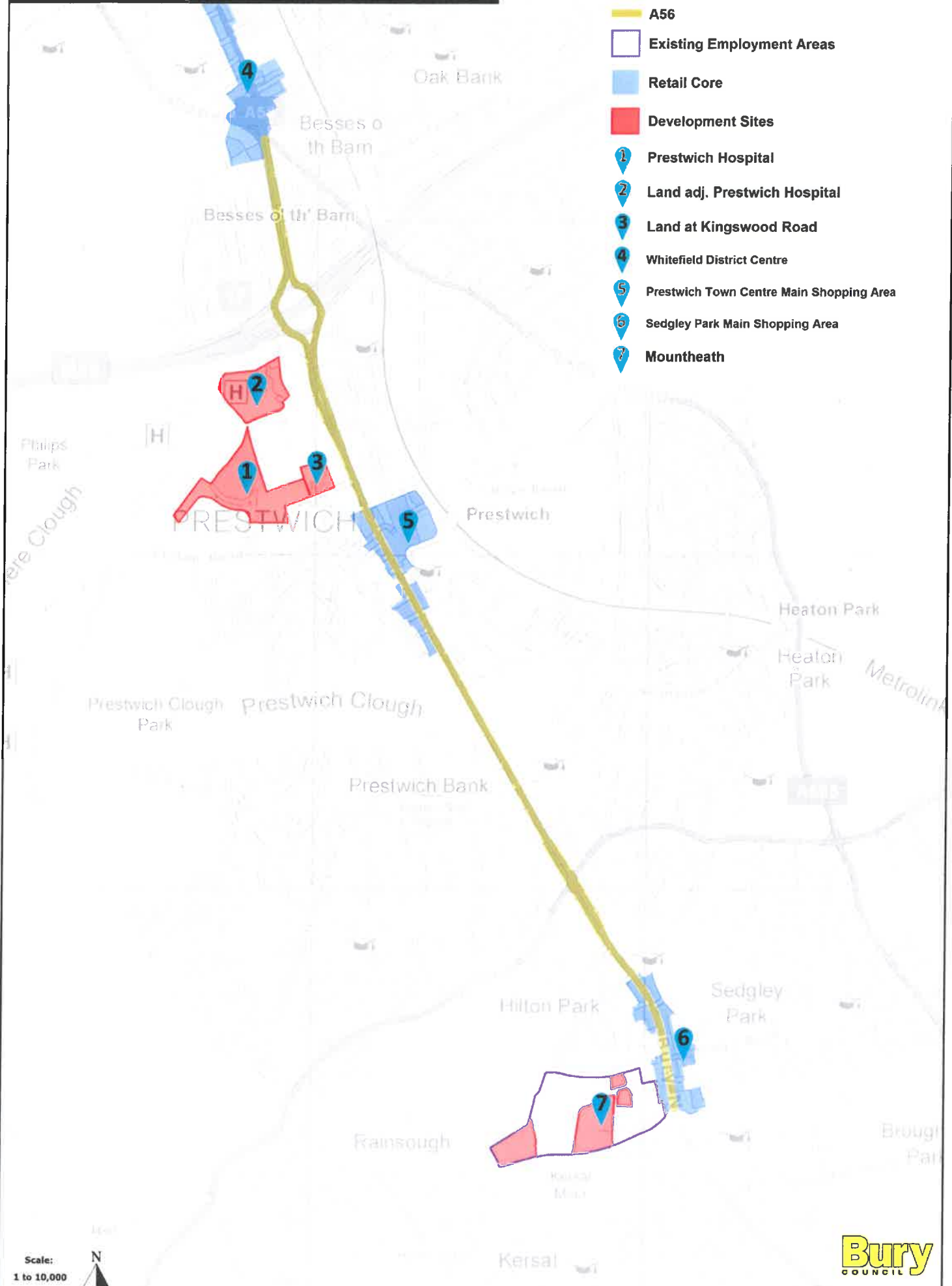
An electronic copy only of the bid including any supporting material should be submitted to:

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

GEOGRAPHICAL AREA: A56

KEY

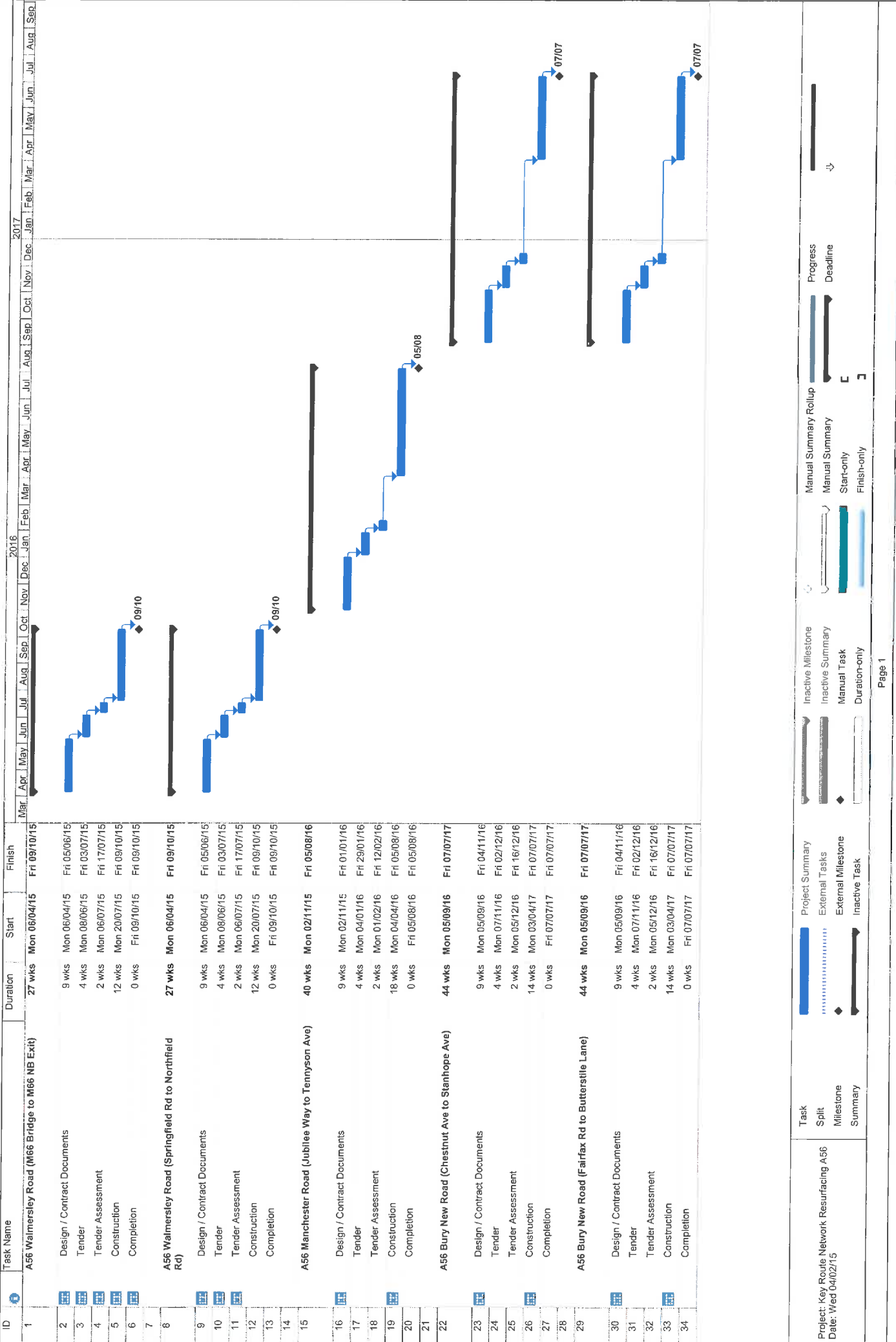
-  A56
-  Existing Employment Areas
-  Retail Core
-  Development Sites
-  1 Prestwich Hospital
-  2 Land adj. Prestwich Hospital
-  3 Land at Kingswood Road
-  4 Whitefield District Centre
-  5 Prestwich Town Centre Main Shopping Area
-  6 Sedgley Park Main Shopping Area
-  7 Mountheath



Scale:
1 to 10,000



KEY ROUTE NETWORK RESURFACING - A56 BURY



Project: Key Route Network Resurfacing A56
Date: Wed 04/02/15

Task Legend:
 Task: Solid blue bar
 Split: Dotted blue bar
 Milestone: Diamond symbol
 Summary: Arrow symbol

Task Legend (continued):
 Project Summary: Solid blue bar
 External Task: Dotted blue bar
 External Milestone: Diamond symbol
 Inactive Task: Grey bar
 Inactive Milestone: Grey diamond
 Inactive Summary: Grey arrow

Manual Summary Rollup:
 Manual Summary: Solid blue bar
 Start-only: Blue bar with start arrow
 Finish-only: Blue bar with finish arrow

Progress: Solid blue bar
 Deadline: Arrow symbol

Highways Maintenance Challenge Fund VFM Pro-Forma

The pro-forma should be filled in with as much of the 'specific data' as possible - with supporting data / information included where possible. Not all elements will be relevant for every bid - however we would expect for most bids 'specific data' will be available for at least rows 1 and 2. In the 'Specific Data' Column - please supply the information in the units/format requested. The 'Other Supporting Data' column should be used to provide salient details not captured under 'Specific Data' and/or further supporting information. Please add any further information on scheme benefits either at the end of this pro-forma or within the body of the main bid (or annexes)

Input data	Specific Data	Other Supporting Data / information; (either input directly or provide reference to supporting information reported elsewhere)	Information requested
Length of Scheme - A56 Bury	(Km)	4.93 km	Provide length of route covered by the scheme - if an area wide scheme then provide total route length covered by scheme.
Number of vehicles (or users) on affected section (split by vehicle type if possible)	(Total Vels - AADT)	21284	Provide an estimate of the traffic flow on the section of route covered by the scheme - also provide details of the data used to support that estimate (e.g. age, type and duration of count, etc.).
	(Cars - AADT)	18503	
	(LGV - AADT)	2000	
	(OGV - AADT)	581	
Details of required restrictions/closures: if funding not provided (e.g. type of restrictions; timing/duration of restrictions; etc.)	(Bus & Coach- AADT)	192	Provide details of any future restrictions. E.g. if restrictions to particular vehicle types will be needed in the do minimum (i.e. without funding) provide details of why they are required, what vehicle types are covered and when such restrictions will come into place.
	(restriction type - text description)	N/A	
Length of any diversion route, if closure is required (over and above existing route)	(start date of restriction - MM/YY)		Provide estimate of the length of diversion route over and above existing route. It would be helpful to support this with some mapping to demonstrate this.
	(Km)	N/A	
Average extra time per vehicle on diversion route (over and above existing route)	(mins)		Provide estimate of the average extra time vehicles would spend on the diversion route over and above existing route. It would be helpful to support this with details of any data used/assumptions made (e.g. source of speed data used in any calculations).
	(mins)	N/A	
Regularity/duration of closures due to flooding, (e.g. number of closures per year, average duration of closure (hrs); etc.)	(number of closures/year)	N/A	Provide estimates of closures / durations /delay and provide details of the data used to support those estimates (e.g. number of years of data etc.).
	(duration of closure - hrs)		
	(length of diversion - Km)		
	(extra time in using diversion - mins)		
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 the scheme)	(DM Total Accidents/yr)	15	Provide estimates of accidents (split by severity if possible) or accident rates for the without scheme (DM) case and the with scheme case (DS). Provide details of the data and assumptions/analysis used to support these estimates (e.g. number of years of data, etc.).
	(DM Slight Accidents/yr)	12	
	(DM Serious Accidents/yr)	3	
	(DM Fatal Accidents/yr)		
	(DM Accident Rate - P/A/MV/Km)		
	(DS Total Accidents/yr)		
	(DS Slight Accidents/yr)		
(DS Serious Accidents/yr)			
Number of existing cyclists: forecasts of cycling usage with and without the scheme (and if available length of journey)	(DS Fatal Accidents/yr)		Provide estimates of the number of cyclists (and if possible trip length) for the without scheme (DM) case and the with scheme case (DS). Provide details of the data and assumptions/analysis used to support these estimates.
	(DS Accident Rate - P/A/MV/Km)	144	
	(DM cyclists/day)	Not Available	
Other salient information for the VFM Case	(DM av trip length - Km)	180	A description of the do-minimum situation (i.e. what would happen without Challenge Fund investment). Details of significant monetised and non-monetised costs and benefits of the scheme.
	(DS cyclists/day)	Not Available	
	(DS av trip length - Km)		