

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: Bury

Bid Manager Name and position: Mr D. R Giblin – Head of Engineering

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

Contact telephone number: 0161 253 5798 **Email address:** d.r.giblin@bury.gov.uk

Postal address: 3 Knowsley Place
Duke Street
Bury

BL9 0EJ Postcode

Combined Authorities

If the bid is from a local highway authority within a Combined Authority, please specify the contact and ensure that the Combined Authority has submitted a Combined Authority Application Ranking Form.

Name and position of Combined Authority Bid Co-ordinator: Mike Purcell – Key Route Network Asset Manager

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

Postal address: 2 Piccadilly Place Manchester M1 3BG

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, 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.bury.gov.uk/index.aspx?articleid=11789>

SECTION A – Description of works

A1. Project name: Bury Ring Road (2 Parts) Resurfacing

A2. Headline description:

Proposed start date 1st June 2020

Estimated Completion date 23rd August 2020

Brief description

Carriageway resurfacing approximately 1.3 km of Bury ring road in most need, including critical single river crossing asset.

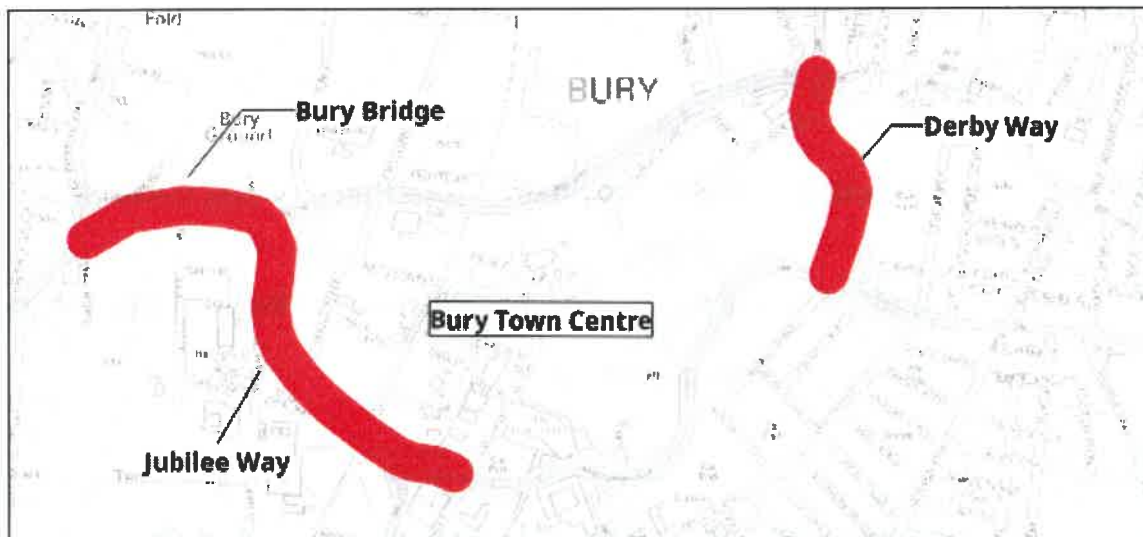
A3. Geographic area:

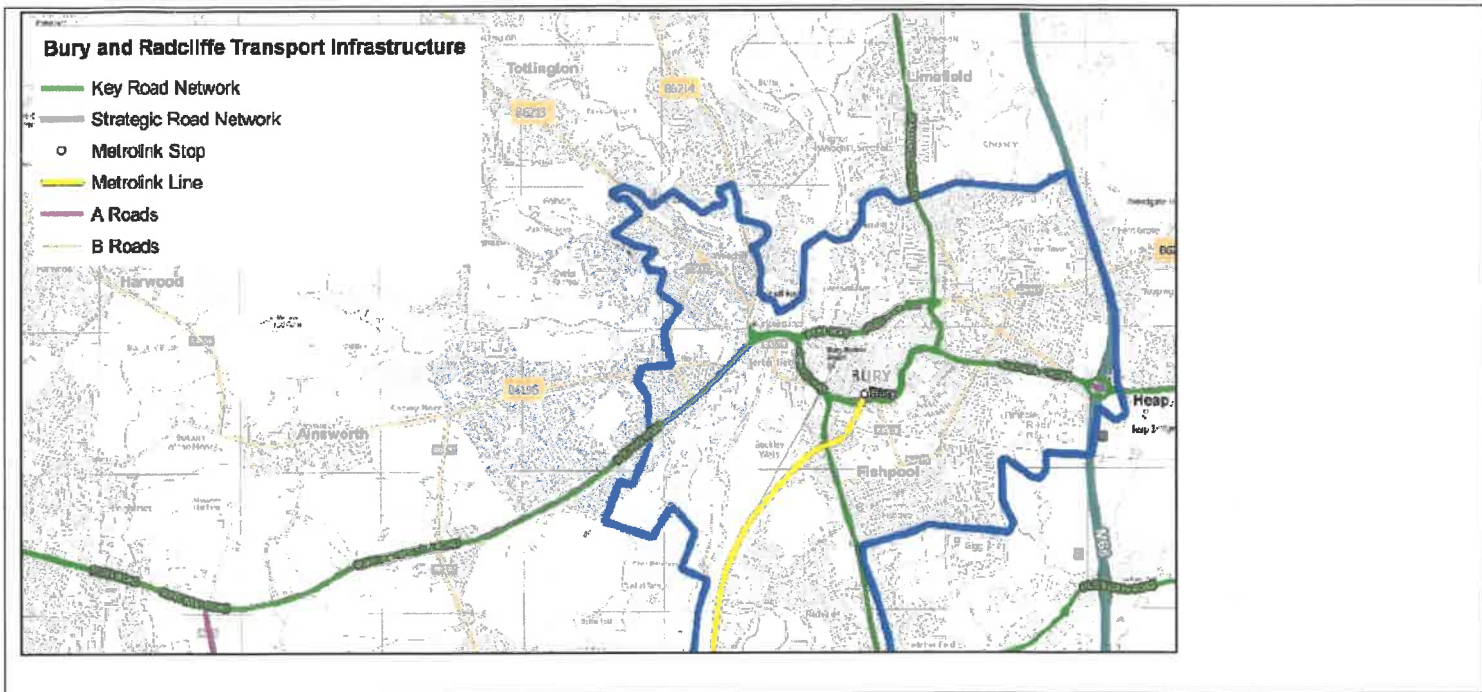
Please provide a short description of the location referred to in the bid (in no more than 50 words)
Parts of Bury town centre ring road including the main east-west river crossing. This is the main hub of the key east-west A58 route, connecting Bolton and Rochdale via Bury town centre.

OS Grid Reference: **380385, 410746**

Postcode: **BL9 0EJ**

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

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>	1,139	<i>DfT funding not available in 2020-21</i>
<i>LA Contribution</i>	303	
<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.

For the period 2020-2023 £4.5M has already been approved for prudential borrowing to support our second Highway Investment Scheme (HIS2), following successful delivery of the first HIS 2017-2020.

- 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).

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 Bury Bridge section provides the only crossing of the River Irwell within an 11 km stretch of the waterway. Other alternative routes are several kilometres longer, which places increased importance and reliance on this route, thus making this particular part of our ring road hub a critical asset.

The Greater Manchester Spatial Framework growth proposals (GMSF) would potentially introduce 4,750 additional residential units to the west of Bury, which would add a significant increase to traffic volumes through Bury Bridge.

A further site to the east of Bury, which potentially introduces 25,000 jobs and 3,500 additional residential units would also have some impact on our ring road hub. There is no doubt that should GMSF go ahead, it will further accentuate the strategic and economic importance of this network.

North-South of the hub forms the A56, connecting to the M60 at junction 17 and to two other key townships within Bury: Whitefield and Prestwich. The Northern section of A56 extends to another key township of Bury – Ramsbottom and other junctions of the M66 at Summerseat and Edenfield.

The Bury line of the Manchester Metrolink connects Greater Manchester (GM) areas to the Bury town centre transport interchange.

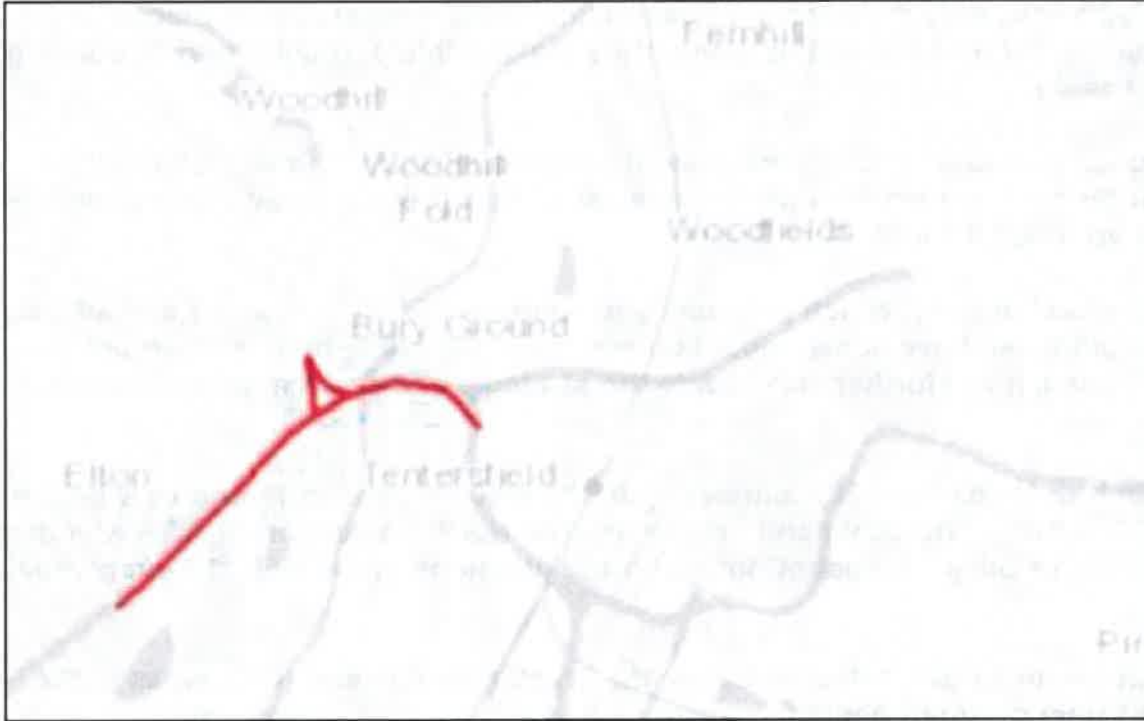
Most onward journeys to surrounding townships and neighbouring towns via bus services, taxis and cycle routes use the ring road hub for which we are seeking funding to maintain.

In July 2017, DEFRA published a new 'UK Plan for tackling roadside nitrogen dioxide concentrations' which presents analysis they have conducted into the future NO₂ emissions concentrated around roads. This is identified as the only statutory air quality limit that the UK currently fails to meet, and previous measures to control emission from cars have been less successful than predicted.

DEFRA analysis models current emissions, as well as forecasting future trends. Stricter standards on emissions for new vehicles are predicted to lead to a significant reduction in emissions in the future, and there will be fewer non-compliant areas, however some of the worst hotspots will continue to exceed the prescribed limits.

As a part of that forecasting, Bury town centre is identified as one of urban centres, which will continue to exceed the 40 micrograms per cubic metres ($\mu\text{g}/\text{m}^3$) NO₂ statutory annual mean limit by 2021. In 2017, the level observed was 50 $\mu\text{g}/\text{m}^3$.

DEFRA Urban Centre NO₂ Projection > 40 µg/m³



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

The highway network of Bury has a significant backlog of maintenance schemes. Our current accumulated depreciation on carriageways is £49 M.

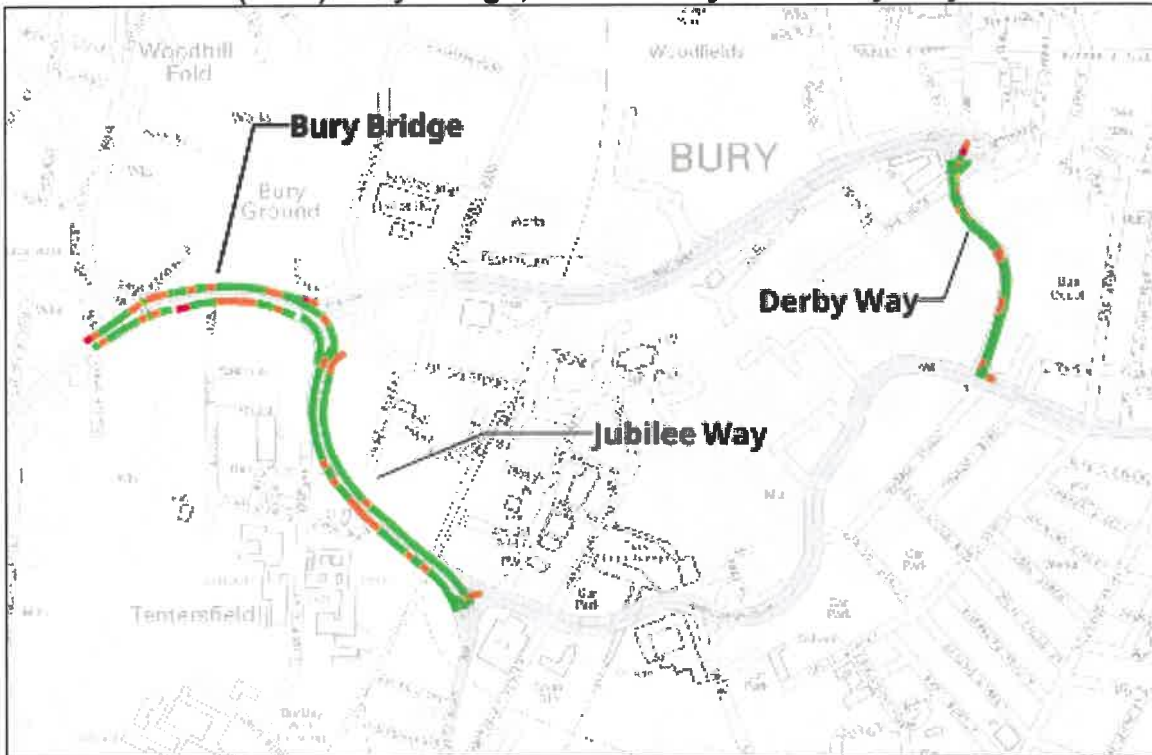
On the sections concerned, we have had to spend approximately £20k since 2016 on reactive repairs, which will increase should we be unable to afford some form of more permanent treatment.

SANNER RCI data figures for the entire hub reflects a tired, mostly Hot Rolled Asphalt network, which in parts has pavement coming to the end of serviceable life, though also some parts not necessarily yet at that stage. Jubilee Way for instance has a surface some 42 years old.



Derby Way forms part of the ring road and is a thin surface showing early life failure. The failure centres around construction joints which are not necessarily reflected in the SCANNER result (see photographs 1 & 2 below).

SCANNER RCI (RAG) Bury Bridge, Jubilee Way and Derby Way



Photograph 1 – Junction Area Derby Way/The Rock

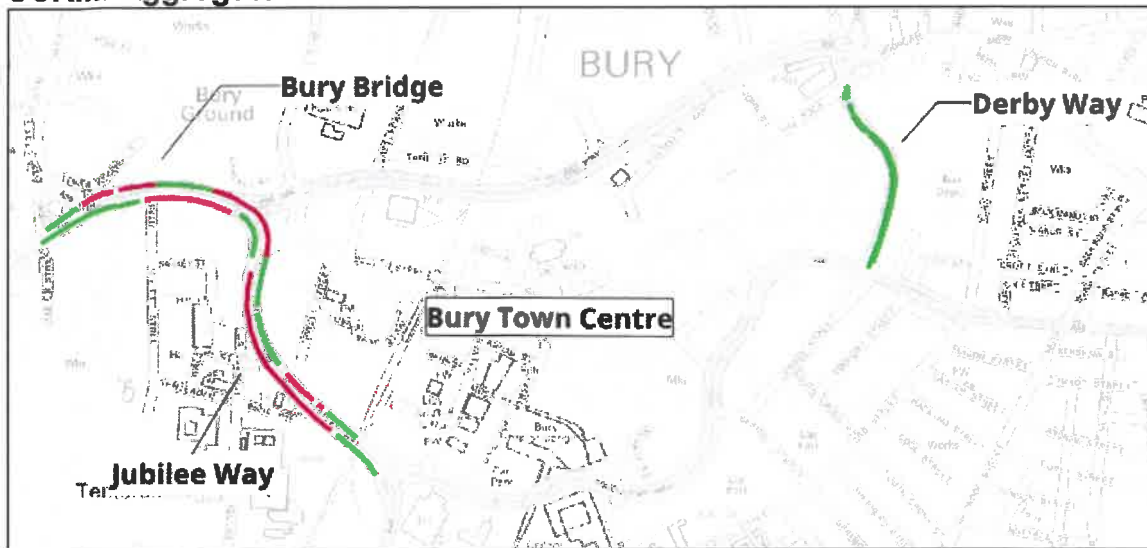


Photograph 2 – Failing Thin Surfacing Derby Way



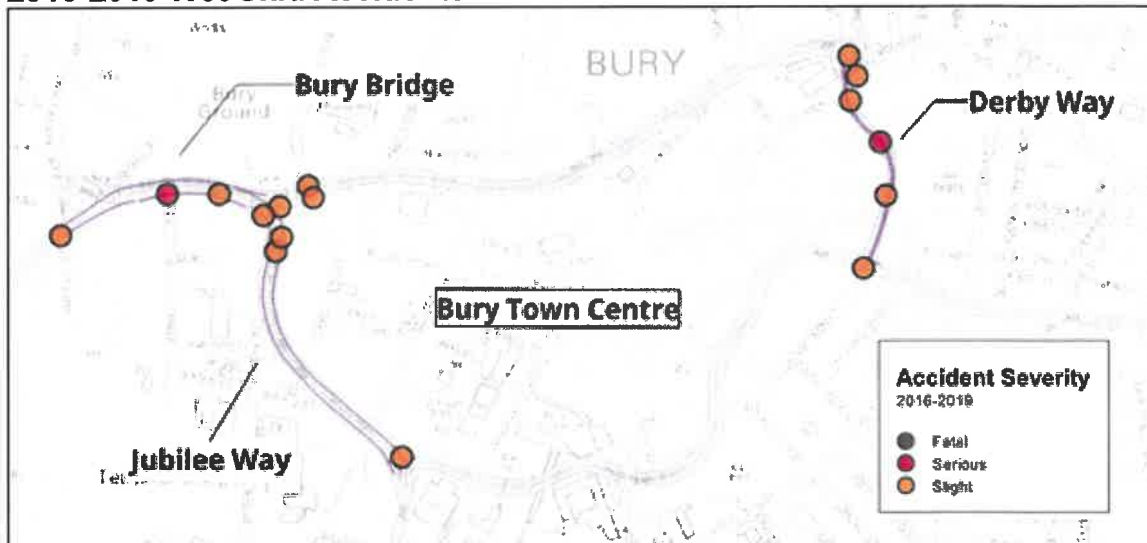
Approximately 68% of the proposal has average corrected scrim coefficient at or below the investigatory level. Some localised anti-skid surfacing treatment was required on part of Jubilee Way three years ago to address regular reports of vehicles skidding and leaving the carriageway. The majority of Jubilee Way and Bury Bridge are now at or below Investigatory Levels.

SCRIM Aggregated Functional Deficit



Accident Statistics

2016-2019 Wet Skid Accidents



Since 2016, there have been 4 serious injury casualties in wet skid accidents and 19 casualties with slight injuries, whilst that may not be entirely as a consequence of surface condition, improving skid resistance on these sections will have a positive influence on the safety of the network. The DfT's RAS60001 average value for prevention of road accidents (2018) would put the following values to prevention of those accidents.

Severity	Cost/casualty	No. of casualties in 3 year period. (Wet skids only)	Potential cost of previous 3 year accidents. (Wet skids only)
Serious	£ 220, 058	4	£ 880, 232
Slight	£ 16, 964	19	£ 322, 316
Total			£ 1, 202, 548

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

Given the importance of the whole ring road hub to Bury, it was first considered that any intervention should include the whole ring road in a treatment with substantial longevity. However, it was felt the entire ring road is not yet at the end of its serviceable life and therefore sections were excluded from this bid as they wouldn't meet the challenge fund brief.

The reconsidered bid contains three of the worst parts of the network: Bury Bridge, Jubilee Way and Derby Way. Other interventions may be considered on the remaining sections of the ring road as part of our ongoing current highway investment scheme, however it is felt that the three particular surfaces included in this bid are beyond the condition where other interventions could be viable.

d) What are the expected benefits / outcomes?

Should this bid be approved and the scheme is completed, the improved journey times will contribute to our clean air commitments.

Given the generally reduced levels of skid resistance on the ring road the scheme would also significantly contribute to increased road safety.

In order to tackle an unacceptable level of air pollution, Greater Manchester (GM) is introducing a clean air zone across the conurbation. Poorly maintained surfaces are a contributory factor to congestion and it is hoped that renewal of these particular surfaces will allow us to contribute to the GM clean air ambition.

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)?

Our Asset Management strategy has demanded an increase in the allocation of available funds to preventative maintenance, which leaves us with less funding to tackle those parts of the network in poor condition. Unfortunately these bid schemes are beyond preventative maintenance and have to be funded from remaining capital investment.

In order to follow AM principles, we have implemented a multi criteria decision making method to prioritise our remaining resurfacing funds. Given the strategic importance of these two particular sites however, it is felt that a solution over multiple years would not be acceptable.

As the amount of money required for a single scheme solution is more than we currently have in our annual resurfacing funds, we have currently had to prioritise other sites. Unfortunately, we therefore risk further deterioration of these key route sites and have had to mitigate this by making them safe as and when required. We hope a successful bid can give us a solution to this particular quandary, where we have to balance investment against a large backlog.

Pushing necessary intervention into the future will also increase the pressures on revenue budgets to 'make do and mend' whilst potentially increasing the costs of future interventions due to further accelerated deterioration.

Should we be unable to fund these schemes, there will eventually be a severe impact on congestion and the local economy, especially should the GMSF proceed and we see further increases in the volume of traffic using this critical transport hub.

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

Should this bid be approved, it would be a significant boost to the value of our own HIS1 & HIS2 investments and support the Greater Manchester Combined Authority's Spatial Framework project to deliver homes, jobs and opportunities across the region, supporting the need for growth in the UK economy, particularly in the North.

We have noted earlier the benefits towards air pollution in conjunction with other GM wide clean air zone proposals.

The clean air proposal includes other measures such as; clean air zone penalty charges for the most polluting vehicles; a multi-million pound funding package to support local businesses and sole traders to upgrade to cleaner vehicles; together with trebling the number of electric vehicle public charging points across the conurbation.

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.*

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

Street work permits & road closures required will be arranged prior to the works commencing.

SECTION C: Declarations

C1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Bury Ring Road (2 Parts) Resurfacing I hereby submit this request for approval to DfT on behalf of Bury Council and confirm that I have the necessary authority to do so.

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

Name: Mr D R Giblin

Signed:

Position: Head of Engineering



C2. Section 151 Officer Declaration

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

M WOODHEAD

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

