



## Application Form (for Tranche 2A)

The level of information provided should be proportionate to the size and complexity of the scheme proposed. Note that DfT funding is a maximum of £5 million per scheme. An individual local authority may apply only for one scheme.

For schemes submitted by components of a Combined Authority 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:** Borough of Poole

**Bid Manager Name and position:** Julian McLaughlin – Head of Growth & Infrastructure

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

**Contact telephone number:** 01202 262100

**Email address:** Julian.Mclaughlin@poole.gov.uk

**Postal address:**  
Borough of Poole  
Civic Centre  
Poole  
BH15 2RU

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:**

[www.poole.gov.uk/challengefund](http://www.poole.gov.uk/challengefund)

## **SECTION A - Scheme description**

**A1. Scheme name:** Meeting the Challenge in Poole: Highway Maintenance

### **A2. Headline description:**

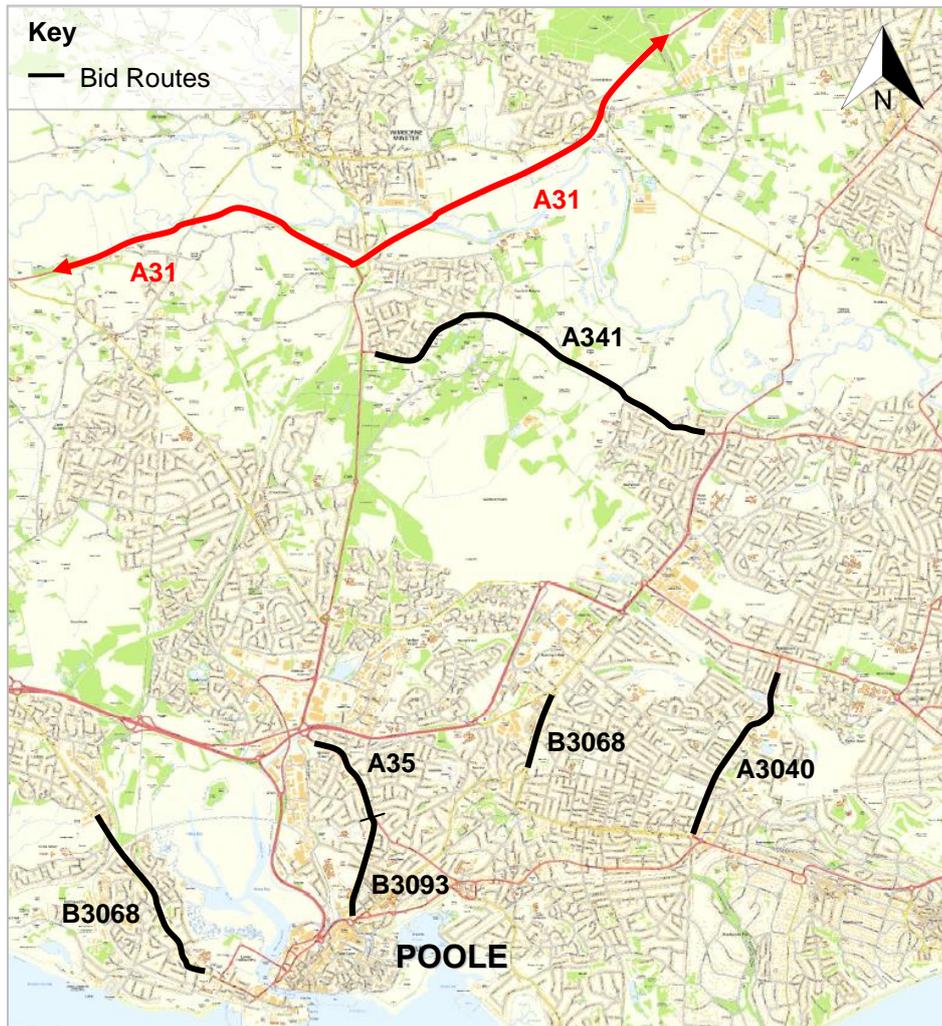
Please enter a brief description of the proposed scheme and its timetable including the completion date (in no more than 50 words)

**A comprehensive route management scheme investing £3.47M into Poole's local highway network which connects residential areas, commercial centres and regeneration sites to one another and to the Strategic Road Network. This investment includes remedial works to 12.165km of highway, the creation of 2.7km of cycleway, and drainage upgrades. Works will complement Local Growth Fund schemes, existing maintenance programmes and Local Transport Plan initiatives with projected completion by March 2018.**

### **A3. Geographical area:**

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

**Poole forms the western half of the second largest conurbation (South East Dorset) on the south coast. This bid covers a series of key local strategic transport routes that connect key economic centres within the conurbation, as well as connecting the conurbation to the A31 on the Strategic Road Network.**



Please see **Appendix A** for a more detailed location plan, illustrating regeneration / development sites, areas of existing employment and the schemes.

OS Grid Reference: **SZ 02920 93340 (approximate centre of proposed works)**

Postcode: **B3068 Blandford Road: BH15 4HW**  
**B3068 Ringwood Road: BH12 3DZ**  
**A35 Wimborne Road: BH15 3ED**  
**B3093 Wimborne Road: BH15 2BG**  
**A3040 Alder Road: BH12 2AD**  
**A341 Queen Anne Drive: BH21 1UQ**  
**A341 Magna Road: BH21 3AP**

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 on land use, planning etc.

**A4. Type of scheme (please tick relevant box):**

**Small project bids** (requiring DfT funding of **up to £5 million**)

- 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

**SECTION B – The Business Case**

**B1. The Financial Case – Project Costs and Profile**

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)**

<b>£000s</b>	<b>2017-18</b>
<i>DfT Funding Sought</i>	£2,936.798 (84.6%)
<i>LA Contribution</i>	£535 (15.4%)
<i>Other Third Party Funding</i>	£0

Notes:

1) Department for Transport funding is only for the 2017-18 financial year.

2) A minimum local contribution of 10% (by the local authority and/or third party) of the project costs is required.

## B2 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 Borough of Poole will provide £535,000 (15.4%) towards the total scheme cost from its Capital Programme for transport.**

- 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

**The Borough of Poole's Section 151 Officer confirms the Council's contribution to the scheme cost and underwrites any additional monies that would be required to complete the schemes.**

- 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 (e.g. through the Access Fund or similar competition).

**A similar Application was submitted in the Challenge Fund Tranche of February 2015. The submission included a greater number of local strategic routes, was more expensive, the analysis did not use HMAT, and whilst the economic appraisal indicated very high value for money the Department scored the Economic Case poorly on the grounds that the supporting analytics could not be verified.**

## B3. Strategic Case (Maximum 50 words for each section a) to g)

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 the scheme 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 your scheme? (Describe economic, environmental, social problems or opportunities which will be addressed by the scheme).

**Current problems include:**

- Access routes to commercial centres and regeneration sites are in a state of rapid deterioration, including poor drainage, which is unattractive for inward investment;
- Regular flooding occurrences closing the A341, a diversion route for the A31 – concurrent closures of both roads leads to user journey times extending by 40 minutes during the peak periods (according to TomTom Route Planner);
- Missing links in the current walking and cycling network, which is poorly maintained and discourages use of sustainable travel modes, increasing carbon emissions;

- **Accident clusters at key junctions on key routes.**

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

- **The highway assets were constructed in the 1980s and are life expired with associated deficiencies in condition;**
- **Although the Council is attempting to work within a proactive framework of asset management, reductions in funding have meant that for some elements of infrastructure a more reactive approach has to be adopted and the Council has been unable to fund the extensive treatments needed for these particular assets;**
- **Without urgent funding now, the assets will have deteriorated sufficiently in 5-7 years to require more expensive reconstruction, resulting in extensive disruption to road users;**
- **The Council's Pavement Management System estimates that, as of March 2017, Poole's highway maintenance backlog is £68.5M;**
- **The Council's Asset Management Strategy is in accordance with Highway Infrastructure Asset Management Guidance, however, the amount of current funding available for asset management, from sources such as the Maintenance Block and CIL, is not sufficient to deliver the level of upkeep required to provide adequate transport infrastructure for Poole;**
- **The A341 is a diversion route for the Strategic Road Network (A31) in the event of an incident.**

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

- **Localised sections of structural repair, however, this is an increasingly inefficient and progressively more costly form of maintenance;**
- **Reactive maintenance to general highway infrastructure, however, this is inefficient, leads to further degradation of the highway, increases costs and provides less value for money;**
- **Application of surface treatments to highways to prolong life of assets, however, these highways are beyond a state of repair that permits surface treatment.**

d) What are the expected benefits / outcomes?

- **Existing gaps filled in Poole's local highway network, complementing LGF initiatives, such as A349 Gravel Hill cycleway enhancements;**
- **Excellent local highway arteries connecting key centres of economic importance, encouraging economic growth;**
- **Delivery of housing allocations to meet local planning policy – up to 6,968 dwellings could be brought forward indirectly due to the schemes (see [Appendix B](#));**
- **Increased use of sustainable travel modes due to 'infill' of missing links in the local network;**
- **Whole life costs will be reduced due to increased resilience of the improved highways.**
- **Accident savings due to improved skid resistant surfaces and cycle safety enhancements as part of the scheme.**

e) Please provide information on the geographical areas that will benefit from your scheme.

**Appendix A illustrates the areas that will benefit from the scheme. There will be direct Borough-wide benefits to the Port of Poole, Poole Regeneration Area, North Poole Employment Land (accessibility improvements) and to Borough Wards categorised as 'most deprived' by the index of multiple deprivation.**

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 Council would have to manage the decline of its local highways, allocating available monies in a 'worst-first' approach to improvements. This is the Do Minimum scenario (see**

**Appendix C).** Based on the ALARM 2017 report, this reactive maintenance, on average, costs 40% more than budgeted maintenance offering less value for money to the taxpayer. A lower cost option is not an alternative to the whole scheme.

g) What is the impact of the scheme?

The scheme strategically aligns with local, regional and national planning and transport policy, as referred to in Appendix D. It will help deliver housing and sustainable economic growth within Poole and the conurbation by enabling the Council to maintain its local highway network, including sustainable transport infrastructure, which is an integral component in strengthening the economy. It also enables the Council to be proactive, rather than reactive, with its highway maintenance strategy, offering excellent value for money to the taxpayer.

**B4. Affordability and Financial Risk** (maximum 50 words for each of a) to c)

What is your Authority's most recent total outturn annual capital spending on highways maintenance? **figures should be entered in £000s** (i.e. £10,000 = 10)

Financial Year **2015-2016: £1,104**

What is the DfT contribution sought as a % of that annual total: **266.014%** (to 3 decimal places)

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme

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

a) What risk allowance has been applied to the project cost?

**A risk allowance of 5% (£165,324) has been applied to the scheme costs. This low risk level is appropriate given that the Council delivered similar maintenance schemes, as part of its Highway Structural Maintenance Programme between 2013/14 and 2015/16, on average, 2% under budget. Furthermore, the scheme length is one year and is to be delivered in the next financial year.**

**In addition the Borough has a proven record, delivering its recent A349 Gravel Hill Improvements scheme, the 'Three Towns Travel' (3TT) Local Sustainable Transport Fund (LSTF) Programme and Better Bus Area Fund (BBAF) programme on time and on budget.**

b) How will cost overruns be dealt with?

**Any cost overruns will be dealt with by the Borough of Poole from within their Capital funding resources, as underwritten by the Council's Section 151 Officer (see Section C2). Risks will be mitigated via the use of the risk register. There is no contractual arrangement with Streetscene (Council Contractor) so the Council take all of the risk, but also receive all of the benefit of any time and cost savings.**

c) What are the main risks to project delivery timescales and what impact this will have on cost?

**Major risks include:**

- Insufficient funding due to increasing construction (plant, labour, materials) costs leading to shortfall in budget;**
- Unavailability of road space for maintenance works due to other highway projects or statutory undertaker works on the network, increasing scheme costs due to construction inflation and work overruns;**
- Poor contractor performance leading to missed deadlines and increased scheme costs;**

- Prolonged periods of adverse weather conditions resulting in missed deadlines and increased scheme costs.

Please see Appendix E for Risk Register, including risk mitigation.

### B5. Equality Analysis

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

Appendix F contains the Equality Analysis.

### B6. Value for Money

a) For all scheme bids, promoters should provide, where available, an estimate of the Benefit Cost Ratio (BCR) of the scheme.

Where a BCR is provided please be aware that DfT may wish to scrutinise the data and assumptions used in deriving that BCR.

**The BCR of the scheme is 6.65. This means that the value for money category is Very High.**

b) Please provide the following data will form a key part of our assessment:

Note this material should be provided even if a BCR estimate has been supplied and has also to be entered and returned as an MS Excel file in the VfM Annex MS Excel file).

A description of the do-minimum situation (i.e. what would happen without Challenge Fund investment).

**The sections of highway and footways covered by the maintenance schemes will continue to deteriorate. The deterioration of the highway surface, in particular, will lead to an increase in the number and extent of expensive reactive maintenance to potholes and patches required to make it safe. The Council will draw on limited capital resources and DfT Maintenance Block to undertake these cost-ineffective repairs in order to maintain each route in the minimal of serviceable conditions. Frequent regimes of reactive maintenance also have the added impact of causing increased congestion on the occasions that the highways require repair. This is due to lane closures and implementation of Temporary Traffic Regulation Orders.**

**The Borough's highway maintenance backlog will continue to grow. The current backlog is estimated as £68.5M. Based on Poole's current annual allocation of £880,000 (Borough of Poole is third lowest funded Local Authority in the country), it would take at least 78 years to undertake the backlogged maintenance without even considering the interim future deterioration of the highway.**

	<p>In the case of the A341 Magna Road / A341 Queen Anne Drive (the diversion route for Strategic highway network A31), during periods of prolonged rainfall the highway will continue to flood due to surface runoff and be impassable. Flooding will damage the highway leading to further deterioration and increased journey unreliability for users.</p>																
<p>Details of significant monetised and non-monetised costs and benefits of the scheme (quantified where possible)</p>	<p><b>Value for Money Statement:</b></p> <table border="1" data-bbox="794 443 1461 703"> <tr> <td><b>Present Value of Benefits (£k)</b></td> <td><b>11,703</b></td> </tr> <tr> <td><b>Present Value of Costs (£k)</b></td> <td><b>1,788</b></td> </tr> <tr> <td><b>Net Present Value (£k)</b></td> <td><b>9,915</b></td> </tr> <tr> <td><b>Benefit Cost Ratio</b></td> <td><b>6.55</b></td> </tr> </table> <p>In line with WebTAG guidance, these results exclude valuations relating to the GVA uplift from jobs and embedded carbon.</p> <p>A copy of the HMAT aggregated output module file is contained in Appendix J.</p> <p>It should be noted that the Present Value of Costs, presented above, differs from the HMAT output as it also includes the discounted cycleway construction cost of £77,000.</p>	<b>Present Value of Benefits (£k)</b>	<b>11,703</b>	<b>Present Value of Costs (£k)</b>	<b>1,788</b>	<b>Net Present Value (£k)</b>	<b>9,915</b>	<b>Benefit Cost Ratio</b>	<b>6.55</b>								
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<p>Length of scheme (km)</p>	<p>12.165km highway (6.941km of 'A' road sections and 5.224km of 'B' road sections 2.7km cycleway</p>																
<p>Number of vehicles on affected section (Average Annual Daily Traffic in vehicles and if possible split by vehicle type) – to include details of data (age etc.) supporting this estimate.</p>	<p>Average 2016 traffic data was obtained from automatic traffic counters located on all road sections, except for section B3068/888 where data was provided from a manual count which was factored into a 24 hour count and adjusted to match an automatic traffic counter on a nearby section of Old Wareham Road.</p> <p><b>2016 Average AADT on the 'A' road sections:</b></p> <table border="1" data-bbox="794 1662 1461 1814"> <tr> <td><b>Total Vehicles</b></td> <td><b>17,136</b></td> </tr> <tr> <td><b>Cars</b></td> <td><b>14,347</b></td> </tr> <tr> <td><b>LGVs</b></td> <td><b>2,004</b></td> </tr> <tr> <td><b>HGVs</b></td> <td><b>784</b></td> </tr> </table> <p><b>2016 Average AADT on the 'B' road sections:</b></p> <table border="1" data-bbox="794 1921 1461 2074"> <tr> <td><b>Total Vehicles</b></td> <td><b>15,249</b></td> </tr> <tr> <td><b>Cars</b></td> <td><b>12,918</b></td> </tr> <tr> <td><b>LGVs</b></td> <td><b>1,805</b></td> </tr> <tr> <td><b>HGVs</b></td> <td><b>526</b></td> </tr> </table>	<b>Total Vehicles</b>	<b>17,136</b>	<b>Cars</b>	<b>14,347</b>	<b>LGVs</b>	<b>2,004</b>	<b>HGVs</b>	<b>784</b>	<b>Total Vehicles</b>	<b>15,249</b>	<b>Cars</b>	<b>12,918</b>	<b>LGVs</b>	<b>1,805</b>	<b>HGVs</b>	<b>526</b>
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<p><b>c) Other VfM information where relevant - depending on type of scheme bid:</b></p>																	

<p>Details of required restrictions/closures if funding not provided (e.g. type of restrictions; timing/duration of restrictions; etc.)</p>	<p><b>A341 Magna Road / A341 Queen Anne Drive - road closure caused by flooding, estimated (Do Minimum) – Winter 2017.</b></p>
<p>Length of any diversion route, if closure is required (over and above existing route) (km)</p>	<p><b>The A341 Magna Road / A341 Queen Anne Drive is a diversion route for the Strategic Road Network (A31) [NOTE: this is for the section of the A31 between Canford Bottom Roundabout and Merley Roundabout]. Hence, when the A341 is being used as a diversion route (generally occurs during poor weather due to increased likelihood of accidents on A31 and it needs to be closed), the diversion route for A31 traffic over and above the existing route is <u>7.6km</u>.</b></p> <p><b>For local traffic when the A341 is closed the diversion route is 17km long which is <u>9.5km</u> over and above the existing route. Plans showing the aforementioned diversion routes have been provided in <u>Appendix C</u>.</b></p>
<p>Regularity/duration of closures due to flooding: (e.g. number of closures per year; average length of closure (hrs); etc.)</p>	<p><b>In the last five years, the A341 Magna Road has, on average, experienced 3 closures per year with closures lasting 48 hours at a time</b></p>
<p>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>	<p><b>In the five years between 1<sup>st</sup> November 2011 and 31<sup>st</sup> October 2016, a total of 299 casualty accidents were recorded across the schemes involved in this bid. These can be broken down by severity into:</b></p> <ul style="list-style-type: none"> <li><b>- 0 fatal (0% of total);</b></li> <li><b>- 51 serious (17%); and</b></li> <li><b>- 248 slight (83%).</b></li> </ul> <p><b>The combined cost of these casualty accidents, according to the WebTAG Databook (March 2017), is approximately £12.3M.</b></p> <p><b>The schemes examined in this business case do not specifically address safety-related issues such as skid or lighting problems. For this reason, no monetised benefit has been assumed as part of this bid, therefore the BCR is a conservative figure. However, there will be indirect accident savings due to the improvement of skid resistance as part of the schemes.</b></p>
<p>Number of existing cyclists; forecasts of cycling usage with and without the scheme (and if available length of journey)</p>	<p><b>Cycling usage without-scheme:</b></p> <ul style="list-style-type: none"> <li><b>- A341 Magna Road only: 129 cycles per day (<i>DfT Traffic Count Site, 2015</i>)</b></li> </ul> <p><b>Cycling usage with-scheme:</b></p> <ul style="list-style-type: none"> <li><b>- A341 Magna Road only: 155 cycles per day (<i>20% growth applied, sourced from LTP</i>)</b></li> </ul> <p><b>Cycling in the conurbation is on the increase. Cycling in Poole over the past 10 years has increased by 60%. This scheme will ensure that gaps are ‘filled’ in the existing cycle network,</b></p>

particularly on the A341, thus making cycling an increasingly attractive travel mode and contributing to the continued growth of cycling in Poole.

In addition to cycle growth, Poole has delivered modal shift through the success that it has had with bus passenger growth (best in the country). The investment in this scheme will also help the Council to continue to deliver the overall aims of sustainable transport as set out in the LTP (see Appendix D).

## B7. The Commercial Case

This section categorizes 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

Council Contractor

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.*

## B8. Delivery (maximum 50 words for a) and 100 words for b)

a) Are any statutory procedures required to deliver the project, if yes please provide details below;

Yes  No

Details of statutory procedure (50 words maximum)

**All proposed works are within the highway boundaries owned and managed by the Borough of Poole, so no statutory procedures are required prior to construction.**

b) Please summarise any lessons your authority has learned from the experience of delivering other DfT funded programmes (such as Challenge Fund tranche 1, pinch point schemes, local majors, Local Sustainable Transport Fund, Better Bus Areas) and what would be different on this project as a result.

**The Council recently delivered to time and budget the A349 Gravel Hill Improvements scheme, and the 'Three Towns Travel' (3TT) Local Sustainable Transport Fund (LSTF) Programme and Better Bus Area Fund (BBAF) programmes in partnership with Bournemouth Borough and Dorset County Councils.**

These programmes required extensive stakeholder engagement and where appropriate, joint risk and change management. The Council will draw on these experiences to manage this project successfully, within tight timescales and budget, in order to deliver the expected outcomes.

An organogram setting out project governance is provided in Appendix G.

**B9. Stakeholder Support** (maximum 50 words for a) and 100 words for b)

a) Does this proposal have the support of the Local MP(s);

Yes  No

Name of MP(s) and Constituency

1 Conor Burns MP; Bournemouth West, Alderney and Branksome East

2 Robert Syms MP; Poole

3 Michael Tomlinson MP; Mid Dorset and North Poole

b) List other stakeholders supporting the Scheme:

1 Cllr Drew Mellor; Borough of Poole Portfolio Holder for Transportation

2 Cllr Mike Green; Bournemouth Borough Council Cabinet Member for Transport, Sustainability & Carbon Management

3 Gordon Page CBE DL; Chair of the Dorset LEP Board

Please see Appendix H for individual letters of support from those MPs and stakeholders named above.

## SECTION C: Declarations

### **C1. Senior Responsible Owner Declaration**

As Senior Responsible Owner for 'Meeting the Challenge in Poole: Highway Maintenance' I hereby submit this request for approval to DfT on behalf of the Borough of Poole and confirm that I have the necessary authority to do so.

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

Name: **Julian McLaughlin**

Signed:

Position: **Head of Growth & Infrastructure**



### **C2. Section 151 Officer Declaration**

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

- 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: **Adam Richens**

Signed:



### **Submission of bids:**

The deadline for bid submission is 5pm on:

**31 March 2017** for Challenge Fund Tranche 2A (2017/18 funding)

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

[roadmaintenance@dft.gsi.gov.uk](mailto:roadmaintenance@dft.gsi.gov.uk) copying in [Paul.O'Hara@dft.gsi.gov.uk](mailto:Paul.O'Hara@dft.gsi.gov.uk)