

# 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:** Bournemouth, Christchurch and Poole Council

**Bid Manager Name and position:** Tim Forrester – DLEP & Capital Programme Manager

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

**Contact telephone number:** 01202 262041 **Email address:** [tim.forrester@bcpcouncil.gov.uk](mailto:tim.forrester@bcpcouncil.gov.uk)

**Postal address:** Bournemouth, Poole and Christchurch Council  
St Stephen's Road  
Bournemouth  
BH2 6EB

### **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:** [bcpcouncil.gov.uk/challengefund](http://bcpcouncil.gov.uk/challengefund)

## **SECTION A – Description of works**

**A1. Project name:** Bournemouth, Christchurch and Poole – Highway Asset Maintenance

**A2. Headline description:**

**Proposed start date:** January 2020

**Estimated Completion date:** March 2021

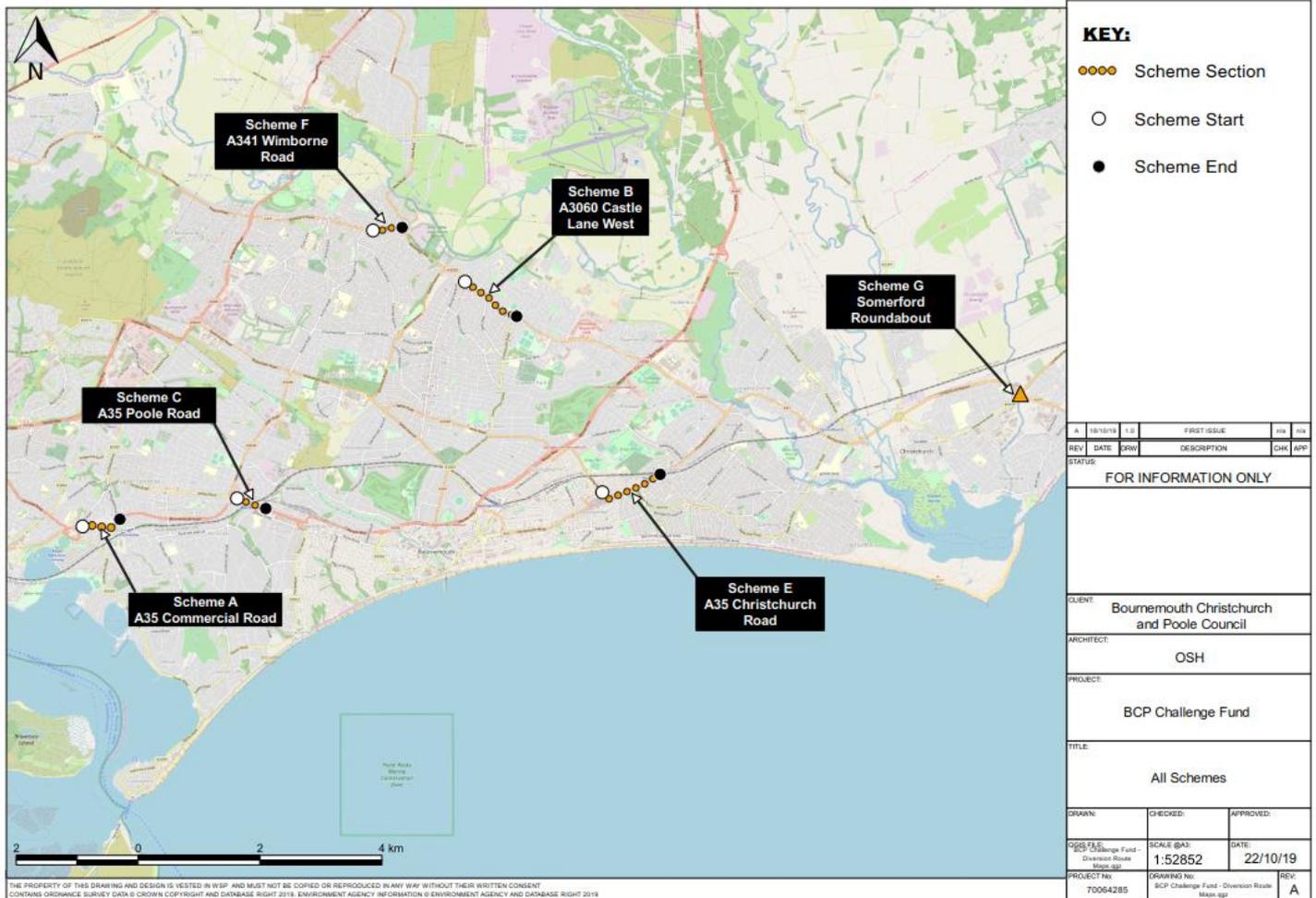
**Brief description:**

**A comprehensive route management scheme investing £4.91M into Bournemouth, Christchurch and Poole’s local highway network which connects residential areas, commercial centres and community facilities to one another, through to the Major Road Network and to the Strategic Road Network to the north of the conurbation. This investment includes remedial works to 4.23 km of highway at 6 proposed locations and also incorporates footway refurbishment and/or traffic signal refurbishment at three of these locations. Works will complement the proposed Transforming Cities Fund corridors, existing maintenance programmes and Local Transport Plan initiatives with projected completion by March 2021.**

### A3. Geographic area:

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

**Bournemouth, Christchurch and Poole together form the second largest conurbation (South East Dorset City Region) on the south coast. This bid covers six key local strategic transport routes connecting key economic and residential centres within the conurbation, as well as connecting the conurbation to the A31 on the Strategic Road Network.**



OS Grid Reference and Postcode:

Location A - A35 Commercial Road	SZ 03336 91502	BH14 0JR
Location B - A3060 Castle Lane West	SZ 09635 95329	BH8 9TQ
Location C - A35 Poole Road	SZ 05996 91828	BH12 1DS
Location E - A35 Christchurch Road	SZ 11644 91995	BH7 6BY
Location F - A341 Wimborne Road	SZ 08027 96460	BH10 7AN
Location G - A35 Somerford Roundabout	SZ 18472 93867	BH23 4JA

Please see **Appendix A** for a more detailed location plan, illustrating the location of the Challenge Fund schemes and the Transforming Cities Fund corridors.

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)**

<b>£000s</b>	<b>2019-20</b>
<i>DfT Funding Sought</i>	£4185.462 (85.2%)
<i>LA Contribution</i>	£525 (10.7%)
<i>Other Third Party Funding</i>	£200 (4.1%)

**A risk review exercise has been undertaken on the six individual sites to consider an appropriate level of risk allowance based on site complexity and difficulty, together with development stage of the scheme details and the procurement route for delivery. This has produced the following table that covers the six sites with their own location within the BCP Council area. Delivery of the works will be through a combination of the Council's Direct Labour Organisation, the Highway Team Service Contract and a framework contract for recycling pavements that is under the management of BCP Council and to which other authorities do not have call-off access for programming and resourcing reasons.**

**Site A - A35 Commercial Road (Poole) 10%**

**Site B - A3060 Castle Lane West (Bournemouth) 10%**

**Site C - A35 Poole Road (Poole) 10%**

**Site E - A35 Christchurch Road (Bournemouth) 15%**

**Site F - A341 Wimborne Road (Bournemouth) 10%**

**Site G - A35 Somerford Roundabout (Christchurch) 10%**

#### *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.

**BCP Council will provide £525,000 (10.8%) towards the total scheme cost. This total contribution comprises:**

- **£75,000 of structural maintenance contribution towards the A35 Commercial Road scheme;**
- **£390,000 contribution towards works at A341 Wimborne Road which are included in the approved 2020/21 Bournemouth Maintenance Programme; and**
- **£60,000 contribution at Somerford Roundabout which is included in the approved 2020/21 Christchurch Maintenance Programme.**

**For the proposed scheme on A35 Poole Road, a contribution of £200,000 (4.1%) is to be provided from Developer contributions for improvements at Pottery Junction.**

- 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).

**There are no previous funding applications.**

## **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).

**Current problems include:**

- **The existing carriageways at all of the scheme locations are currently in poor condition (heavily rutted and wheel track cracking). As a result, these important access routes to commercial centres, hospitals, educational establishments and community facilities are in a state of rapid deterioration which is unattractive for inward investment.**
- **According to the 2018 TomTom Congestion Index, when compared to other conurbations with a population under 800,000, the South East Dorset conurbation was the fourth most congested in the UK. Therefore, any unplanned reactive maintenance closures result in significant congestion throughout the local area, as most suitable alternative routes already suffer from high levels of congestion and drivers are unable to plan ahead to avoid the area.**
- **During unplanned closures the local bus routes are diverted away from the area with significant sections of route unable to be served, resulting in increased confusion and severance for locals and operating issues for the bus companies. This problem is particularly**

acute at the locations along the A35 corridor which are served by up to 25 buses an hour in each direction.

- At the proposed A35 Commercial Road scheme, which links Poole town centre (to the west) and Parkstone (to the east), the signalised junctions and associated pedestrian crossings require upgrading to include better detection and improved linkages between sites to deliver network efficiencies, reduced congestion and improved journey times. In addition, the footways are also in poor condition and, due to uneven road surfaces, surface water is prevented from getting to the gullies. This poor footway condition and inadequate drainage has resulted in incidents of internal flooding affecting businesses.
- There are regular flooding issues along the A35 Christchurch Road (approximately three incidents per year), A35 Poole Road (approximately 1 incident every two years) and A35 Commercial Road (approximately three incidents per year). This localised flooding results in temporary traffic management while repairs are completed resulting in significant congestion and journey time delay.
- On the proposed A3060 Castle Lane West scheme, the pedestrian crossing located just to the west of Ruskin Avenue is at end of life and requires upgrading to a puffin crossing to improve pedestrian provision and enhance the safety and efficiency of the crossing.
- On the proposed A35 Christchurch Road scheme, the signalised junction and associated pedestrian crossings located at the key Christchurch Road/Ashley Road/Heathcote Road junction require upgrading to include puffin crossings improving pedestrian provision on the High Street and enhancing the safety and efficiency of the crossings and the junction as a whole.

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

- The schemes selected are on the Principal Road Network (Cat A) and as such have evidence from recent cyclic condition surveys to indicate that they are now life-expired with foundation failure with the associated cracking and deformation evident in the top flexible road courses.
- Whilst the Council are now delivering a proactive highway infrastructure asset management strategy under Band 3 Incentive Fund status, reductions in capital funding for Highway Maintenance 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 frequency of unplanned closures will increase and within 10 years the assets will have deteriorated sufficiently to require more expensive full depth carriageway reconstruction, resulting in a much more extensive and expensive period of disruption to road users than would be necessary were the funding to be forthcoming.
- BCP estimates that, as of the end of the 2017/2018 financial year, Bournemouth and Poole's highway maintenance backlog was £167M and based on the Council's current annual allocation of £2M, it would take at least 84 years to undertake the backlogged maintenance without even considering the interim future deterioration of the highway.
- 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.
- The A35 Commercial Road, A35 Christchurch Road and A35 Poole Road all suffer from drainage and flooding issues which will accelerate carriageway deterioration as well as posing safety issues.
- The A3060 Castle Lane West and A341 Wimborne Road both form part of the proposed Major Road Network and are therefore key routes in supporting the development of the local and wider economy and also tourism.

c) What options have been considered and why have alternatives 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 asset life, however, these highways are beyond a state of repair that permits surface treatment.

d) What are the expected benefits / outcomes?

- The Data Proforma's show that, over the 30-year appraisal period, adopting the Do Something treatment strategy (that assumes the works at all six sites are funded) will result in a combined cost saving to the Council of £4.93M along with a 361 day reduction in the number of maintenance closure days required, when compared with the Do Minimum (without funding) treatment strategy. This significant reduction in reactive costs enables a revenue saving and resources to be deployed on lower category interventions to preserve and slow deterioration elsewhere.
- Reduced exposure to Public Liability insurance claims at these six sites through the one-step 'right first time' pothole repair and removal of the vehicle damage and/or pedestrian trip hazard.
- Enhanced local highway arteries connecting key centres of economic importance, encouraging economic growth and tourism across the conurbation.
- Enhanced network resilience leading to improved journey time reliability and ambience along these key links that provide access to hospitals, schools and employment across the conurbation.
- Elimination of the highly disruptive short notice closure threat.
- A reduction in road noise due to improved carriageway surface.
- Improvements in air quality and journey ambience due to improved carriageway surface.
- Improved footways on the A35 Commercial Road will reduce trip hazards for pedestrians and eliminate existing flood occurrences for local businesses.
- Enhanced safety and efficiency at the two upgraded pedestrian crossings on A3060 Castle Lane West and A35 Christchurch Road.
- The works at the A35 Somerford Roundabout in Christchurch are planned to be co-ordinated with two bridge maintenance schemes located just to the north and west of Somerford roundabout, on the A35 Christchurch Bypass and the B3059 Somerford Road, which have funding in the 2020/21 BCP highways works programme. This co-ordination will enable efficiencies in the Network and Traffic Management planning for these concurrent schemes and will maintain the connectivity of communities and minimise disruption for road users at this key location, where alternative routes are not on either adjacent or parallel corridors.

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)?

Under the Council's Highway Infrastructure Asset Management Strategy, annual programmes of work would deliver a balanced programme of preventative and structural maintenance that provides the optimum investment to maintain and improve the overall condition of the network. This annual programme would only be able to deliver a small fraction of the highway maintenance works in this bid and therefore only achieve a fraction of the benefits, with the road condition of the sites not completed further deteriorating. As a result, reactive maintenance would become more frequent due to the continuing deterioration of the carriageway surface, leading to an increase in the number of closures and the level of disruption due to its unplanned nature.

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 therefore not an alternative to the whole scheme.

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

The scheme strategically aligns with local, regional and national planning and transport policy, as referred to in Appendix B. It will help deliver economic growth within the conurbation by enabling the Council to maintain its local highway network, 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.

The A3060 Castle Lane West and A341 Wimborne Road both form part of the proposed Major Road Network and are therefore considered economically critical road infrastructure. Similarly, the A35 Somerford Roundabout is a key location on one of the designated diversion routes for the Strategic Road Network (A31). Therefore, these three locations are of significant importance to local, regional and national economy.

The A35 Commercial Road in Poole is within a declared Air Quality Management Area, therefore improvements at this location are crucial in reducing carbon emissions through improved road surface and improved footways which will encourage the use of sustainable travel modes.

The schemes at A35 Commercial Road, A35 Poole Road and A35 Christchurch Road provide direct links to Parkstone, Branksome and Pokesdown train station respectively. In addition to this Boscombe Bus station is located adjacent to the A35 Christchurch Road scheme with its only exit feeding directly onto the affected section of road. Therefore, improving accessibility links will encourage sustainable travel and reduce the frequency of severance to these bus and train stations.

The schemes at A3060 Castle Lane West and A341 Wimborne Road include in-situ carriageway recycling that is proposed to be undertaken using techniques that follow the HMEP Efficiency Practice Template which, when compared with traditional reconstruction methods yield cost savings of approximately 40%, traffic delay savings of approximately 60% and carbon emission savings of approximately 30%, as described in Appendix C.

#### B4. Equality Analysis

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

Appendix D contains the Equality Analysis.

#### 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

**Across these schemes both procurement routes are available and will be utilised by the Council to maximise productivity and reduce the risks to delivery.**

*\*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

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

### **Delivery Track Record**

**BCP Council (formerly Bournemouth Borough Council, Christchurch Borough Council and Borough of Poole) have a proven record of successfully bidding and delivering for major transport and highway maintenance projects awarded through the Department for Transport. As a Band 3 Local Authority under the Departments Self-Assessment exercise and as part of the Incentive Fund, the Council has policies and procedures in place that competently manage the extensive and complex highway infrastructure asset network within the key principals of life cycling planning, resilience and the efficient use of public monies that produce improved performance.**

**In addition to this, the Borough of Poole successfully delivered a major resurfacing programme in 2018/19 under the previous Tranche 2A bid. Between the Council's there has been the delivery of major transport projects across the wider region that have included successful awards through the 'Three Towns Travel' (3TT) project, Local Sustainable Transport Fund (LSTF) Programme and the Better Bus Area Fund (BBAF). All delivered as programmed and within budget with the support of Local Contributions.**

## **SECTION C: Declarations**

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

As Senior Responsible Owner for [*scheme name*] I hereby submit this request for approval to DfT on behalf of [*name of authority*] and confirm that I have the necessary authority to do so.

I confirm that [*name of authority*] will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name:

Signed:

Position:

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

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*]

- 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:

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