



## 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:** Warrington Borough Council

**Bid Manager Name and position:** Jim Turton (Engineering & Flood Risk Manager)

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

**Contact telephone number:** 01925 44 2542

**Email address:** [jimturton@warrington.gov.uk](mailto:jimturton@warrington.gov.uk)

**Postal address:** Warrington Borough Council  
New Town House 3F  
Buttermarket Street  
Warrington

**Postcode:** WA1 2NH

### **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:**

[www.warrington.gov.uk/maintenancefund](http://www.warrington.gov.uk/maintenancefund)

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

**A1. Project name:** Warrington Borough Council Key Route Network (KRN) Project

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

Project involves carriageway resurfacing, bridge deck waterproofing to 1 structure and addresses serious flooding issues to A49. All schemes are on Warrington's [KRN](#) which links Warrington to adjacent motorway networks, Rugby ground, 2 retail parks, Warrington General Hospital & town centre. Works will start February 2020 and complete by end of July 2020.

**Proposed start date: February 2020**

**Estimated Completion date: July 2020**

**Please refer to Programme [Appendix B Challenge Fund 2019 Programme.](#)**

### **Brief description**

The proposed scheme comprises [9 structural maintenance schemes](#) at various locations on the Key Route Network (KRN). Several of these schemes are also on the Transport for the North (TfN) Major Road Network (MRN). At one location ([Location 3](#)), bridge deck waterproofing will be undertaken along with resurfacing to prevent further deterioration of the road surface, disruption to traffic and to make efficiencies. Densham Ave and various other roads in the vicinity (including A49 Winwick Road) regularly suffer major flooding. So far, flooding has occurred twice this year resulting in internal property flooding and evacuations. The solution is part of a flood risk management project which will be funded outside of this bid. However, several gullies and some drainage repairs will be included as part of surfacing works (Location 3) to prevent damage to new surfacing, to maximise efficiencies and to reduce disruption to road users. Long standing flooding issues have contributed to deterioration of the road surface. Flooding to A49 presents significant risks due to frequency and volume of pot holes and salt being washed away in winter resulting in skidding risks. These risks are magnified due to the high volume of traffic travelling to and from adjacent motorway networks. In addition, delays to the KRN will inevitably effect the efficiency of Warrington General Hospital, which offers Accident and Emergency facilities and the local Fire Service situated on A49.

### **A3. Geographic area:**

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

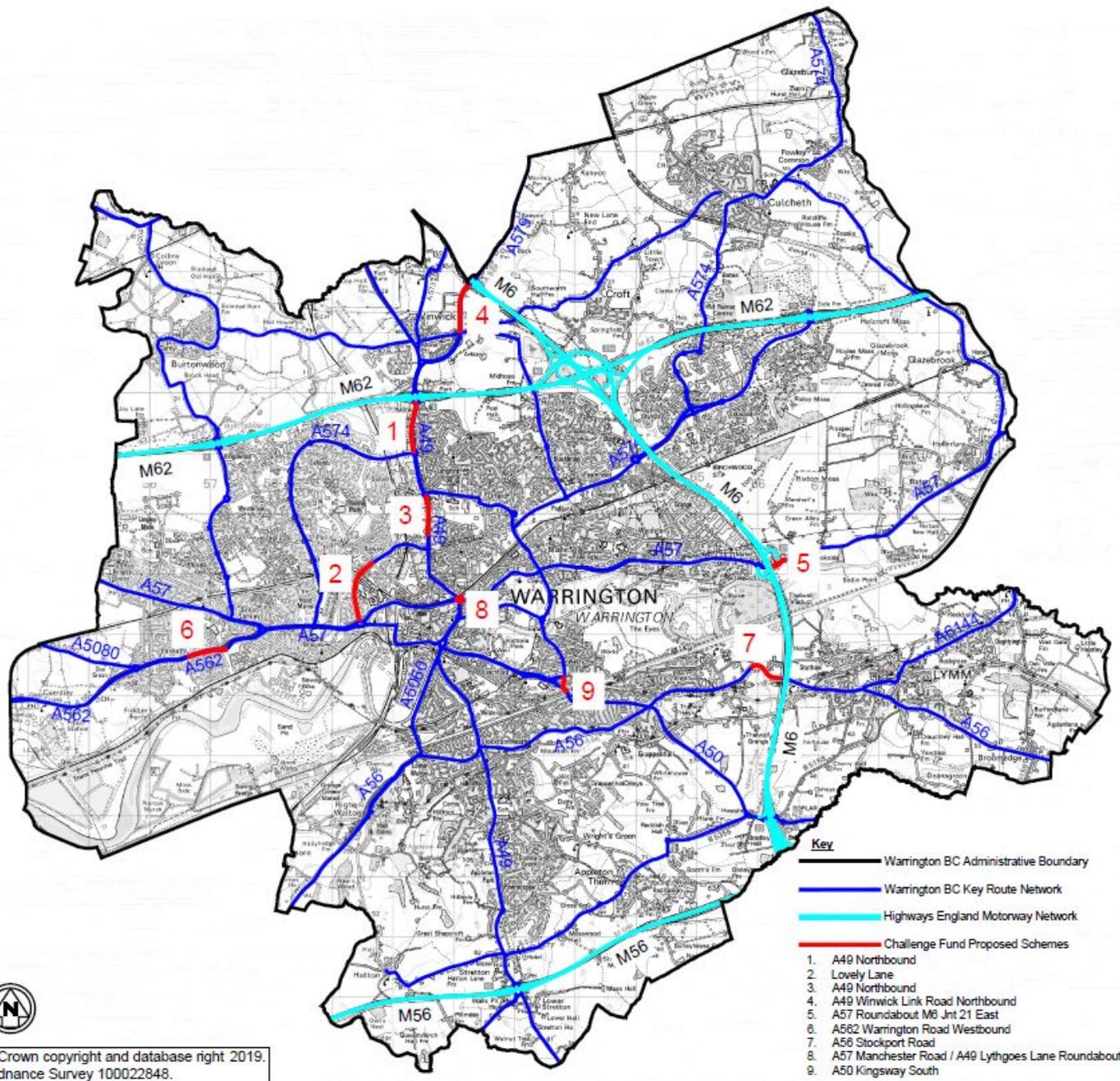
TfN's [MRN](#) (includes A49, A57, A56, A50 & A574) connects Liverpool & Manchester conurbations, Manchester Ship Canal & National road & public transport networks. HS2 and Northern Powerhouse Rail, further enhance Warrington's strategic & town centre connectivity via Warrington's KRN to M62 & M56 and M6 outlined on plan below.

OS Grid Reference: Each Scheme.

Ref	Road	Start X	Start Y	End X	End Y
1	A49 Northbound	360351	391000	360383	391833
2	Lovely Lane	359433	388222	359664	389214
3	A49 Northbound	360591	389635	360509	390315
4	A49 Winwick Link Road Northbound	361094	392985	361242	393811
5	A57 roundabouts M6 jnt 21 (Eastside)	366208	389122	366453	389228
6	A562 Warrington Road Westbound	357270	387769	356604	387616
7	A56 Stockport Road	365928	387481	366448	387265
8	A57 Manchester Road / A49 Lythgoes Lane Roundabout	361122	388586	n/a	n/a
9	A50 Kingsway South	362820	387299	362866	387055

Postcode: **WA1 1UH**

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.



**Location Plan Indicating Warrington Key Route Network (KRN), Adjacent Motorway Network and Scheme Locations**

**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>	<b>2020-21</b>
<i>DfT Funding Sought</i>	2,976	<i>DfT funding not available in 2020-21</i>
<i>LA Contribution</i>	744 (20%)	
<i>Other Third Party Funding</i>	N/A	

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.

This confirms that Warrington Borough Council will be supporting the Bid by providing an overall contribution of 20% (£744,000) to deliver this project for 2019/20.

- 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).

A similar application was made for funding in 2017/18 to undertake resurfacing to several sections of the KRN. The sections previously identified have now been addressed but others continue to deteriorate. No feedback was given to confirm the reasons for rejection.

### **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

### Funding Gap and Asset Management Strategy

Our Asset Management Strategy shows our commitment to managing the asset in accordance with HMEP asset management good practice. Significant funding is made available to survey, assess condition, identify schemes and to prioritise projects. However, with 948 Km of roads, and 1067 Km of footways, we need to focus not only on A Class network, but B Class, C Class and Unclassified networks.

The current funding block is committed to managing the asset as a whole which requires significantly more funding than is available. This has a significant negative effect on the asset backlog.

Maintenance of the KRN depends on the success of this funding bid.

Warrington continues to invest in a programme of improvement for the A49 and A57. These corridors support access to employment, housing, schools, and health care and leisure facilities and are key public transport routes. Delays and diversions incurred due to repeated network occupation for maintenance impacts residents and business at a period of substantial economic growth.

Due to the commercial success and key motorway connections, planned routine maintenance is almost impossible due to frequent and unpredictable motorway closures. Any maintenance being undertaken at the time of a motorway closure will result in the works being cancelled.

Scheme locations identified on the scheme location plan, are all on the KRN. This network supports incredibly high traffic volumes on a daily basis. Traffic volumes further increase on a regular basis when [motorway closures](#) are implemented due to accidents or high winds etc. over Thelwall Viaduct as traffic is diverted through Warrington. The deterioration to road surfaces is significant and is extremely difficult and very expensive to manage. These roads deteriorate significantly faster than normal as sufficient funding is not available to manage the highway condition.

The proposed project will arrest the accelerated rate of deterioration of the sections of carriageways identified and will prevent the development and constant increase of pot holes and other surfacing defects. In addition, the project will include bridge deck waterproofing to a highway structure and will address frequently occurring flooding issues to the A49.

**Economic** - The A49, A57, A56, A50 & A574 are part of the TfN's MRN and Warrington's KRN. If there are issues on the motorway network, traffic is diverted through Warrington to use this network. This increases pressure on the current busy network and contributes to premature failure of road surfaces etc. Currently, due to insufficient funding, ongoing and frequent minor repairs to the strategic network will result in unmanageable delays to the travelling public and will have a significant effect on Bus services (Refer to [Appendix G for numbers of Buses](#)), commuters and other businesses. This also adversely affects rail travel as passengers are often delayed.

**Environmental** - the significant increase in traffic volumes outlined above have a significant impact on walking and cycling and significantly affect air quality.

**Opportunities** - If successful, the funding bid will allow a total of 9 schemes to be carefully planned and delivered as one resurfacing programme. This project would limit the number of pot holes and minor patch repairs with associated traffic management thus reducing delays and other impacts outlined above. The Term Maintenance Contractor – Tarmac Trading Ltd has been involved in detailed discussions and have agreed to resource this as a separate project using the same material rates etc.

**Advantages** - The KRN links our key district centres used by local and regional businesses and communities, enabling the local and regional economy to be sustainable, well connected and to grow by attracting new businesses due to a consistently accessible road network. This project will be critical to prevent detrimental effects to this continued growth.

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

**Condition** - The carriageway surface has reached the end of its serviceable life and requires replacement. The structure to receive bridge deck waterproofing is leaking into the sub-structure and in need of capital investment to minimise the risk of structural failures. There is a need to solve flooding issues to maximise road safety and prevent accidents. These problems if not resolved would result network closures, increased congestion and flooding.

**Condition Data** – Yotta Horizons software was used to identify road condition and projects in this bid. As can be seen from the condition data contained in the pro- forma for each project, each section of road is at a High Amber level with Red or approaching Red status. [Appendix A - Condition Pro-Forma No's 1 – 9.](#)

[Appendix E - Scanner & Road Condition Index \(Drawing 7\)](#)

[Appendix E – Scheme Locations \(Drawing 9\)](#)

[Appendix F - Inspection Report for Structure.](#)

### Summary

**Horizons Treatment Set summary indicates a backlog on the KRN requiring an approx. financial investment of £27M in respect of works required now.**

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

Options considered are;

### Do Nothing

Reactive maintenance will continue to be undertaken, which will increase the maintenance burden on the Council. Injury and insurance claims will increase and the KRN will continue to deteriorate at an increased rate. Delays to road users, businesses, and public transport and emergency services etc. will follow.

**Rejected** – Responsibility to maintain the highway network in accordance with best practice but this would be almost impossible due to the scale of the backlog and limited level of funding available.

### Do minimum

Deliver programme of reactive maintenance/reinstatements.

**Rejected** - Structural condition unaddressed, deferred structural treatment , increased maintenance burden on the Council, potential injury and insurance claims will increase and the KRN will continue to deteriorate at an increased rate Delays to road users, businesses, public transport and emergency services etc.

### Programme of Surface Treatments

This would require a significant amount of preparation works to be undertaken in advance at very high cost due to high volume of patching and significant Traffic Management.

**Rejected** - Due to significant cost of pre-patching works, significant traffic management, significant delays to traffic, risks due to seasonal delivery of surface treatments, short life of the product and cost to the economy etc.

**Current Funding** - Deliver individual planned structural maintenance schemes.

**Rejected** - High deferred costs, minimum impact on backlog, increased burden of cost of ongoing and increasing reactive maintenance, no economic benefit, no change to backlog/condition improvement, significant impact on travelling public, public transport and emergency services.

**Challenge Fund** - Contribution addressing preventative need.

**Preferred Option** - Early realisation of economic benefits by undertaking the 9 areas of maintenance as a single project. Minimal delays, instant condition improvement, minimal impact on travelling public and public transport, and longevity of product.

This project will reduce the maintenance backlog for 9 scheme, increase the value of the network asset, reduce reactive spend, reduce claims liability and is expected to contribute to a reduction in accidents.

The scheme will provide the following benefits;

Improved network availability, reduced congestion, reduced CO<sub>2</sub> emissions, support local economic growth, Improved carriageway surface, increase skid resistance and eradicate potholes, solve flooding issues, Improve carriageway visibility through lining and new road studs, provide opportunity to implement other minor asset management elements including bollard and sign replacement at the same time.

d) What are the expected benefits / outcomes?

The bid route will be a fully fit for purpose carriageway in crucial residential and economic areas, able to support the development and projected traffic over the next 20 years without any major maintenance interventions. Whole life costs will be minimised and significant economic growth in the area will be supported.

There is a need to provide capital investment in road maintenance at a number of key locations throughout the KRN. The rationale for this is twofold. Firstly, the investment will seek to improve the condition and quality of the highway assets in a cost effective manner, addressing the results of a period of under investment in highway maintenance. Secondly, the investment in highway maintenance will support the wider growth agenda being developed in Warrington as part of the Local Development Plan (LDP) (Refer to [Drawing 5 Appendix E](#)) and Warrington Means Business strategies. There are approx. 20,000 new homes planned as part of a major investment programme for the South of Warrington as well as other locations across the borough and helping to deliver a safe and reliable road network.

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)?

If funding is not secured, early delivery of preventative maintenance will be delayed for several years depending on the level of funding available each year. The KRN will continue to be managed in accordance with HMEP best practice and a Risk Based approach will be implemented.

Financial resources available will be used to undertake reactive maintenance but this will not have a positive effect on the overall condition backlog.

KRN will continue to deteriorate at an increased rate due to excessively high volumes of traffic managed on the network with the additional very high increases in traffic volumes during motorway closures.

Revenue burden will be higher, accompanied by increased claims, accident risk, injury and accident claims, increasing delays and adverse economic and environmental effects.

As mentioned in the options above, the only realistic option is to seek additional funding to implement a project to deliver the [9 schemes](#) to realise significant benefits and to start to make an impact on the backlog.

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

The scheme will deliver sustained economic growth and wider access to employment & residential areas and health care and leisure facilities including sustainable transport options. Several of the schemes provide access to some of our most deprived areas including Dallam, Orford and Bewsey where car ownership is low and access to jobs can only be provided through sustainable travel modes with public transport being key.

The 2016 Centre for Cities report ranked Warrington in its' top ten locations best placed to drive national economic growth, the only location outside the southern regions. This scheme will establish a road infrastructure supporting Warrington to remain a key contributor to local, regional and national growth into the future.

If the bid is successful, it will support the provision of highway schemes which will aim to:

- Provide a safe and serviceable highway,
- Provide accessibility to and from communities for people, goods and services,
- Enhances the sense of place within our communities and promotes active and healthy lifestyles,
- Promotes the development and maintenance of sustainable communities,
- Contributes to wider economic growth and development, (Current and future developments),
- Contributes to wider environmental management,
- Makes effective and efficient use of our local resources,
- Appropriately maintained to conserve its value and integrity for current and future service users.

The wider benefits may include:

- Anticipated and demonstrable reduction in reactive maintenance,
- Anticipated and demonstrable reduction in claims,
- Improved journey times,
- Improved customer satisfaction,
- Improved efficiency of highway inspection teams.

The bid supports and is in accordance with the Councils Asset Management Strategy and corporate policy. The strategy aims to ensure that the levels of service and lifecycle planning for the highway assets take full account of the needs of all users of the asset.

The Asset Management Strategy links directly with our Corporate Strategy of ensuring the borough is well connected and accessible by further establishing the Transport Strategy for Warrington, investing in Warrington's transport infrastructure and delivering more sustainable transportation modes.

#### **B4. Equality Analysis**

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

All elements of the bid have been developed in accordance with the Equalities Act 2010.

A copy of the Equality Impact Assessment is included in [Appendix D](#).

#### **B5. The Commercial Case**

This section categorises the procurement strategy that will be used to appoint a contractor and, importantly for this fund, set out the timescales involved in the procurement process to show that delivery can proceed quickly.

What is the preferred procurement route for the scheme? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

Framework contract

Direct labour

Competitive tender

*\*It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department with confirmation of this, if required. An assurance that a strategy is in place that is legally compliant and is likely to achieve the best value for money outcomes is required from your Section 151 Officer below.*

\* The proposed scheme is Lawful and there are no additional Legal arrangements required. The scheme complies with the Public Contract Regulations as well as European State Aid Rules. Warrington Borough Council has a strategy in place that is legally compliant and is likely to achieve Best Value for money outcomes.

#### **Programme**

To mitigate delays to schemes, Warrington operates accurate forward programming and proactive ECI process with our Term Maintenance Contractor (Tarmac Trading Ltd). All 9 schemes have advanced through TMA notice procedure and have been approved by the Network Manager and Utilities coordinator.

#### **Cost Risk**

A 10% cost risk allowance has been applied to the rates making up the project cost. Any additional cost increased will be managed by Warrington Borough Council.

#### **Other Risks to Delivery Identified**

Prolonged periods of poor weather resulting in delay to the overall programme.  
Co-ordination of emergency works into programme.  
Effects of spontaneous Motorway closure.

**Cost Over Run**

Warrington implements a proactive ECI process of engagement with its term contractor, with early involvement enabling accurate cost estimation. Established financial governance and risk management processes will ensure scheme costs are monitored and overruns mitigated. Risks associated to this scheme are well understood contributing to a 10% risk allowance.

**Mitigation Measures.**

Mitigations for these risks are set out in the [Risk Register, Appendix C](#).

There is a high level of confidence that the project will be very successful and delivered as planned.

**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

**N/A**

## **SECTION C: Declarations**

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

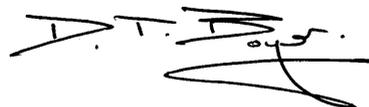
As Senior Responsible Owner for [scheme name] I hereby submit this request for approval to DfT on behalf of [name of authority] and confirm that I have the necessary authority to do so.

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: Dave Boyer

Signed:

Position: Director of Environment and Transport



### **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: Lynton Green

Signed:

Director of Corporate Services/Deputy Chief Executive/Section 151 Officer.



### **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)