

Local Highways Maintenance Challenge Fund



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: Shropshire Council

Bid Manager Name and position: Andy Wilde, Operations Manager

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

Contact telephone number: 01743 255451 **Email address:** andy.wilde@shropshire.gov.uk

Postal address: Shirehall, Abbey Foregate
Shrewsbury
Shropshire
SY2 6ND 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:

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:

<https://shropshire.gov.uk/roads-and-highways/plans-policies-strategies-reports-and-schemes/asset-management/dft-challenge-fund/>

SECTION A – Description of works

A1. Project name: Mitigation of key flood risks in four communities

A2. Headline description:

Proposed start date __1 January 2020_____

Estimated Completion date _31 January 2021____

Brief description

The project will address the causes of flooding in four known high-risk hotspot areas arising from insufficient highway drainage. The investment will provide additional resilience in the drainage systems to protect the network, communities and businesses.

A3. Geographic area:

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

The four locations are:

1. Albrighton	381195-304218	WV7 3JF
2. Clun	330055-280810	SY7 8JP
3. Shifnal	374882-307759	TF11 8DN
4. Much Wenlock	362113-299789	TF13 6AQ

OS Grid Reference:

Postcode:

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>	2,643	<i>DfT funding not available in 2020-21</i>
<i>LA Contribution</i>	400 (15%)	
<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.

No third party funding is required to complete this project

- 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 other relevant 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).

These sites have been identified as at risk and have a history of flooding (including in October 2019). In addition, there is evidence of widespread failure of the drainage systems. Economic problems include: the resilient network in these areas is being disrupted and diversion routes increase costs to the economy; increased risk of additional carriageway degradation; adverse effects on the visitor experience. Environmental problems include a loss of control of surface contaminants and foul water into sewers and local watercourses. Social problems include: the increased risk of accidents and residents' travel choices are being affected by flooding.

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

In response to the Challenge Fund opportunity, we have invested in surveys in three geographical areas that have suffered with long-term, poor drainage. The survey reports have clearly recommended that substantial structural investment is required to protect communities and businesses. Climate change and the frequency of severe weather events are likely to increase the flood risk at these locations in future years.

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

The survey reports have considered alternatives but have made strong recommendations for one-off structural investment in these systems.

A redistribution of existing capital funding has been considered; however, this funding is under severe pressure and any movement would have transferred risks to other highway infrastructure. At the current levels of available funding it could take more than 10 years to deal with the issues at these sites.

d) What are the expected benefits / outcomes?

The work will significantly reduce the risk of flooding in these areas by ensuring that there is a properly functioning highway drainage system that meets current standards. The first stage of the project will be to fully investigate the causes of flooding and, if damage has been caused from statutory undertakers, we will robustly seek remedial action in line with legislation. The second stage is working with the community to design solutions that minimise disruption and deal with the issues in the long-term.

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 risks of flooding will remain for these communities and disruption will continue. The available levels of capital investment would be insufficient and associated risks would have to be tolerated for many years. Dealing with all these sites would be impossible in foreseeable timescales.

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

The modest investment will bring about much improved network, business and community resilience. The economic impacts will be: improved resilience for the economy ensuring that the businesses in these areas can thrive; enhancement of tourism; preventing additional damage to infrastructure assets and improved whole life costs. Environmental impacts will be reducing pollution. Social impacts will be: improving the lives of residents and workers; encouraging active travel.

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 works permits will be needed to undertake both the survey work and the drainage works. Ordinary water course consent, main river consent, Internal Drainage Board consent and land access agreements may be needed.

SECTION C: Declarations

C1. Senior Responsible Owner Declaration

As Senior Responsible Owner for "Mitigation of key flood risks in four communities" I hereby submit this request for approval to DfT on behalf of Shropshire Council and confirm that I have the necessary authority to do so.

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

Name:

Andy Wilde

Position:

Operations Manager

Signed:



C2. Section 151 Officer Declaration

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

James Walton

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