

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: **City of Stoke-on-Trent**

Bid Manager Name and position: **Steve Lovatt**
Highways Asset and Commercial Works Team Manager

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

Contact telephone number: **01782 232127**

Email address: **steve.lovatt@stoke.gov.uk**

Postal address: **City of Stoke-on-Trent City Council**
Highways Depot
Federation Road
Burslem
Stoke-on-Trent
ST6 4HU

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: **n/a**

Contact telephone number: **n/a**

Email address: **n/a**

Postal address: **n/a**

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the

Environmental Information Regulations 2004, the local highway authority must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department.

Please specify the weblink where this bid will be published:

https://www.stoke.gov.uk/downloads/file/1413/local_highways_maintenance_challenge_fund_application_2019_to_2020

SECTION A – Description of works

A1. Project name:

Keep Stoke Moving (Phase 1)

A2. Headline description:

Proposed start date: **November 2019**

Estimated Completion date: **March 2020**

Brief description: The works that Stoke-on-Trent City Council are proposing to incorporate as part of this bid includes the reconstruction of a number of both strategic and heavily used roads along two corridors within the City. The Northern corridor links the local commercial towns of Tunstall and Burslem to the City Centre, whilst the Southern corridor links Fenton and the thriving town of Longton to the City Centre.

Both corridors will also be subject to a full signal upgrade programme along the entire length which will aim to improve pedestrian movement, traffic flows and air quality.

The southern corridor forms part of the diversion routes used by Highways England when routine maintenance takes place on the A50 or a Road traffic accident occurs. Therefore maintaining this corridor is essential to ensure efficient traffic flows when the demands on the network are heightened.

The improvements also have a positive impact on public transport links as the corridors are on key bus routes accessing the City Centre.

The corridors selected as part of this bid also form part of a City wide carriageway network improvement programme which links the City Centre (Hanley) from all corners of the City, benefiting numerous Retail Parks and industrial estates, major employment sites such as Ceramic Valley, Haywood Hospital (HNS), Staffordshire University (Stoke Campus) and Stoke-on Trent College, amongst others.

A3. Geographic area:

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

The Northern Corridor (High Street [A50], Brownhills Road [A5271], Davenport Street [A5271], Newcastle Street [A5271 & B5051], Moorland Road [B5051], High Lane [A5272], Hanley Road [A5272], Chell Street [A5272] and Town Road [B5047]) links the north of Stoke-on-Trent to the City Centre.

The Southern Corridor (Weston Road [A520], Weston Coyney Road, Sutherland Road, Commerce Street [A5007], The Strand [A5007], King Street [A5007], City Road [A5007] and Victoria Road [A50]) links the South-east of Stoke-on-Trent to the City Centre.

OS Grid Reference: **n/a (city wide)**

Postcode: **n/a (city wide)**

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.

A visual representation of the corridors included within the bid can be seen in Appendix 1: DfT Bid 2019_City Overview.pdf

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>	£5000	<i>DfT funding not available in 2020-21</i>
<i>LA Contribution</i>	£400	£0
<i>Other Third Party Funding</i>	£0	£0

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):

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.

The Local Authority Contribution is set at £400k (8%) and is to be sourced through the Annual Maintenance Budget Allocation 2019/20.

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).

n/a

B3. Strategic Case

*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).

As a Local Authority we have numerous economic issues. Our productivity is lower in Stoke-on-Trent than the rest of the country due to the ever increasing demand on the current Maintenance budget. In the short-term the additional funding will provide an increased opportunity for employment for local people (both contractor and / or in-house to manage the project).

The Bid will be part of a range of measures that we are progressing, all based around it being “Easier and Better to get around the City”. Alongside our proposal to replace signals at the end of their design life and to resurface a significant section of our strategic network, we have:

- a red route programme which is ‘being developed’;
- continually development of the network to help improve journey time reliability for bus operators;
- invested in new roads such as Etruria Valley Link Road;
- major schemes planned to reduce congestion such as Cobridge Road / Waterloo Road junction, Leek Road / Station Road junction and City East Link Road.

This proactive programme of surfacing improvements will reduce the need for ongoing, reactive maintenance, which have a continuous impact on journey times. These proposals will give the Local Authority the opportunity to carry out the complete programme along the two corridors and will aim to address this longstanding problem that the Authority’s budgets cannot currently address.

The city is an Air Quality Management Area (AQMA) and we currently have a Ministerial Direction to remove any pollution exceedances ‘in the shortest possible time’. Victoria Road, Fenton is one of our two areas within the City of exceedance so this bid is a direct fit to help address the issue.

There is evidence to suggest that poor highway surfaces affect pollution. Technology Networks states that “The researchers found that extending the life of pavement through preventive maintenance can reduce greenhouse gases by up to 2 percent; transportation agencies can cut spending by 10 percent to 30 percent; and drivers can save about 2 percent to 5 percent in fuel consumption, tire wear, vehicle repair and maintenance costs because of smoother surfaces”.

<https://www.technologynetworks.com/applied-sciences>

As a Local Authority we want to encourage a modal shift and thus making road surfaces safer for cyclists and better for bus operators.

Our key social problem is that we have high levels of deprivation in the City. We are 12th most deprived Local Authority with 51 of the city’s 159 localities amongst the most deprived 10 per cent nationally. The improved network will make transport more affordable by reducing fuel costs and maintenance / repair costs for those who can least afford it and rely on car (or bike) for work.

https://assets.publishing.service.gov.uk/loD2019_Statistical_Release.pdf

The Local Authority see this Bid as an opportunity to address many of the issues above and by having this ‘one-off’ proactive programme we can “Keep Stoke Moving”, improving the daily lives of all who live, work or visit the City.

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

The asset forms the spine of the strategic network within Stoke-on-Trent and provides essential links for residents, businesses and commercial facilities at all times of the day. The asset, including the signal equipment along the corridor, is approaching the end of its

design life and will need whole scale replacement in order to minimise disruption throughout the entire highway network within Stoke-on-Trent.

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

Several roads were considered for the bid but it was concluded that the Local Authority focus on the strategic routes within the City as they will have the greatest impact on the residents of Stoke-on-Trent. This bid, along with the expression of interest for 2020/21, aims to cover a significant portion of the strategic network in Stoke-on-Trent. Several key bus and cycle network routes are to be included with both of the Bids.

d) What are the expected benefits / outcomes?

The improvements to the network will have a positive impact on all the residents within Stoke-on-Trent as journey times will decrease due to reduce number of minor roadworks on this stretch of the network, both noise and air pollution along the corridors will reduce and disruption caused by future ongoing maintenance will reduce. These improvements will also extend the design life of the network and will ease the demand on the currently stretched maintenance budget. More of the longstanding maintenance schemes on the highway can be resolved, creating an improved impression of the City for both residents and visitors.

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)?

There is no lower cost solutions (other than patching / filling pot holes etc.) to the proposals and reactive maintenance is more costly to the Local Authority and users of the network overall. Should the funding bid be rejected the corridors will be added onto the Local Authority's Annual maintenance programme and will be carried out over a number of years. This will have a detrimental effect on the existing highway network as it will increase the demand on an already insufficient budget.

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

There are a number of retail parks, industrial estates and commercial units located along both corridors. An improved carriageway will improve access to these premises / venues due to the reduced journey times.

Noise and air pollution will improve as a result of the prosed carriageway surfacing project, improving the lives of residents in the City.

The City Council aims to maximise the social value it delivers throughout the schemes it delivers and this project will aim to meet several of our corporate objectives including "Reduce pollution; Improve fuel and / or energy efficiencies in all activities that they undertake". This will be achieved through the delivery of an improved carriageway network, making the City a better place to both live and work in.

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:

n/a

SECTION C: Declarations

C1. Senior Responsible Owner Declaration

As Senior Responsible Owner for **Keep Stoke Moving (Phase 1)** I hereby submit this request for approval to DfT on behalf of **Stoke-on-Trent City Council** and confirm that I have the necessary authority to do so.

I confirm that **Stoke-on-Trent City Council** will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name:
Steve Lovatt

Signed:

Position:
Highways Asset and Commercial Works Team Manager

C2. Section 151 Officer Declaration

As Section 151 Officer for **Stoke-on-Trent City Council** I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that **Stoke-on-Trent City 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:
Nick Edmond

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@df.gov.uk copying in Paul.O'Hara@df.gov.uk