



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: North Lincolnshire Council

Bid Manager Name and position: Mike Simpson, Group Manager Highways

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

Contact telephone number: 01724 298510 Email address: michael.simpson@northlincs.gov.uk

**Postal address: North Lincolnshire Council
8 – 9 Billet Lane
Normanby Enterprise Park
Scunthorpe
Postcode DN15 9YH**

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://www.northlincs.gov.uk/transport-and-streets/roads-highways-and-pavements/roads-and-footpaths/department-for-transport-funding/>

SECTION A – Description of works

A1. Project name: A15 (North) Asset Renewal: Connecting the North and South

A2. **Headline description:**

Resurfacing the A15 (North) to support economic development within the Humber sub-region. The A15 is a key route connecting the Humber internally via the Humber Bridge and externally to the Northern Powerhouse, via the Strategic Road Network and internationally via the Humber Ports and Humberside Airport.

Proposed start date: **March 2020**

Estimated Completion date: **July 2020**

Brief description

Asset renewal of the A15 (North) will extend the life of the existing carriageway and improve future resilience of this important corridor, by removing the need for frequent remedial patching works. Sections of the carriageway have been identified found to suffer high levels of surface and structural deterioration. Benefits will be realised through route specific lifecycle planning to reduce the whole life costs. The A15 has been identified by both DfT and Transport for the North as part of the Major Route Network.

A3. Geographic area:

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

The A15 (North) links North Lincolnshire to Hull, York, East Yorkshire and North East England via the Humber Bridge and A63/M62 in the north and the Midlands and South of England via the M180. It is a key link in connecting North Lincolnshire to the Strategic Road Network.

OS Grid Reference: **051112 (Southern) 021216 (Northern)**

Postcode: **DN20**

A location plan is included at Appendix A.

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>	4,517	<i>DfT funding not available in 2020-21</i>
<i>LA Contribution</i>	502	
<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.

The local contribution will come from the council's existing highway budget.

- 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).

No previous funding applications have been made for this scheme.

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).

A well maintained road network is vital in supporting the region's economy and ensuring the area is attractive to investors. The deteriorating road surface will impact on journey times, increase wear and tear in vehicles and decrease journey reliability. Road repairs and delays or diversions resulting from the failing asset exacerbate this further. This has an economic and environmental impact on businesses and the public due to increasing costs and vehicle emissions.

The A15 is a key route connecting the north and south banks of the Humber via the Humber Bridge and provides easy access to the rest of the country via the Strategic Road Network and internationally via the Humber Ports and Humberside Airport. It also provides direct access to Elsham Industrial Estate and Barton upon Humber, one of the principal market towns in North Lincolnshire. It forms part of DfT's and Transport for the North's Major Road Network.

This scheme is essential to ensuring connectivity both within the region and internationally to support key growth areas and deliver a reliable road network. Intervention now contributes to a more effective asset management process. It is more efficient to have a planned programme of works which will avoid the need for future ad hoc maintenance than to operate on a reactive basis.

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

Although the SCANNER RCI data shows the carriageway to be in a fair condition, the Annual Engineer Surveys which have been undertaken since 2017, suggest that 86% of the carriageway is now classed as Amber. The existing surface course was replaced in 2007, although concerns were identified in 2010 about certain areas of surfacing which appeared to be 'open' and following rain remained damp for several days (sponge effect). It was thought this was due to poor texture/voiding holding moisture and giving rise to oxidation and freeze/thaw. Since then the surfacing has continued to deteriorate, particularly in the 'open textured/damp' areas. A more detailed description of the carriageway history is in Appendix B.

Patching works have been undertaken regularly since 2013, however this is not a long term solution as reactive maintenance is more costly and disruptive and does not address the underlying problem.

Without investment and intervention, the asset will continue to deteriorate and the ability of the route to support connectivity and economic growth will be compromised. In lifecycle planning, the asset is in the correct state for intervention by surface dressing. The scale and extent of the work required is too large to be accommodated within our existing highways maintenance budget, without severely impacting on our ability to maintain the remainder of the asset at a steady state. If left untreated then the cost of works in the future will be greater as a more comprehensive scheme will be required.

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

1) Do nothing. The condition of the asset would continue to deteriorate, meaning that full scale reconstruction would be the only suitable solution in the future and would be extremely costly to address. The deteriorating road surface would increase wear and tear on vehicles and potentially lead to an increase in insurance claims against the council where road condition is cited as a contributory factor.

2) Ad hoc reactive repairs when required. This has a greater economic and social impact with increasing unplanned roadworks causing regular disruption to road users and journey time

reliability. This is a more costly solution in the long-term and doesn't adequately address asset condition in the long term.

3) Surface dressing. A propriety designed surface dressing was considered as an alternative viable treatment option, although concerns regarding road noise was raised as a potential issue and significant patching would need to be undertaken prior to surface dressing. This would be extremely costly and disruptive. Further to this, a Lifecycle Analysis was undertaken using 'Xais Expert Asset' software, which suggests a Typical Engineering 1 Lifecycle as the preferred approach. This particular Lifecycle, analysed over a future 30 years, suggests a series of resurfacing treatments. Surface dressing has on average a seven year lifespan, whereas resurfacing has a lifecycle of approximately 15 years.

4) Scheme is funded from existing highways maintenance budget. This would have an adverse impact on the overall asset condition in North Lincolnshire as the cost of the scheme means that there would be insufficient funding to carry out any other carriageway schemes. This would increase the cost of some of the works required on the whole asset in the future. Whilst the work could be undertaken in phases over a number of years this is not a cost effective approach.

d) What are the expected benefits / outcomes?

Investment in this scheme will contribute to a more efficient asset management process and address the current issues with the carriageway, preventing the need for reactive maintenance, which is both expensive and more disruptive due to its unplanned nature. This approach also delivers improved network reliability to the wider community and ensures reliable journey times for road users on this key route. This will support our wider growth agenda by improving access to key growth areas across the authority.

The council's Economic Growth Plan for North Lincolnshire, which was launched in the House of Lords in 2018, sets out our vision to deliver increased prosperity for the area and recognises the crucial role that infrastructure will play in increasing productivity in the area and supporting economic growth. In addition to this the Humber Local Enterprise Partnership's Humber Industrial Strategy Prospectus identifies a key area to focus on as Developing the Humber Ports and Manufacturing Clusters. One of the actions to achieve this is to deliver the infrastructure which is required to maximise the impact of the Humber Ports and to increase their contribution to the Humber and UK economies. This scheme will directly contribute to this.

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 cannot be secured the alternative is a managed decline in the condition of these routes as we seek to maintain their condition in the context of competing demand on the available investment for the entire asset. This would see the implementation of reduced schemes in phases combined with reactive short notice maintenance and lane closures. This would increase disruption to all road users with significantly higher ongoing maintenance costs.

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

The A15 is a key economic corridor linking the M180/A180 to Hull and East Yorkshire via the Humber Bridge. It forms part of the York to Lincoln food corridor and this scheme will help to enhance the further development of this economic corridor, which clusters together key food and drink producers and suppliers to offer an end-to-end production solution from grower to

final processor. Elsham Wold Industrial Estate is adjacent to the A15 and totally reliant upon it for access. There are currently 10 businesses on the estate with a combined asset value of over £53 million and over 400 jobs. This includes food sector business, such as Pipers Crisps and Lincoln and York Coffee, which contribute towards £131m food sector GVA (2017) for North Lincolnshire, which is over 10% of total manufacturing and over 3% of all industries GVA.

Barton upon Humber has numerous large and medium sized businesses which will benefit from this project, including Bakkavor and Wren Kitchens. Businesses on the Falkland Way Industrial Estate in Barton, including Wren, have a combined asset value of over £80m. Wren currently employ 2,000 people and have a significant number of staff and distribution traffic movements. The majority of their distribution traffic will use the A15. Planning permission has recently been granted for a £120m expansion at Wren, which is anticipated to create a further 1,200 jobs and additional distribution traffic.

This scheme will ensure the continued efficient operation of this critical connection to support the existing economy and encourage further economic growth within the area. Whole life costs will be minimised and a reduction in reactive maintenance, with associated traffic management will lead to improved journey time reliability and quality.

We have received letters of support for the scheme from the local MPs, Andrew Percy and Martin Vickers, the Humber LEP, Leader of the Council (Cllr Waltham MBE) and the Cabinet Member. .

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

Work would be awarded via the tendering process under our existing Framework agreement, which complies with the New Engineering Contract (NEC4).

**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

None – all works are within the adopted highway.

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: **Mike Simpson**

Signed:

Position: **Group Manager Highways**

C2. Section 151 Officer Declaration

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

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