

## 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:** Doncaster Metropolitan Borough Council

**Bid Manager Name and position:** Lee Garrett – Head of Service Waste and Highways Infrastructure

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

**Contact telephone number:** 01302 734499 **Email address:** lee.garrett@doncaster.gov.uk

**Postal address:** Civic Office  
Waterdale  
Doncaster  
**Postcode** DN1 3BU

### **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:** Jenny Holmes

**Contact telephone number:** 0114 2203488

**Email address:** jenny.holmes@sheffieldcityregion.org.uk

**Postal address:** 11 Broad Street West, Sheffield, S1 2BQ

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.doncaster.gov.uk/services/transport-streets-parking/departments-for-transport-additional-funding>

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

**A1. Project name:** Renewal and Replacement of Structurally Deficient Flagged Footways

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

**Proposed start date** March 2020

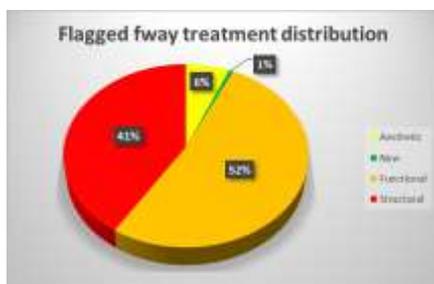
**Estimated Completion date** March 2021

#### **Brief description**

Background.

The Authority has a significant amount of flagged footways (318 Km) within the borough.

Many of these are in poor structural condition as evidenced by the results of the footway condition survey undertaken by XAIS and by ongoing repairs. Analysis of the survey data indicates that where structurally unsound on average 47% of the width of the footway is affected.



The need to renew these with a more suitable surface is driven by a number of factors including:-

- The move towards encouraging people to be more active.( active travel)
- Supporting those less able to walk. (inclusion)
- Reducing ongoing maintenance costs and liability risks. (asset management)
- Meeting the objectives of asset management terms that they are actively serviceable and fit for purpose. (asset management)

#### **The Proposal**

The proposal is to replace flagged footways that are structurally unsound and surface deficient with new bituminous surfacing that will provide a 'user' friendly surface, be easier to maintain, reduce ongoing maintenance costs and support ongoing and future active travel strategies.

Doncaster is currently creating a number of new pedestrian and cycleway links through Transforming Cities Funding. Major structural maintenance to existing pedestrian footways will actively support the above work.

### A3. Geographic area:

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

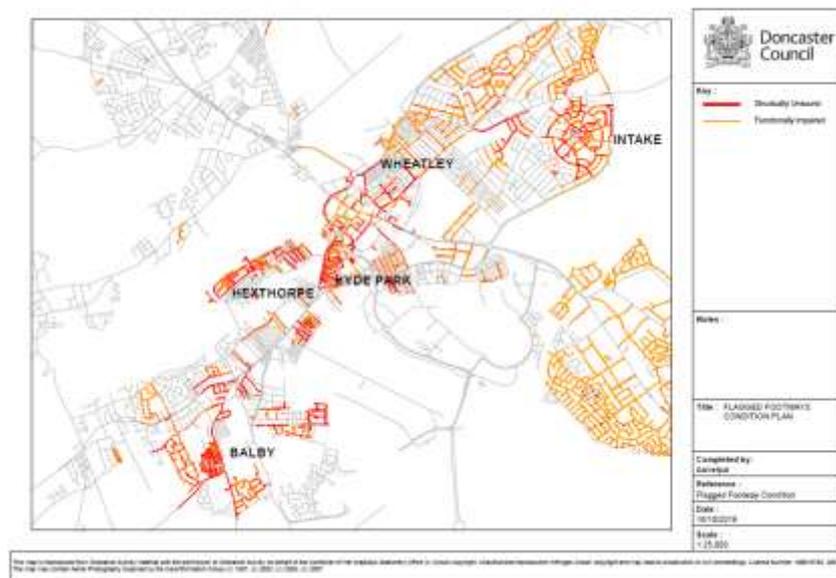
The localities for inclusion in this project are some of the lower social economic residential areas around the edge of the town centre. The footways in these areas are used to access local services and public transport into the town centre.

#### The locations for the works are

OS Grid Reference: Balby area 455484 400393, Hyde Park area 459037 402496, Wheatley area 460013 404743, Intake area 460013 404132.

Postcode: DN4 8 and DN2

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>	<b>2020-21</b>
<i>DfT Funding Sought</i>	£4,900	<i>DfT funding not available in 2020-21</i>
<i>LA Contribution</i>	£500	
<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.

Doncaster MBC will be able to allocate our own capital funding sources to support this work to the value of £500K. This will be available to support the works at the point they commence.

- 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).

**N/A**

### **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).

The flagged footways are many years old from when the areas were developed. The areas have changed now with more cars, limited road width and parking availability leading to consequential overrun damage. This damage and ongoing deterioration giving a high ongoing need of risk-based maintenance and the risk of claims.



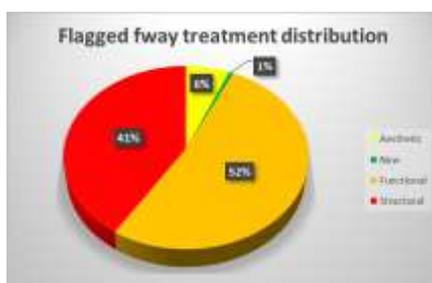
Cost effective repairs, done in bituminous materials are successful, they tend however to be a source of complaints, enquiries, and customer dissatisfaction as they do not match the rest of the street aesthetically.

These footways that are 'patchwork' or just appear tatty and uneven lead to the locations looking unkempt and do not help improve the overall 'living streets' impression.

Footways are highly visible in the local environment and are often the first and last link for people moving around. Good walking surfaces are key to promoting safe and active use by both the young and the elderly, whether this is walking socially, to work, to school, or the bus stop.

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

These flagged footways are suffering ongoing deterioration and damage with increasing numbers of risk-based repairs required. The chart below from the 2017/18 condition survey indicates the breakdown of the condition of the flagged footway asset. Without urgent work to the worst of these, their condition will continue to deteriorate with more drain on resources to carry out risk-based maintenance repairs.



In 2018/19 Doncaster spent 14% of the core maintenance funding on footways with some 15% planned for 2019/20. Despite this level of investment in maintaining the total footway asset, we are

unable to move forwards with making a significant improvement in the overall condition of these flagged footways given the required level of additional investment.

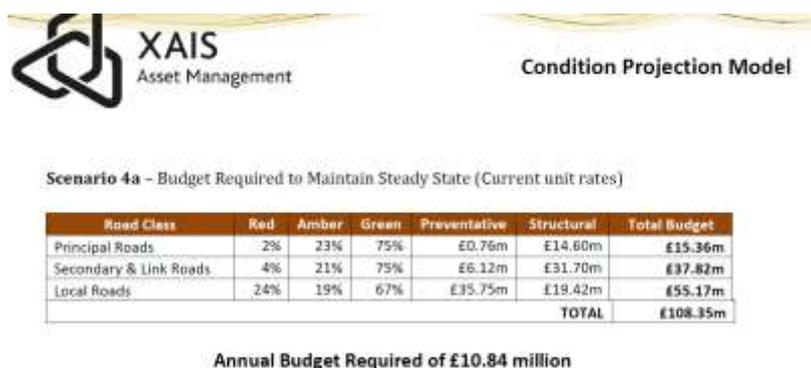
To enable the opportunities in (a) above, and start to achieve an improved, more fit for purpose footway condition, based on good asset management principles, significant investment is needed.

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

Flagged footways that are structurally failing have limited options for major maintenance given their construction.

Relaying or repairing the paving is very expensive and is unlikely to achieve desired outcomes in terms of resisting future damage where vehicle parking or tree roots is an issue. Future maintenance would still incur greater costs and there will be an increased risk of defects over and above those that may occur in flexible footways.

The costs of undertaking work to transform these footways into a more user friendly and maintainable asset is significant, total backlog of footway works is estimated at £20m. The quantity of the flagged footway network requiring such maintenance is beyond the scope of the annual Highways Maintenance Block Funding grant given the ongoing needs, and maintenance backlog, of the overall highway asset. This can be seen in the screen shot below.



d) What are the expected benefits / outcomes?

The benefits of the project will include:

- Increased customer satisfaction,
- Reduced ongoing routine and safety maintenance,
- Reduced risk of 'claims',
- Reduced inspection needs and time.
- Better quality, more inviting and safer surfaces for pedestrian use.
- Meeting the objectives of the asset management plan in terms of safety and serviceability, which further aligns to the Council's aims and objectives.
- Supporting the objectives of increasing active travel.
- Available time and resources will be able to be directed to maintaining assets to a higher standard rather than just 'doing the minimum' for safety.
- All customers and users will feel and see the improvements and have a better and more enjoyable active travel experience.
- The scheme will improve the footways and frontages to approximately 6,500 properties.
- Improved customer satisfaction and resulting reduced levels of complaints and claims.

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 were not to be secured there would not be a cheaper alternative scheme. Ongoing safety maintenance would continue within available resources and any future major maintenance works prioritised and undertaken on a limited basis based on available levels of funding for such works. With reduced revenue funding and the need for ongoing risk-based safety maintenance, the available capital money for major maintenance will be further reduced.

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

The works undertaken by this project will, where possible, be done using internal or local framework contracting resources.

At Doncaster Council we run an in-house recycling operation whereby all excavated materials from works such as those proposed are recycled for re-use either in house or by others. This approach helps reduce the amount of new materials required and associated carbon footprint where at all possible, both for the authority and others.

There is a drive from cable utilities to provide improved services to the residents of Doncaster and this project, if successful, will need to take this into account. It may well provide a basis for joined up working.

Social benefits are mainly listed in (d) above but others may well include a reduction in 'tripping' issues and associated injuries.

#### 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

Appropriate liaison with statutory undertakers.

## **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: Lee Garrett

Signed:

Position: Head of Service Waste and Highways Infrastructure



### **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:

Debbie Hogg, Director Corporate Resources

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)