

Local Highways Maintenance Challenge Fund



Department
for Transport

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: Kirklees Council

Bid Manager Name and position: Kathryn Broadbent - Operational Manager

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

Contact telephone number: 07528 988007 **Email address:**
kathryn.broadbent@kirklees.gov.uk

Postal address: Highways Service, Flint Street, Fartown, Huddersfield

HD1 6LG 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: Steve Heckley

Contact telephone number: 01132517335 **Email address:**
steve.heckley@westyorks-ca.gov.uk

Postal address: West Yorkshire Combined Authority, Wellington House, 40-50 Wellington Street, Leeds LS12DE

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: ??

SECTION A – Description of works

A1. Project name: Top 10 worst unclassified roads

A2. Headline description:

Proposed start date _____ January 2020 _____

Estimated Completion date _____ September 2020 _____

Brief description

Structural Maintenance, kerbing, footway and drainage improvements to the top 10 prioritised worst condition local unclassified roads in Kirklees.

Unclassified roads make up over 76% of the Kirklees road network at 1438km with 21% of them in need of immediate repair (Appendix I). This package of maintenance schemes aims to improve the asset condition of the top ten prioritised roads in the borough which have reached the end of their serviceable life. These roads serve the local community, businesses, provide access to key services and are in urgent need of repair.

This programme comprises of maintenance improvements to 3345m. It includes 54,000m² of carriageway resurfacing, 9,500m² of carriageway overlay, 5,500m² of footway surfacing/treatments. The schemes also includes resolving long standing drainage problems which have increased the rate of deterioration and the issue of tar contamination in the existing road structure which classified as a carcinogen, requires special treatment and disposal/recycling to minimise the health and safety risk to the workforce and road users . This work also provides an opportunity to incorporate ducting to facilitate the £200m expansion of digital/fibre infrastructure in the borough. This programme will also improve the aesthetics of the local area which local councillors, residents and businesses value very highly. The National Highways and Transportation survey (NHT) has consistently scored the council as below the national average when considering how well the council maintains the roads and pavements (condition of highways satisfied 22% in 2018- 7 % down on 2017). This is despite the council significantly improving the quality of repair to carriageway defects in recent years. The conclusion drawn is that those who responded want to see more preventative investment reducing the likelihood of defects appearing. Research also undertaken by Leeds University as an extension to the NHT survey has shown that those who responded to the survey based their opinion of how well the council maintained the quality of the roads and pavements on conditions and maintenance activity within 1km of their home.

This programme will also improve the aesthetics of the local area which local councillors, residents and businesses value very highly.

A3. Geographic area:

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

These roads are geographically spread across Kirklees to target the top 10 worst unclassified roads. They are prioritised as important and busy roads serving key services, businesses and communities.

OS Grid Reference: 424007, 425227 421776,423759 422226,423255 423557,422159
423794,420005 415850,417095 4111125,416336 404801,411942 421487,410146 416371,408545

Postcode: **WF170AG, WF160BJ, WF169HE, WF134JR, WF129BU, HD59PD, HD34QY, HD76LY, HD&6AU, HD97EH**

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.

Maps showing the location of the roads which form part of this bid are shown on Appendices A, B, C, D, E

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>	1880	<i>DfT funding not available in 2020-21</i>
<i>LA Contribution</i>	270	330
<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 matched funding will be available from the council's capital plans 2019/20 and 2020/21
- 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).**

Our vision for Kirklees is to be a district which combines a strong sustainable economy with a great quality of life – leading to thriving diverse communities, growing businesses, high prosperity and low inequality where people enjoy better health throughout their lives. This vision is hindered by the current condition of our unclassified roads as people in Kirklees are not experiencing a high quality, clean and green environment. Businesses will experience ever increasing levels of delay and disruption, and attraction of future new and expansion of existing businesses is being hampered by the condition of the unclassified road network. Appendix I shows the local context of community services and businesses and the important access role the top 10 worst roads have.

Environment

Provision of high quality well maintained roads provide a more attractive environment for local people, businesses and encourages the use of more sustainable levels of travel such as walking and cycling. This meets the council outcomes of a high quality clean and green environment. Sustainable growth and supporting the provision of good employment in our communities and businesses as well as the declaration of a climate emergency. The Council has declared a Climate Emergency and a cross-party working group has been driving positive changes in the authority and people of Kirklees can make so that the borough can become a greener place. Six out of the 10 roads are local bus routes and one is a link to a local train station (Appendix F which describes the local context). Providing high quality local routes is key to encourage people to make public transport, walking and cycling their preferred choice.

Kirklees Council, West Yorkshire Combined Authority, West Yorkshire Local Authorities and partners, have an ambition to increase the numbers of people walking and cycling. The Strategic Framework supports the council's economic and joint health and wellbeing strategies and compliments a range of partner policies and strategies. The current condition of these 10 roads with loose material, uneven edges and potholes is a major deterrent to cyclists.

There are 24 educational establishments in the Lower Level Super Output Areas which are linked by these 10 roads. The Council has signed up to Modeshift STARS, the national platform which recognises and rewards the promotion of sustainable and active travel. Providing an unclassified road network which is in good condition with smoother road surfaces is key to encouraging residents to walk and cycle more, particularly on journey's to and from school.

Poor road quality leads to higher levels of noise in neighbourhoods which will be reduced with smoother road surfaces and suitable use of surfacing. Provision of ducting to allow installation of fibre will support the council's ambition to get super-fast broadband across Kirklees whilst limiting the amount of excavation of new surfacing in the future.

Another benefit to this proposal would be the removal of carcinogenic tar and appropriate disposal of tar contaminated materials from 9,500m² of carriageway.

Economy

Deteriorating road conditions lead to costs for road users and society. For example, vehicles consume more fuel when travelling on poorly maintained roads and diversions because of failed infrastructure or emergency repair works cause additional travel time costs. There will also be wider costs to society associated with poorer environmental management (e.g. flood damage), safety and security controls (e.g. inadequate lighting provision) and even accessibility if parts of the network have to be permanently closed or restricted for travel. Businesses are reliant on accessibility, minimal delay and disruption to their activities. Such impacts affect businesses and economic activity. Delays to

maintenance now will also lead to increased costs of maintenance later, when more significant interventions may be required (RAC Foundation, 2013).

West Yorkshire transport strategy describes the need for high quality infrastructure. 'local plan- 2031 the Kirklees local plan expects to provide for approximately 23, 000 new jobs and 31,200 new homes in the district – with Huddersfield and Dewsbury accommodating large parts of this growth. Having good quality local roads which provide the infrastructure for developments is essential in attracting and retaining developers in the area.

There are 3 times the number of people employed in manufacturing and engineering in Kirklees compared to the national average. Many of these businesses are located on and use unclassified roads which attract higher than average volume of HGV traffic as a result so suffer higher levels of deterioration and noise. The Council's Economic Strategy 2019-2025 describes how the council will support the growth and attraction of new businesses to the borough which is being undermined by the poor quality of the local road network.

The visual quality of the road network is also important in quality of life and the perceived quality of place. Once perceptions of an area are reduced, studies have shown street activity can diminish (i.e. 'broken-windows' effect), leading to exclusion zones, particularly at night and for specific types of people. The fear of crime can be as influential in changing people's behaviour as being a victim of crime. Lower street activity can be linked with increases in antisocial behaviour, thereby starting a spiral of community decay and creation of 'sink' areas. There can then be repercussions for the viability of the local economy and propensity of businesses to invest in such an area (RAC Foundation, 2013).

Kirklees Council's Big Build, an ambitious plan to deliver 10,000 new homes by 2023 is a major opportunity to provide homes for our residents but helps us as a region to attract and retain the talent which businesses across the Leeds City Region need to fuel growth and underpin our regional economy as a whole. We know that we have a great deal to offer people in terms of lifestyle here in Kirklees, highlighted by the Local Government peer review 2019. Our great strength is our location at the centre of the northern powerhouse – on the major north/south and east/west corridors of the M1 and M62. Around 70% of our district is rural, yet neighbouring cities are commutable within 40 minutes. Our strength is reliant on having a road network which is fit for purpose, including our unclassified local road network.

If these 10 roads continue to deteriorate, road users will experience reductions in route security and journey time reliability. There is also the potential that these roads could fail and, in extreme cases, route closures may necessitate diversions for motorists, leading to increased travel times on a more permanent basis.

There are 2663 businesses and over 12,000 people who are employed in the Lower Level Super Output Areas which are linked by the 10 roads in this proposal. Improving the quality of these 10 roads will not only benefit local residents but also the people who travel to and from these areas for work. Investment in these roads to create a reliable, fit for purpose local road network is key in supporting the Council's vision for Kirklees to be a district which combines a strong sustainable economy with a great quality of life. Appendix F and the maps Appendices B, C, D, E describes in detail the services, businesses and employees etc. which are served by these 10 roads.

Social

The current road and pavement condition creates a harsh environment for pedestrians, cyclists, motorcyclists and vulnerable people. Kirklees Council has been using a tool called the "Place Standard" to help get conversations going about places in Kirklees (streets, neighbourhoods and towns). It is clear from these conversations that the condition of local roads and footways is important to residents and their perception of the quality of their area:

"Uneven paths make it very difficult if you are disabled" [Golcar Ward resident],

Walking around can be difficult as some of the pavements are not well maintained" [Shepley Ward resident]

Older people have a greater fear of crime and potential accidents and they experience a larger effect from deterioration of the road network than other groups in the population. Getting outdoors offers physical, sociological and psychological benefits for older people. Physical inactivity is a major underlying cause of disease and disability (WHO, 2003). Despite abundant scientific evidence of the multiple health benefits of physical activity, and national and local level strategies to promote an active lifestyle, the majority of older people are not sufficiently active to maintain good health. In the UK, more than 80 percent of people aged between 65 and 74 years old do not meet the recommended level of physical activity (Joint Health Survey Unit, 2004). Since physical inactivity is a very common, yet preventable risk factor, supporting people in having an active lifestyle is one of the most important health initiatives and getting outdoors has been shown to be one of the best ways to keep active. Supportive outdoors spaces, i.e. spaces that are easy for older people to use, contribute to a more active life-style and are correlated with older people's life satisfaction and health (Sugiyama and Ward Thompson, 2006; Sugiyama and Ward Thompson, 2007c).

The social benefits of getting outdoors include practical considerations such as being able to get to the shops or the post office, as well as being able to visit friends and have informal contact with neighbors. Activities in open spaces are associated with greater social integration and stronger social networks among neighbors (Kuo, Sullivan, Coley and Brunson, 1998) and reduced fear of crime (Kweon, Sullivan, and Wiley, 1998). In the Lower Level Super Output Areas that are linked by these 10 unclassified roads there are 8 leisure / social facilities (library, recreation ground, sports centres etc.). Improving the road and footway condition of these 10 roads will support residents, particularly older residents to access these important local facilities. (References to research can be found in Appendix G)

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

Rationale for investment

The 10 worst unclassified roads are in such a condition that they require immediate repair. This is in the context of unclassified roads making up over 76% of the Kirklees road network at 1438km with 21% of them also in need of immediate repair (Appendix I). There is currently a 210 year cycle of resurfacing of unclassified roads compared to good practise of 40 years due to the level of funding available. Historically the original construction of many of Kirklees unclassified roads have been to a much lower standard with bound stone, layers of surface dressing, patching and utility reinstatements which enables rapid formation of potholes when the road surface is broken. Poor resilience leads to more rapid deterioration, increasing revenue maintenance demands, increasing 3rd party claims, caused by adverse weather being in the Pennines. The Council has improved the quality and timeliness of carriageway defect repairs following extensive testing of repair options in 2016. This improved approach had shown a marked reduction in the number of third party claims received.

However 3rd party claims associated with severe winters have increased dramatically to a high of 485 in 2018/19 (more typically about 330 per year) due to the fragile nature of much of the U road network asset. In the last 5 years there have been claims to an estimated value of over £100k associated with these ten roads. Although the council does have a very high claim repudiation rate, there is significant resources necessary to investigate and defend the claims which will have to increase over time as the roads deteriorate. In the last 3 years, there have also been 25 complaints about the condition of the roads and pavements associated with these ten roads.

76% of Kirklees adopted road network (Appendix I) comprises unclassified roads compared to the national average of 60% which puts additional pressure on the council resources to manage these assets effectively. This package of maintenance schemes aims to improve the asset condition of the

top ten prioritised roads in the borough. Roads that serve the local community, businesses, provide access to key services and are assessed as level 4 or 5 in the council's maintenance hierarchy. (Appendices B,C,D,E and local services Appendix F refers).

Infrastructure asset management

Kirklees asset management strategy is to provide optimal allocation of resources in order to manage risk and meet the performance requirements of the authority.

Kirklees currently invests £1.5m of its own capital over and above the £0.8m central government maintenance grant funding allocated to U roads. This allows the resurfacing of about 12 unclassified roads per year with a backlog steadily increasing. The council undertakes life cycle planning to determine the best approach to allocation of budgets to improve asset management condition as a whole in line with our highway asset management strategy and policy. There remains a backlog of investment with an annual shortfall of £11m per annum and with the added risk of tar contamination in the road structure increasing the cost by up to 20%. This process has highlighted that in 15 years' time the vast majority of 60% of the unclassified road network will be unfit to drive on (Appendix I). A strategy of surface dressing roads with less severe condition (amber) to prolong life and restore skid resistance is also in place. No lower cost solutions are currently available, so without significant capital funding the reactive system of repairs would have to continue which is well below good asset management practise and far more costly to the council and society as a whole in the long term. In summary, this additional level of investment from the challenge fund will increase the number of resurfaced unclassified roads, in urgent need of repair, by 1/3 over the next two years and improve the overall backlog from 21% (2019) to an estimated 19%.

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

Option 1

Do minimum- With the limited amount of capital investment to improve the condition of the unclassified road network the council will continue to provide a reactive repair operation based on complaints, safety inspections and minimising claims. This is not value for money, as reactive repairs are more costly in the long run. With revenue budgets under pressure, this strategy is becoming increasingly unsustainable, as the condition deteriorates beyond the point where repairs are not possible and roads will have to be closed. The identification of tar contamination within the structure of the roads also requires special measures to minimise the health and safety risk, disposal/recycling causing the reactive costs to rise by about 20%. The roads are in such a condition that they lack resilience with weather related deterioration requiring large increases in resources to manage the council's risks of increasing claims, complaints, reactive resources and funding. This continuing disruption, closures and unattractive environment is a continuing issue for residents and businesses and potential developers too.

Roads in poor condition are a harsh environment for pedestrians, cyclists, motorists and vulnerable people. Over £100k of claims have had to be defended over the last 5 years and this figure will increase as the road asset continues to deteriorate.

Option 2

Increase level of funding- Divert funding from the Principal A, B and C roads (hierarchy 2, 3, 4) programme

The current strategy is to allocate funds to maintain current road condition on our busiest roads. The principal A road network forms part of the West Yorkshire Key Route Network and is the priority for investment to maintain steady state condition. These provide access to key services, are on the

resilient network including access to key economic centres and the strategic road network, in accordance with good asset management value for money principles. Currently steady state asset condition is being maintained (at 3% and 4% respectively). The council already invests an additional £1.5m per year of capital over and above the £0.8m central government maintenance grant funding allocated to U roads. Also, some adjustment in the way that funding is allocated between the road classification has been made as a result of the councils maintenance hierarchy work (ref. highways maintenance strategy/policy). Further diversion of funding (up to £2.25m per year) from A, B,C road programmes would cause them to deteriorate at a faster rate, will be more costly to maintain and increase the level of delay and disruption to return to steady state as well as increases in reactive repairs. The 20% of costs resulting from the requirement to resolve the tar contamination within the road asset has significantly diminished the council's road surfacing and reconstruction programmes.

d) What are the expected benefits / outcomes?

A successful Challenge Fun Bid will enable ten of the council's unclassified roads in worst condition (3345m) will be improved with a 20 year life restored in line with the council's asset management strategy. It includes 54,000m² of carriageway resurfacing, 9,500m² of carriageway overlay, 5,500m² of footway surfacing/treatments. The schemes also include resolving long standing drainage problems which have increased the rate of deterioration and the issue of tar contamination in the existing road structure, classified as a carcinogen, requires special treatment and disposal/recycling to minimise the health and safety risk to the workforce and road users . This work also provides an opportunity to incorporate ducting to facilitate the £200m expansion of digital/fibre infrastructure in the borough. This programme will also improve the aesthetics of the local area which local councillors, residents and businesses value very highly. Our vision for Kirklees is to be a district which combines a strong sustainable economy with a great quality of life – leading to thriving diverse communities, growing businesses, high prosperity and low inequality where people enjoy better health throughout their lives. This vision is hindered by the current condition of our unclassified roads as people in Kirklees are not experiencing a high quality, clean and green environment. Developers and businesses are faced with deteriorating roads to access their sites. Bus companies are faced with increasing costs and poor quality customer experience. Those wishing to use more sustainable modes of transport are faced with a poor quality experience and increased risk of injury.

Resurfacing of these roads will see a more attractive environment which will encourage more investment, improved the feeling of wellbeing as walking, cycling and more sustainable modes are more attractive and perceived to be safer. This will positively impact on 2263 businesses, who provide employment for over 12,000 people and communities in some of the poorest areas of Kirklees where personal travel to local services, improvements in social isolation, access to education is essential. A more attractive environment will also encourage inward investment in housing, business and provide an improved environment where people want to work and live. This will help to deliver the council's ambition and the WYCA transport strategy.

It is anticipated that in these local areas the investment will see development of a more positive view of how the council maintains our roads as shown in future NHT surveys locally and the 'place standard' survey. There will be a reduction in the amount of reactive maintenance and the number of 3rd party claims reduced to a minimal level. All of the above will be used as measures for determining the success of the investment.

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)?

Option 1 will continue to be adopted. The council is unable to sustain the level of investment necessary to arrest the rate of decline, let alone achieve a steady state condition. It will mean that in 15 years' time the vast majority of the 60% of the unclassified road network will be un-driveable. The revenue consequences of road repairs, increased 3rd party claims will continue to increase to

unsustainable levels. This is not a sustainable option and is far more costly to the council and society in the long term.

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

Economic

West Yorkshire transport strategy extract 'local plan- 2031' the Kirklees local plan expects to provide for approximately 23,000 new jobs and 31,200 new homes in the district – with Huddersfield and Dewsbury accommodating large parts of this growth. Having good quality local roads which provide the infrastructure for developments is essential in attracting and retaining business in the area. Kirklees economy has three times the national average of manufacturing and engineering which is accompanied by a high volume of HGV traffic. Many of these businesses are on/will use the unclassified road network so attracts higher than average volumes of HGV traffic as a result so suffer higher levels of deterioration and noise. These areas of Kirklees will become a less attractive place to invest. The council will have to provide increasing levels of revenue funded costs including reactive repairs to manage the asset decline, the risk of increasing numbers of 3rd party claims and the increasing number of complaints, which is unsustainable.

Environmental

Provision of high quality well maintained roads provide a more attractive environment for local people, businesses and encourages the use of more sustainable levels of travel such as walking and cycling. This meets the council outcomes of a high quality clean and green environment. Sustainable growth and supporting the provision of good employment in our communities and businesses as well as the declaration of a climate emergency. Many of these roads provide access to key services such as schools where air quality can be poorer at school peak traffic times. Providing a more attractive environment supporting by the council's walk to school support is shown to increase walking which will support an improvement of air quality.

Poor road quality leads to higher levels of noise in neighbourhoods which will be elevated with smoother road surfaces and suitable use of surfacing. Provision of ducting to allow installation of fibre will support the council's ambition to get super-fast broadband across Kirklees (£200m of investment in this ambition by third parties is currently underway), particularly in areas of social deprivation whilst limiting the amount of excavation of new surfacing in the future.

The Council will be able to resolve the tar contamination issue present in these roads. This will comprise of removal where appropriate and recycling rather than disposal as contaminated waste and significantly reduced environmental impact. Recycling of the waste is a priority for the council has already implemented changes to the Yorkshire Alliance contracts in relation to tar contamination following discussions with the supply chain.

Social impacts

The majority of these roads are residential in character and 6 out of 10 are bus routes providing essential links between towns and villages across the district.

There are 2263 businesses with 12245 employees which are served by the roads in this bid.

There are 24 educational establishments (ranging from Early Years through to Further Education) with over 7900 pupils who use these routes for access.

These roads also provide local access to hospitals, religious establishments, leisure facilities and tourist destinations. There are particularly important for residents who are more socially deprived who undertake more journeys to local services by public transport and walking. A more attractive

environment will support more social interaction and a healthier life style with local people feeling more positive about their area.

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 contracts are in place which have been developed in collaboration with Yorkshire Alliance members and procured compliant with Public Contracts Regulations 2015. This method of procurement supplemented by the Council's direct labour organisation will enable rapid deployment of contractors so achieving value for money outcomes to deliver in year scheme completion where possible. The design of schemes are already underway with section 58 notices served on utility companies at the council's risk. Once the outcome of the bid is known the council will be able to mobilise within 3 weeks which provides enough time for the procurement, notification of the schemes to residents and councillors. It is anticipated that a rolling programme of works will be used to enable effective management of resources mindful of the impact of delay and disruption of local people and road users. Appendix H sets out the anticipated programme for delivery of this improvement programme.

The scheme will be delivered using well established governance systems within the Council which have been shown in the past to deliver projects on time, quality and cost with risk managed. This has included the successful delivery of previous challenge fund projects.

Top three risks which will be managed as part of this programme are:

- Contractor availability.

Contractor availability at the end of financial years can result in procurement which provides a lower level of value for money. It is proposed that early contractor involvement and use of the council's direct labour organisation will enable this risk to be managed.

-Delay and disruption caused by the works.

Whether this is residents, businesses, road users who are commuters or for leisure, the council routinely involves stakeholders and local councillors at the project development stage when the programme can be influenced where possible. The council has routinely undertaken works to reduce the delays and inconvenience to a minimum where possible by, for example, working near to schools during school holidays, at times when businesses are closed, using twilight periods or weekends with traffic management. Keeping stakeholders informed during the ongoing works will be a high priority.

- Damage to the newly improved ten worst roads caused by utility companies.

Residents will have waited a long time to see their roads and pavement improved. They will be greatly concerned to see damage done particularly at an early stage. To minimise this risk the council has served section 58 notices to protect the road. Discussions have taken place with utility companies investing in fibre (this being the greatest risk) in Kirklees so programmes can be coordinated where possible and ducts installed as part of this programme.

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

Permits for roadworks must be obtained via West Yorkshire's Common Permit Scheme (based on the Traffic Management Act 2004). This is considered a very low risk activity. Section 58 notices have been served and ducting installed for fibre if necessary

The project matched funding will be approved through our respective Cabinet/Governance processes. This process will be completed in anticipation of the scheme being successful in receiving Challenge Fund funding.

Top three risks which will be managed as part of this programme are:

- Contractor availability.

Contractor availability at the end of financial years can result in procurement which provides a lower level of value for money. It is proposed that early contractor involvement and use of the council's direct labour organisation will enable this risk to be managed.

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Residents will have waited a long time to see their roads and pavement improved. They will be greatly concerned to see damage done particularly at an early stage. To minimise this risk the council has served section 58 notices to protect the road. Discussions have taken place with utility companies investing in fibre (this being the greatest risk) in Kirklees so programmes can be coordinated where possible and ducts installed as part of this programme.

SECTION C: Declarations

C1. Senior Responsible Owner Declaration

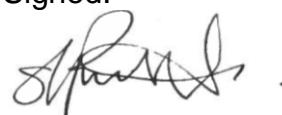
As Senior Responsible Owner for Kirklees Council I hereby submit this request for approval to DfT on behalf of *Kirklees Council* and confirm that I have the necessary authority to do so.

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

Name: Sue Proctor

Signed:

Position: Service Director, Environment



C2. Section 151 Officer Declaration

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

Eamonn Croston

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