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:
A62 Leeds Road Carriageway resurfacing, drainage and structural improvements A6024 Slope stabilization, drainage and carriageway reconstruction

A2. Headline description:

Proposed start date __March 2020_____

Estimated Completion date _____June 2020_____

Brief description

Two key routes connecting Kirklees communities with Calderdale and other neighbouring authorities have severe drainage and infrastructure issues. Despite the risk of increased erosion, road closures and road traffic accidents, the scale of asset investment needed on both the A62 and A6024 roads cannot be fully covered by Kirklees and Calderdale's existing budgets. Both routes have reached the end of their serviceable lives and are already the subject of road closures and restricted use.

A62 Leeds Road is part of the West Yorkshire key route network and is one of Kirklees and Calderdale's busiest roads, connecting major areas of economic growth (Mirfield and Brighouse) and the motorway network. The proposed structural maintenance scheme will complement the proposed A62 Smart Corridor Scheme and Transpennine Rail network upgrade. The structural maintenance scheme and renewal of gullies and drainage assets will address long standing flooding issues. These flooding issues are resulting in increased deterioration of the road asset and the frequent flooding impacts on network delay and disruption, effecting Kirklees and Calderdale, as well as compromising pedestrian and cyclist safety in particular.

Opportunities for the resurfaced carriageway to reduce noise pollution will greatly benefit neighbouring properties to this busy road. The innovative use of SAMI in the construction will provide additional support to the road pavement to reduce future maintenance intervention on this busy section of Kirklees and Calderdale's key infrastructure. Provision of a new road surface will reduce the potential for accidents.

A landslip on the A6024 Woodhead Road has caused significant damage to the road, drainage, supporting ground and structures. Traffic has been restricted and it has been operating under two way temporary traffic signals for a 6 month period until temporary works were carried out to fully reopen the road. The road is an abnormal load route to neighbouring Derbyshire and the A628 Woodhead Pass (SRN) from the South of Kirklees as well as a significant tourist area with the viewing platform at the summit. The A6024 provides access to the nationally important Holme Moss transmitter, infrastructure of national importance for security. This route also provides access to a vast Site of Special Scientific Interest (SSSI) in the Peak District National Park, has featured in many cycling races due to its beauty and challenging topography and attracts high volumes of leisure cyclists to this internationally recognised Holme Moss hill climb and surrounding routes**.** The proposed scheme includes structural maintenance to stabilise the slope along with replacement drainage assets to improve the drainage infrastructure and the reconstruction of a 250m section of the road. The proposed scheme is critical to future proofing this network before the hydrological damage becomes too extensive and the road is closed on a permanent basis as the safety risks to road users becomes too great.

A3. Geographic area:

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

A62, Leeds Road from Bradley Road junction to Cooper Bridge roundabout (A62 Leeds Road/ Wakefield Road. A WY key route which links to jct 25 M62 (Calderdale)
A6024 Woodhead road links Holmfirth to the A628 Trunk Road linking Greater Manchester to South Yorkshire city regions

OS Grid Reference: **SE0904SE / SE1720NE** OS Grid Reference:
Postcode: **HD5 0RP / HD9 2QH**

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. (Plans Appendix A and B)

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***
DfT Funding Sought	*2030*	*DfT funding not available in 2020-21*
LA Contribution	*200*	*610*
Other Third Party Funding		

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.

Kirklees Council Maintenance Capital Plan/Calderdale Council maintenance capital plan 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).
Not applicable

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.**

Rationale for investment
Kirklees and Calderdale's asset management strategies and polices set out how the highways asset will be managed and investment prioritised to meet the needs of the councils' ambitions and visions.

The functional hierarchy which has been developed provides a basis for developing risk based approaches to; work priorities and treatment decisions, amongst others. This provides continuity between functionality and use of the network (rather than considering just the road classification – A,B,C or unclassified) and maintenance decisions. Both Kirklees and Calderdale have been achieving steady state condition performance in A roads (4%- national PI measure) in recent years. However, the nature of the failures on the A62 and A6024 are presenting a funding challenge that cannot be met within existing funding streams.

Kirklees vision is to be a district which combines a strong sustainable economy with a great quality of life – leading to thriving communities, growing businesses, high prosperity and low inequality, where people enjoy better health throughout their lives.

Calderdale's vision for 2024 is for a place where you can realise your potential whoever you are, whether your voice has been heard or unheard in the past. Prioritises are to grow our economy, reduce inequality and build a sustainable future.

These visions and priorities are hindered by the current condition of the A62 and A6024.

The Kirklees Local Plan expects to provide approximately 23,000 new jobs and 31,200 new homes in the district – with Huddersfield and Dewsbury accommodating large parts of this growth. Coupled with the designation of a North Kirklees Growth Zone, the Huddersfield and Dewsbury town centre blue prints. Calderdale is proposing over 13,000 homes and a significant site allocated to economic growth in the Brighouse area as part of its local plan

The A62 is a gateway to the authorities and has high importance for strategic transport links both now and planned improvements as part of the growth deal and West Yorkshire Transport fund in the future. It is also part of the Council's resilient network.

The A62 and A6024 carriageway assets are currently not meeting performance requirements are beyond optimum operational life and are reaching the end of their serviceable life. Continual flooding events, severe weather, the adverse nature of the underlying ground conditions have caused accelerated deterioration of the highways assets at both locations.

Continual flooding events to two sections of the A62 takes an average of 2.5 weeks for flood water to dissipate. This frequently restricts people accessing this main artery route connecting Huddersfield, Brighouse, Dewsbury and the M62 strategic road network.

A landslip on the A6024 Woodhead Road at Holme Moss has caused significant damage to the road, drainage, supporting ground and structures. The road structure is unstable and suffering ongoing subsidence. Appendix B and photographs Appendix C shows the nature and extent of the failures. This is a key commuting route connecting South Kirklees with Greater Manchester and Sheffield City regions and Derbyshire via the A628 Woodhead Pass (strategic road network). It is an internationally important route for cyclists, is in the Peak District National park and attracts significant leisure interest which supports leisure based businesses in the local economy.

The A6024 is a key abnormal load diversion route and the A6024 provides access to the nationally important Holme Moss Transmitter. This has importance from a security point of view with sensitive infrastructure below the road to the transmitter.

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).

Economic & Social
A62 Leeds Road
Extensive flooding occurs at two locations on the A62; under the railway bridge resulting in full closure of the carriageway and footways which occurs approximately 6 times a year for a total of 20 days per year and also adjacent to the River Calder resulting in the closure of one full lane of traffic outbound from Huddersfield. Causing significant delays and disruption that affects journey times and reliability in both Kirklees and Calderdale. After each flooding event it takes an average of 2.5 weeks for flood water to dissipate.

Replacement and repair of the two sections of drain which are situated off the A62 highway, on land owned by Yorkshire Water, will resolve both flooding issues. The road from the eastern side of the roundabout to the west of the Leeds Rd/Bradley Rd junction is congested at morning and evening peak hour traffic. Daytime congestion can also occur. The resulting delays and queuing traffic impacting on other busy junctions on the route (A62/A644, M62 Junction 25 off slip being examples).

An example of the delay and disruption caused by the flooding can be seen by comparing average journey times. The 24hrs average for August was 1:02 seconds, this was increased to 1:16 seconds on the 12th of August 2019 after substantial rain. During flooding the average 24 hour journey time increases by 14 seconds for road users. When calculated into a monetary value using TRANSYT, this delay costs the economy of Kirklees an estimated £85,000 per day.
More specifically during the morning, journey time increases by 17 seconds (25.48% worse) and the afternoon journey time increases by 57 seconds (83.26% worse)**.**

A6024 Woodhead Road, Holme Moss
Being at a height of over 500m, A6024 is subject to extreme weather and substantial surface water run off occurs. Ground movements beneath the highway have produced defects within the surface water drainage system. Over time, water has leaked from the drains and has accelerated ground movements causing localised subsidence and damage to structures. The A6024 is currently being supported by a number of retaining structures and the existing landslips have also resulted from the localised failure of existing gabion structures (Appendix B and photographs Appendix C). The majority of the structures have suffered significant distortions and are no longer providing support to the highway. Historical maps show that some of these structures may be over 150 years old.

Temporary works (Listed as Option 2 later in this Section) have recently taken place at a cost of £20,000. This was an interim measure to seal the carriageway to prevent further water erosion of the area where the most recent slip has occurred. Due to the exposed nature and gradient of this location it was impractical and a safety risk for road users to leave temporary traffic signals in place over the winter months. A further £10K will be required to fund ongoing site inspections to monitor ground movements and their impact. The future collapse of this road will impact on the sport-tourism offer for Kirklees as this route has featured in many high profile competition (including the Tour de France Grand Depart and Tour de Yorkshire) and attracts a range of cycling and fell running enthusiasts. This tourism reduction will negatively impact on rural hospitality services.

Environmental
This section of the A62 is identified as one of the Air Quality Management Areas (AQMA) in Kirklees and Calderdale. This area is designated in relation to a likely breach of the nitrogen dioxide (annual mean) objective as specified in the Air Quality (England) Regulations 2000. In what is already a congested area, flooding events result in increases in delay and queuing traffic, including a high percentage of HGV's. This standing traffic generates increased emissions significantly reducing the air quality particularly around the Bradley Road and the A62 where air quality is already a concern.

Flooding events also reduce the effect of the Air Quality Controls that Kirklees Council has put in place and stifles our ability to further improve Air Quality in this area.

The A6024 is situated on a geological boundary between sandstone (the Huddersfield White Rock above) and mudstone (below). There are natural groundwater springs present at this interface. The geological map shows that the bedrock dips downslope from the highway. This will promote further sliding failures at the soil / bedrock interface if repairs are not carried out. There are Head deposits underlying the site. These are highly variable, low strength and poorly consolidated soils due to present day hill-creep and past periglacial freeze-thaw processes. Historical maps have identified a number of natural drainage lines present beneath the highway.

The A6024 is surrounded by a Site of Special Scientific Interest (SSSI), failure to stabilise the road network would reduce management of this legally protected site and impose a risk of contamination due a full road collapse.

Opportunities

Resurfacing of the A62 provides opportunities to reduce noise of the busy highway to neighbouring properties and improve road safety along this section for all road users and improve the air quality along this section of road due to the reduction of standing traffic.

As part of the proposed scheme we would install ducting in the footway surface to support the £200M investment currently underway by Fibre companies in Kirklees.

Kirklees and Calderdale Council are exploring opportunities to create an off-road cycling route between Bradley and Brighouse. Improvements to this section of road will increase safety for cyclists using this new route and provide safer links to the Calder Valley Greenway.

Carrying out permanent repairs to the A6024 Woodhead Road will improve the resilience of the route to strategically important assets and the link to the strategic network.

If the A62 was fully fit for purpose by late 2020 it will be suitable for use as a diversion route to minimise the delay and disruption which will be caused by the major investment in other key routes (e.g West Yorkshire Transport Fund projects). Also supports the upgrade of the Trans Pennine Rail route which is due to commence in 2022. The A62 will provide a vital arterial route in the Huddersfield area for rail users displaced by rail line closures, fleets of rail replacement buses exceeding 22 buses per hour and construction traffic. If A62 continues to flood, this will further increase the likelihood of delay and disruption across Kirklees and Calderdale.

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

Without the injection of challenge fund monies, the stabilization and drainage works threaten the ultimate collapse of the A6024 and the safety of the A62 highways.

There is an increased risk that the A6024 road could severally subside and mean that the road is unsafe and has to be closed permanently, creating an 36.8km diversion and no access from the Huddersfield side to the nationally important transmitter on the summit.

The A62 has 24,000 annual daily trips, yet 57% of the proposed section is amber or red on the SCANNER condition indices, with 190m of the section failing on skid resistance. The site has recorded 3 injury accidents linked to the condition of the road surface. Reoccurring flooding is accelerating the rate of carriageway deterioration.

Without funding the A62 will continue to flood, resulting in further deterioration of the road asset, delays, disruption and compromising public safety.

There is no budget available within the West Yorkshire Districts to carry out this work.

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

A62 Option 1: Do Minimum
Continue with the current arrangements where the road is closed/partially closed 6 times per year on average causing delay and disruption, deterioration of the asset due to the flooding and abortive costs in provision of diversion routes and reactive maintenance and repair.

A62 Option 2: Divert resources from other budgets to fund
With both Kirklees and Calderdale under significant budget pressure, an agreement to jointly support this scheme to address the flooding and asset condition has not materialised. Both authorities have had significant issues elsewhere. Calderdale is having to address major flooding incidents and support the investment by the Environment Agency's flood alleviation schemes further up the Calder Valley for example which has had to be the priority draw on funds.

A comprehensive joint scheme to address both funding and asset condition is the most appropriate way forward. Implementing this comprehensive scheme will be more cost effective whilst also minimising the level of delay and disruption during construction to road users at one of the busiest locations (in Kirklees and Calderdale) on the WYKRN. We will take the opportunity to provide additional facilities on the A62 in both districts e.g. walking and cycling infrastructure improvements would be an added benefit as well as install ducting for fibre installation at a later date provides for a scheme which is greater value for money.

A6024 Option 1: Do Minimum
The landslip required immediate attention in order to minimise the scale of the remedial works and avoid a possible road closure. The short term risk has been managed by reconstructing the drains directing surface water away from the landslip and providing a temporary seal of the carriageway surface. The soil exposed by the landslip has been covered with tarpaulins and regular inspections will be carried out to monitor the condition of the highway. £20k has been invested to manage the short term risk. The council will need to manage the continuing risk of future landslips risks of failure and further deterioration to the road condition so continuing to monitor the condition of the road at a further cost £10k per year will be required. The high risk of continuing failure and unknown additional costs to manage developing risks depending on the level of failure, is a concern for the council and the surrounding community.
Without substantial funding this road remains at risk of being full or partially closed, with traffic flow restricted. This would potentially result in the road being closed initially over the winter period with a more extensive closure (dependant on the extent of the safety risk to road users) with a 36.8km diversion in place.

A6024 Option 2: Carry out urgent replacement or remedial works to the retaining structures supporting the highway, drainage and reconstruction of the carriageway.
The surface water drainage system on the east side of the highway requires replacement with increased capacity. A stretch of 250m of highway surface needs to be reconstructed, including an asphalt reinforcement grid to minimise reflective cracking and deformation caused by future residual movements. Due to the constraints on this site (ground nesting birds, limited access for machinery, narrow country roads, SSSI and private land ownership) there will be limited options for this site. The proposed scheme including intrusive ground investigation, topographical and geomorphological surveys are required in order to fully determine the remedial options but reinforced earth solutions are favoured at this stage (engineered fill with geogrids) due to their ability to accommodate residual ground movements and for aesthetic purposes. One option would include the use of Flex MSE vegetated wall system, used most recently by Calderdale Council, so we are able to draw on their

experience of this method. Flex MSE GTX Bags and Interlocking plates (or similar approved) create a naturally resilient geomodular structure (Appendix D). This system is recommended for SSSI sites by Natural England.

d) What are the expected benefits / outcomes?

A62 Leeds Road

Improved road surface resulting in a Green rating on the Scanner Condition Indices. A safer, quieter section of Kirklees and Calderdale's key route network which is no longer at risk of disruptive flooding events. User reliability due to a reduction in delay and disruption, benefiting local economies and positive impact to commuting residents. The opportunity to use this route as an alternative to routes subject to extensive roadworks (WY transport Fund projects) and to mitigate the adverse impact of the upgrade to the Trans Pennine rail link during the construction phase when rail users will be displaced onto the road and construction traffic will be in the area.
As a significant gateway to Kirklees and Calderdale, this route will provide a more a attractive route in the area for businesses, the substantial attraction of the John Smith's Stadium leisure complex, the improved look and feel of Huddersfield Town centre where significant investments/culture/sport based events are taking place.

The innovative use of SAMI in the construction will provide a longer whole life to the road pavement to reduce future maintenance intervention on this busy section (very high volume of HGV's) of Kirklees and Calderdale's key route infrastructure. Noise reduction for neighbouring properties will be an added benefit of the new road surface. Providing the much needed ducting to facilitate the linking of fibre networks without the need for further delay and disruption on the road network.

A6024, Woodhead Road

A safe road that is constructed to a standard that enables the council to manage the risk of surrounding ground conditions. Including the use of an asphalt reinforcement grid to protect and extend the lifespan of the asset by minimising reflective cracking and deformation caused by future residual movements. This road can then continue to be a tourist icon to Kirklees with the economic benefit this road generates to the local economy through public events. Restoring two way traffic flow on this part of the WYKRN which is an abnormal load route to neighbouring Derbyshire is a direct link to the A628 Woodhead Pass (on the strategic route network linking the city regions of Greater Manchester and Sheffield) and provides access to the nationally important Holme Moss transmitter.

f) What will happen if funding for this scheme is not secured? Would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed scheme)?

The opportunity to fund a joint scheme with the additional DfT challenge fund grant will be missed. There will be a delay whilst the A62 scheme is programmed as and when funding is made available (for hierarchy 2 sites) for both authorities. Calderdale for example will be unable to fund their proportion of the investment required for a future 7 years at the currently rate of investment. If investment is not found to undertake the works to the drainage, flooding will continue. There remains the risk of the poor skid resilience/deterioration of the carriageway on this route which will require some remedial measures until a full scheme can be funded. This will not be value for money in the long term and will continue to be a drain on both councils depleted revenue budgets.

The A6024 scheme is difficult to fund, we would either have to fund it from Principal Roads budget and other schemes are delayed or we would need to put forward a bid to the Council for capital funding. The ongoing need for site surveys and potential for Traffic Management and temporary repairs is a drain on already depleted Council Revenue budgets. There is a significant risk with the ground conditions and severe weather, that the temporary measures will fail and the road will be closed permanently as the risk to road users becomes too great.

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

Reputational impact

Poor road condition cultivates reputational risk for both Kirklees and Calderdale Council. For example 11 third party claims have been submitted to Kirklees Council for the proposed stretch of the A62 road and the frustration shown by road users to both councils when the road is affected by flooding is high.

Reputationally, permanent closure of the A6024 route would be a major concern for the council. Should the required investment take place, the risk of road closure of the A6024 as a result of the landslips will dissipate and this iconic route will once again be available for cyclists, events, access to the moorland and a route from Kirklees to the strategic road network (A628 Woodhead Pass) and the Greater Manchester, South Yorkshire City Regions and Derbyshire. This enables the council to continue to promote the area for tourism so contributing to the council's visibility nationally. A LGA peer review in 2019 highlighted that the council needed to build its reputation and promote its unique landscapes and architecture more widely.

Economic impact:

The Kirklees Economic strategy identifies the current economic reliance in the area is on road based transport. Over 6,400 businesses operate within a 5 minute drive of the proposed A62 scheme.

Increased and frequent flooding to this section of the A62 causes queuing on the allocated slip lane for the M62 which disrupts flow of the main line, increasing journey times and negatively impacting on Kirklees, Calderdale and wider councils' local economy.

Whilst the forthcoming Trans Pennine upgrade is ongoing, the A62 will become a vital route for buses replacing the train service, at a frequency of up to 22 buses an hour with significant construction traffic accessing the area. Also the council will be embarking on construction of major upgrades to arterial routes in the areas funded by the WY transport fund. So we need to ensure that the A62 is resilient to enable displaced and additionally generated traffic to flow with minimal delay and disruption in support of these major investments in Kirklees and Calderdale.

An example of the delay and disruption caused by the flooding can be seen by comparing average journey times. The 24hrs average for August was 1:02 seconds, this was increased to 1:16 seconds on the 12th of August 2019 after substantial rain. During flooding the average 24 hour journey time increases by 14 seconds for road users. When calculated into a monetary value using TRANSYT, this delay costs the economy of Kirklees an estimated £85,000 per day.

More specifically during the morning, journey time increases by 17 seconds (25.48% worse) and the afternoon journey time increases by 57 seconds (83.26% worse)**.**

In the last five years Kirklees Council have received 236 complaints/service requests relating to this section of the A62 and the wider negative impact the frequent flooding causes:

"Various businesses flooded internally after exceptional rainfall with damage to equipment and lost staff time in the clear-up. Most applied for flood relief grants - see attached spreadsheet. Info from the Business Team." *Resident complaint*

"Water running down road surface and on to his drive - this is causing damage to his drive" *Resident complaint*

"Carriage way flooded half way across road, for approximately 20m in length" *Resident complaint*

Resolving the flooding issues on the A62 would improve average journey times by 17 seconds during the morning Peak and up to 57 seconds in the afternoon peak.

Without the iconic Holme Moss it would made the area less desirable for car and cycling events which would have a knock on effect on the local economy.

Social impacts

As a significant gateway to Kirklees and Calderdale, this route will provide a more attractive route in the area providing access to the substantial attraction of the John Smith's Stadium leisure complex, the improved look and feel of Huddersfield Town centre where significant investments/culture/sport based events are taking place.

The A6024 is on the border between the Holme Valley of Kirklees in West Yorkshire and the High Peak district of Derbyshire in England. It is just inside the boundary of the Peak District National Park and a popular destination for tourists due to the high viewing platform and the sporting events hosted here. The A6024 between Holmfirth and Longdendale crosses the moor near its highest point close to Holme Moss transmitting station's prominent mast

Holmfirth Harriers Athletics Club organise an annual "Holme Moss Fell Race" on and around Holme Moss in the summer. To British cycling enthusiasts, Holme Moss has become synonymous with the A6024. The northern side in particular is one of England's best known iconic bicycle ascents, and has acquired a reputation as among the country's more difficult climbs. It has often been used for domestic competition in British road racing, including the Tour of Britain and mountain biking. The second stage of the 2014 Tour de France Grand Depart, with huge volumes of spectators lining the route, which then acrossed the Pennines to Derbyshire.

There two additional events planned in 2020 a cycle race in May and a timed car hill event in August. These events will be at risk if the proposed works are not carried out.

Environmental impact

The A6024 runs directly through the Dark Peak Site of Special Scientific Interest (SSSI) notified under Section 28 of the Wildlife and Countryside Act (1981). The area is protected for its vast and beautiful moorland which attracts both wildlife and eco-tourists annually to the picturesque landscape.

The site is subject to extreme weather and substantial surface water run off occurs. Due to the sensitivity of the surrounding landscape permissions are being routinely sought and infrastructure improvements designed and carried out appropriately to minimise disturbance.

This section of the A62 is identified as one of the Air Quality Management Areas (AQMA) in Kirklees and Calderdale. This area is designated in relation to a likely breach of the nitrogen dioxide (annual mean) objective as specified in the Air Quality (England) Regulations 2000. In what is already a congested area, flooding events result in increases in delay and queuing traffic, including a high percentage of HGV's. This standing traffic generates increased emissions significantly reducing the air quality particularly around the Bradley Road and the A62 where air quality is already a concern. Flooding events also reduce the effect of the Air Quality Controls that Kirklees Council has put in place and stifles efforts to further improve Air Quality in this 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. Appendix E describes the proposed programme for this scheme included the procurement timetable. Framework contracts are in place which have been developed in collaboration with Yorkshire Alliance members and procured compliant with Public Contracts Regulations 2015. This has the added advantage of opportunity for joint procurement across district boundaries which is more efficient and reduces the impact on road users during the construction phase. The land slip remediation element of the programme will be the subject of competitive tender. A similar land remediation contract has been awarded by the Kirklees and Calderdale councils in recent years so knowledge of the procurement of this type of method is strong. The council will prepare all tender documentation (at risk) (including on behalf of Calderdale Council) once the challenge fund bid has been submitted in readiness for award should the bid be successful. This method of procurement will enable rapid deployment of contractors so achieving value for money outcomes to deliver rapid scheme completion where possible. The design of schemes are already underway with section 58 notices served on utility companies at the councils' risk. Once the outcome of the bid is known the councils will be able to mobilise rapidly which provides enough time for the procurement, notification of the schemes, road users, residents and councillors. It is anticipated that a rolling programme of works (including some off site, weekend and twilight working) will be used to enable effective management of resources mindful of the impact of delay and disruption of local people and road users.
The scheme will be delivered using well established governance systems within the Councils which have been shown in the past to deliver projects on time, quality and cost with risk managed. This has included previous challenge fund projects.
Top three risks which will be managed as part of this programme are:
-Severe weather at Holme Moss which will be mitigated by delaying the start of the A6024 works until the Spring.
-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 be used and agree commencing the works when availability is provides better value for money.
-Delay and disruption caused by the works. Whether this is road users who are commuters or for leisure, the aim will be to minimise the contract period using for example twilight periods, weekends with traffic management which reduces the delays and inconvenience to a minimum where possible. Keeping stakeholders informed during the ongoing works will be a high priority.

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

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.

Discussions are already underway with the Environment Agency, Natural England and Yorkshire Water (landowners adjacent to both the A62 and A6024) so that necessary approvals will be in place. The council has well establish links with these organisations particularly from when events and works are concerned at these locations. It is anticipated that these will be in place by the time of any announcement in relation to the challenge fund.

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

Appendix E describes the proposed programme for this scheme included the procurement timetable. Top three risks which will be managed as part of this programme are:
-Severe weather at Holme Moss which will be mitigated by delaying the start of the A6024 works until the Spring.
-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 be used and agree commencing the works when availability provides better value for money.
-Delay and disruption caused by the works. Whether this is road users who are commuters or for leisure, the aim will be to minimise the contract period for example using twilight periods, weekends with traffic management which reduces the delays and inconvenience to a minimum where possible. Keeping stakeholders informed during the ongoing works will be a high priority.

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: Sue Proctor	Signed:
Position: Director Environment	

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: 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