



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: Essex County Council (& Braintree District Council)

Manager Name and position: Andrew Cook, Director Highways & Transportation

Contact telephone number:

Email address: andrew.cook@essex.gov.uk

Postal address: Essex County Council
Attn. Mr Andrew Cook
Director Highways & Transportation
Room C232
County Hall
Market Road
Chelmsford
Essex

Postcode CM1 1QH

Combined Authorities

If the bid is from a local highway authority within a Combined Authority, please specify the contact and ensure that the Combined Authority has submitted a Combined Authority Application Ranking Form.

Name and position of Combined Authority Bid Co-ordinator:

Contact telephone number:

Email address:

Postal address:

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, the local highway authority must also publish a version

excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department.

Please specify the weblink where this bid will be published:

<https://www.essexhighways.org/transport-and-roads/highway-schemes-and-developments/bids-and-funding/challenge-fund-braintree.aspx>

SECTION A – Description of works

A1. Project name: Braintree Major Maintenance Package BDC01

A2. Headline description:

Proposed start date ___February 2020_____

Estimated Completion date ___February 2021_____

Brief description

Site History

Braintree Town centre High Street and Market Place was subject to reconstruction in the early 1990's, due to it being within the conservation area the road was reconstructed with a semi rigid carriageway construction with Tegular setts. High Street is a 3m wide running lane with two adjacent footways paved in modular paving again on a semi rigid construction. The High Street and Market Place are used solely for Buses, Disabled parking and deliveries. The existing carriageway has rutted to an unacceptable state, due to a catastrophic failure of the sub base and deformation of the carriageway, which in turn has led to the collapse and deterioration of drainage lateral connections and failures of the carrier drainage. Gullies have also collapsed due to failure of the lateral connections. Photographic evidence can be seen in Appendix A.

Fairfield Road serves as a one way street giving access to the Town Centre and Manor Street Bus Station; it also serves several small businesses as well as a limited number of on-street parking spaces. The carriageway is flexible construction and the surface course is suffering with longitudinal and transvers spalling of joints and failure of the surface course due to service trenches and rutting. The footways are of limited width and are a mixture of rigid, semi rigid and flexible construction. However due to the deterioration of the surface finishes and service trenches the footways are in a poor surface condition and in need of reconstruction.

Braintree District Council is currently about to commence on the redevelopment of Manor Street with major investment from external developers for both Hotel, retail and residential located in Manor Street, this will bring with it obvious benefits for the town in terms of foot traffic and additional night and daytime economy opportunities. Braintree District Council is also planning a £1.6m Manor Street Bus Station investment as part of the Manor Street / Public realm improvements. These works are currently planned to commence in Q4 of 2019-20 and complete by 2021. It would therefore make sense for the opportunities to be embraced by the inclusion of a series of maintenance works to the carriageways, footways and cycleways and drainage improvements within the surrounding area. These improvement works could be undertaken promptly and delivered at the same time as the redevelopment therefore increasing overall impact of the works and outcomes. This would then maximise the potential of the redevelopment and revitalise the town centre with a package that seeks to complete and open just prior to the development. Refer to Appendix B for details of the Manor Street Development.

The existing condition situation of each of the proposed roads is highlighted below.

High Street & Market Place – Footways

The High Street and Market Place footways are PCC modular paving, the surface finish and formation is of poor condition. Due to service vehicle loading and overruns the modular paving has failed leaving trips and temporary reinstatements. Combined with failed utility service trenches the footways are visually and structurally in a poor condition. Refer to Appendix C for photographic evidence. The total area of footways requiring reconstruction is approximately 3,856m².

High Street & Market Place - Carriageway

The High Street and Market Place is a pedestrian zone (except for buses and loading). It allows one-way traffic east to west (between Market Place and St Michaels Road). It is also within a conservation area. The existing carriageway makeup is PCC tegular block paved setts and Granite channels, this was laid in the early 1990's. The existing sub base and formation has deteriorated to a point where severe longitudinal rutting has occurred and failure of formation and sub base creating ruts to an average depth of 110-145mm for the majority of the length of the road, which is approximately 280lin/m and only 3.0m wide plus the parking area in Market Place. Market Place is a larger area accommodating disabled parking and loading areas, this also has large areas of displaced tegular setts again due to failure of the sub base and formation. Following visual inspections the construction formation has failed catastrophically and requires full depth reconstruction for its length. The Total Area of the carriageway that requires full depth reconstruction is approximately 1,973m²

High Street & Market Place – Drainage

The High Street and Market Place issues are somewhat compounded by the inadequacy of the drainage system. Upon early investigation it is due to the rutting and collapse of the formation for the carriageway which has in turn either collapsed or blocked some or part of the existing drainage asset. As such in periods of excessive or heavy rainfall, standing water that cannot be drained holds within the ruts and subsequently washes out the sub base and formation leading to further deterioration and collapse of the carriageway surface. Also visible signs of gully failures are evident as well as failure of channels either side of gullies. The total quantity of replacement carrier drainage is approximately 84lin/m and number of gullies requiring reconstruction is approximately 26no.

High Street & Market Place – Usage

The High Street is a pedestrian zone (except for buses and loading). It allows one-way traffic east to west (between Market Place and St Michaels Road), the number of buses that use the High Street on a daily basis is set out in table T1 below.

	CAR	LGV1	LGV2	MGV	HGV1	HGV2	PSV	MB	PC	
06:00	5	0	1	0	0	0	5	0	2	13
07:00	11	1	5	1	0	0	12	0	3	33
08:00	4	1	5	1	1	0	8	0	4	24
09:00	1	1	8	0	2	0	11	0	8	31
10:00	3	0	6	0	2	0	14	0	2	27
11:00	4	0	3	1	0	0	14	0	3	25
12:00	8	0	3	0	1	0	14	0	5	31
13:00	5	0	6	0	1	0	14	0	4	30
14:00	1	1	4	1	1	0	12	0	0	20
15:00	4	0	10	0	1	1	12	0	6	34
16:00	13	2	6	0	0	1	11	2	8	43
17:00	12	3	3	0	0	0	12	0	5	35
18:00	12	1	2	0	0	0	10	0	8	33
TOTAL	83	10	62	4	9	2	149	2	58	379

Through the creation of a new bus routing, with appropriate bus priority features a shorter and better route (via Fairfield Rd) out of the town will be assured.

Fairfield Road – Footways

Fairfield Road is currently a one way street (northbound) approximately 6.8m wide for the majority of its length of 117in/m and has a footway either side of the road. The road serves as a vital pedestrian footway link to the Town Centre from the railway station and surrounding residential areas. Currently the footways are substandard in width and at its narrowest are approximately 900mm wide. The state of the footways is poor and a mixture of flexible construction with areas of semi rigid construction of modular paving. The footways are suffering with defects arising from failed utility trenches and failure of sub base and formation, leading to ponding and trip hazards and constant minor maintenance repairs. The total area of footways for reconstruction is approximately 471m².

Fairfield Road – Carriageway

Fairfield Road is of flexible construction and approximately 117in/m in length and 6.8m wide and is one way Northbound. The carriageway surface is in poor condition with spalling of longitudinal and transverse joints as well as trench reinstatement failures. Also due to failure of the surface course material pot holes are compounded by the use of Buses. Fairfield Road serves Bus traffic northwards along Fairfield Road into Town and the Manor Street Bus Station and exiting via the High Street.

Fairfield Road – Drainage

Fairfield Road has a significant long fall and is cambered and gullies are located within channels. The existing gullies are subject to limited and blocked lateral connections, as well as failure of gully frames and covers.

Fairfield Road – Usage

Fairfield Road is currently a one way road approximately 6.8 to 7.2m wide, provides a link from South Street to Manor Street and the High Street. It has narrow footways to both sides and

limited on street residents parking and limited waiting during the daytime. Fairfield Road provides a valuable link to the Manor Street Bus Station. Traffic flow data is provided below in Table T2.

	CAR	LGV1	LGV2	MGV	HGV1	HGV2	PSV	MIB	PC	
06:00	45	4	5	0	2	0	14	1	4	75
07:00	93	5	17	1	4	0	29	1	5	155
08:00	150	10	15	1	3	1	23	0	0	203
09:00	148	7	13	2	2	0	28	2	6	208
10:00	125	6	13	1	0	0	30	2	0	177
11:00	145	3	8	3	0	0	29	1	2	191
12:00	145	3	12	3	0	1	30	3	8	205
13:00	153	5	18	2	2	0	27	2	0	209
14:00	146	7	20	2	2	0	25	1	0	203
15:00	158	14	12	2	3	0	29	3	3	224
16:00	184	8	9	2	0	0	26	3	4	236
17:00	264	20	22	1	1	0	32	3	6	349
18:00	191	8	11	1	1	0	23	2	3	240
TOTAL	1947	100	175	21	20	2	345	24	41	2675

Brief scheme description

The proposed scheme description is as follows;

Full depth reconstruction of the carriageway, including replacement of collapsed lateral connections and carrier drains and gullies. Make up to be full depth reconstruction upto 750mm depth in flexible construction, sympathetic to the conservation area. To include the reconstruction of footways again in flexible construction. Also to incorporate revised traffic regulation orders to remove Buses from the High Street and divert along Fairfield Road, therefore encouraging a public realm space for the High Street and Market Place with reduced traffic movements and increased economic benefits as well as increased health benefits to the town centre.

Inlay surfacing to Fairfield road upto 100mm depth to remove ongoing maintenance issues. Also incorporate localised drainage improvements by means of renewal of gullies and lateral connections. Also including the reconstruction of footways and localised adjustments to footways to accommodate a revised flow one way on Fairfield Road to facilitate the removal of buses from the High Street. This would also include the possible provision of a shared bus lane and cycleway increasing accessibility to the railway station, Manor Street Bus Station and town centre.

A3. Geographic area:

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

High Street, Market Place and Fairfield Road, Braintree, Essex

OS Grid Reference: **75827 23039**

Postcode: **CM7 3HH**

You might wish to append a map showing the location (and route) of the proposed project, existing transport infrastructure and other points of particular interest to the bid.

A4. Type of works (please tick relevant box):

DfT funding of **up to £5 million in 2019/20**

Structural maintenance, strengthening or renewal of bridges, viaducts, retaining walls or other key structures, footbridge or cycle bridge renewal

Major maintenance, full depth reconstruction of carriageways, structural maintenance of tunnels

Resurfacing of carriageways including improvements to footways or cycleways that are within the highway boundary

Renewal of gullies and replacement of drainage assets

SECTION B – The Business Case

B1. The Financial Case – Project Costs and Profile

Before preparing a proposal for submission, bid promoters should ensure they understand the financial implications of developing the project (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the Department's maximum contribution.

Please complete the table below. **Figures should be entered in £000s** (i.e. £10,000 = 10).

Funding profile (Nominal terms)

£000s	2019-20	2020-21
<i>DfT Funding Sought</i>	1,000	<i>DfT funding not available in 2020-21</i>
<i>LA Contribution</i>	300	450
<i>Other Third Party Funding</i>	250	500

Projected Spend Profile

2019-20 (Q3)	£	165,000.00
2019-20 (Q4)	£	235,000.00
2020-21 (Q1)	£	305,000.00
2020-21 (Q2)	£	490,000.00
2020-21 (Q3)	£	565,000.00
2020-21 (Q4)	£	740,000.00

Total Spend **£ 2,500,000.00**

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.

Braintree District Council have committed to match funding to Essex County Council funding for these works, the Braintree District Council funding is to be drawn down over the two year period 2019/20 and 2020/21 as identified under the funding profile in B1.

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).

High Street & Market Place - Failure of carriageways, footway and drainage laterals and carriers and failures of gullies.

Fairfield Road – Failure of carriageway surface, footway and drainage laterals and failures of gullies.

It should be noted that Braintree District Council have already undertaken a public consultation on the project in 2018 and cabinet members support the proposals, therefore support will be forthcoming from both Essex County Council and Braintree District Council.

The change in Bus routing to avoid the Town Centre would consolidate bus routings and through appropriate bus priority ensure a better level of service over the long term.

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

This funding is needed to improve the condition of these highly visible town centre assets. This will make the town centre more attractive for walking and cycling, contributing to modal switch, reducing CO2 emissions and providing health benefits from physical exercise.

Whilst an alternative is to fund these works from the routine Highways Maintenance Block, the magnitude of costs and competing demands with residential streets improvements means that these works would have to be phased over several financial years. This would not have the impact required for the town centre to flourish, and risks leaving it looking incomplete for many years. Furthermore, sections not completed each year will continue to deteriorate, putting added pressure on the County Council's revenue budget for emergency repairs.

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

Sectional completion of maintenance works have been considered, however due to the magnitude of the works, it is unlikely that the scheme would be able to be completed in one package due to financial constraints, therefore the only other alternative is to undertake works in sections. This could then possibly be completed over a series of years, however due to the underlying drainage asset requiring remedial and replacement works and a prolonged period over which this would take to deliver. It is likely that the assets would continue to deteriorate and would increase the cost and scope of works, also combined with the fact that due to the type and volume of works the current maintenance budgets do not allow for such large capital investment at this stage. It should also be noted that this method of delivery would create disruption to business and bus services through protracted works over a number of years.

d) What are the expected benefits / outcomes?

The expected benefits/outcomes are as follows;

- Improve the condition of town centre assets
- Improve the town centre and make more attractive for walking and cycling
- Health benefits from physical exercise
- Improve modal switch
- Reducing CO2 emissions
- Economic benefit to businesses
- Regeneration of Town Centre
- Enhanced Public Realm
- Connectivity
- Public Transport improvements through new £1.6m Manor Street Bus Station

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 package presented in an all-encompassing package that seeks to treat a series of ongoing long term maintenance issues with match funding from “Braintree District Council” to match “Essex County Council” funding, however if a lower funding value were available then a reduced scheme could be procured. However the material finishes would need to reflect the available budget. It should also be borne in mind that the roads sit within a conservation area and as such a reduced budget with conservation area materials could reduce the overall scheme size. As such a revised scheme could be delivered on a more compact delivery area excluding Market Place but including the High Street and Fairfield Road. The outstanding works areas would have to be subject to minor repairs to make good until budgets dictate further repairs could be undertaken.

If this were the case then a revised funding profile would be as detailed in Table T3 below and refer to drawing DRF/BDC/19/C7014/9003.

B1 Funding profile (Nominal terms) - Revised Scheme

£000s	2019-20	2020-21
DfT Challenge Fund	650	N/A
Local Contribution Essex County Council	200	450
Third Party Funding Braintree District Council	250	200

Projected Spend Profile

2019-20 (Q3)	£ 140,000.00
2019-20 (Q4)	£ 265,000.00
2020-21 (Q1)	£ 295,000.00
2020-21 (Q2)	£ 345,000.00
2020-21 (Q3)	£ 475,000.00
2020-21 (Q4)	£ 230,000.00
Total Spend	£ 1,750,000.00

The above scheme would deliver a reduced package of works at the same high quality delivering all of the economic benefits but for a lesser area. The scheme would still deliver key strategic works and enhance the area. However the existing maintenance budgets would have to cater for the areas that cannot be delivered as part of this package along Market Place. The

scheme would still deliver improved carriageways to the High Street and Fairfield Road and the reversed Bus Link and shared cycleway.

The works outstanding would be a section of carriageway reconstruction and drainage replacement along Market Place.

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

The package of works, including, High Street, Market Place and Fairfield Road, would seek to reprioritise the town centre and make more suitable use of the network infrastructure ensuring networks resilience through minor adjustments and revitalising the Town Centre by means of removing Buses from the High Street and creating a revitalised public realm area within the town and better links for buses and cycles to exit the town in a more efficient fashion.

B4. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? Yes No

Under s.149 of the Equality Act, when making decisions, Essex County Council must have regard to the Public Sector Equality Duty. Using EqlAs, Essex County Council can monitor and review the effects that new or changing policies have once they are introduced. Equality impact assessments are published as part of the council's decision making process. As such a EquiAs will be undertaken and will be published at <https://cmis.essex.gov.uk/essexcmis5/BusinessManager.aspx> as part of the formal decision making process should funding become available.

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

The proposed procurement strategy is to deliver the scheme by competitive tender via Pro-Contract portal, as the scheme is below OJEU thresholds. The scheme will be market tested via the frameworks as well to ensure value for money as well as evaluating risk and optimism bias.

It is proposed that the works be externally procured under a NEC4 contract.

The brief high level summary of the delivery timetable is shown below

Yes No

Details of statutory procedures before works can commence

NO statutory procedures are required to deliver this project. The entirety of the project is within the Highway Boundary. Braintree Council is totally supportive of the project.

Traffic Regulation orders will be required for the following elements;

High Street & Market Place – Prohibition of Buses (Public Consultation already complete in 2018)

Fairfield Road – One Way and Bus Lane & Cycleway

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:

Signed:

Position:

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:

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