

Local Highways Maintenance Challenge Fund



Department
for Transport

Application Form (for Tranche 2A)

The level of information provided should be proportionate to the size and complexity of the scheme proposed. Note that DfT funding is a maximum of £5 million per scheme. An individual local authority may apply only for one scheme.

For schemes submitted by components of a Combined Authority 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: Brighton & Hove City Council

Bid Manager Name and position: Mark Prior – Assistant Director Transport

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

Contact telephone number: 01273-292095 **Email address:** mark.prior@brighton-hove.gcsx.gov.uk

Postal address:

Transport Group
Norton Road
Hove Town Hall
Ground Floor
BN3 3BQ

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, they 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. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published: www.brighton-hove.gov.uk

SECTION A - Scheme description

A1. Scheme name: A259 / West Street Underpass and associated structures

A2. Headline description:

Please enter a brief description of the proposed scheme and its timetable including the completion date (in no more than 50 words)

To undertake essential structural repairs, strengthening and part reconstruction of a primary highway structure constructed in phases between circa 1840-1880. This key structure supports the strategic Principal Road (A259), which carries 36,000 vehicles a day, 30,000 pedestrians a day and the National Cycle Route 2 (2,500 cyclists a day).

A3. Geographical area:

Please provide a short description of area covered by the bid (in no more than 50 words)

The structure is located in a central strategic position on Brighton's seafront, fronting the beach to its southern façade and directly supporting the Principal A259 corridor, the coastal promenade and cycle way; it also supports the adjacent primary West Street junction which links the seafront to Brighton's main railway station.

OS Grid Reference: **530760, 103960**

Postcode: **BN12LN**

Please append a map showing the location (and route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints on land use, planning etc.

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

Small project bids (requiring DfT funding of **up to £5 million**)

Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures



Major maintenance or renewal of carriageways (roads)



Major maintenance or renewal of footways or cycleways



Major maintenance or renewal of drainage assets



SECTION B – The Business Case

B1. The Financial Case – Project Costs and Profile

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (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 following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).

Table A: Funding profile (Nominal terms)

£000s	2017-18
<i>DfT Funding Sought</i>	3,389
<i>LA Contribution</i>	599
<i>Other Third Party Funding</i>	<i>N/A</i>

Notes:

1) Department for Transport funding is only for the 2017-18 financial year.

2) A minimum local contribution of 10% (by the local authority and/or third party) of the project costs is required.

B2 Local Contribution / Third Party Funding

Please provide information on the following points (where applicable):

a) The non-DfT contribution may include funding from organisations other than the scheme promoter. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.
Brighton and Hove City Council will contribute £0.599 million towards this scheme from its Local Transport Plan (LTP) funding, over the period 2017 to 2018 inclusive. This represents 15% of the overall scheme funding.

b) Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.

Have you appended a letter(s) to support this case? Yes No N/A

c) Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection (e.g. through the Access Fund or similar competition).

B3. Strategic Case (Maximum 50 words for each section a) to g)

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 the scheme 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 your scheme? (Describe economic, environmental, social problems or opportunities which will be addressed by the scheme).

Structure BS.5119 is in a very poor structural condition following surveys and inspections, requiring strengthening and reconstruction. Essential works are needed to mitigate long term risks to the principal A259 coastal artery. The costs are proportionally prohibitive within BHCC existing capital Highways Maintenance block fund **See Section B4.**

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

Sections of this key highway asset have been found to be at the end of their serviceable life, rendering parts of the structure to be structurally deficient. A risk of collapse could limit access making the provision of major events and connections unsustainable; causing part of the transport network inaccessible.

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

The only viable alternative to undertaking sectional structural replacement and strengthening works would be to completely infill the structures with concrete. This however would render the structures inaccessible in perpetuity. Thereby, excluding all future public access to the underpass and extinguishing future rental income from the adjacent business premises.

d) What are the expected benefits / outcomes?

A renewed strategic asset would be provided that is safe for use and fit for purpose, which safely supports and enhances a crucial part of the transport network. It also delivers a vital pedestrian link that allows for large festivals and events and the ongoing regeneration of Brighton seafront.

e) Please provide information on the geographical areas that will benefit from your scheme.

The structure is located at a crucial juncture on the Principal A259 which underpins and provides important support to the strategic highway network. Pedestrian linkages from Brighton railway station to the beach, the existing and future commercial, visitor, leisure and sporting coastal activities are also afforded by the structure.

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 only possible alternative solution is internal propping or infilling the existing structure with concrete, as described above. This has been rejected as it would exclude all future pedestrian access to the vital underpass link; thus reducing business development and denying any opportunity to generate increased enhancements in this locality.

g) What is the impact of the scheme?

The scheme provides the opportunity to enhance and improve the transport links and the network infrastructure, as the scheme incorporates necessitated highway, urban realm and safety improvements; by enhancing better pedestrian linkage and providing a structure that is safe for use and fit for purpose besides improving the seafront appeal.

B4. Affordability and Financial Risk (maximum 50 words for each of a) to c)

What is your Authority's most recent total outturn annual capital spending on highways maintenance (Year **2016/2017**) **figures should be entered in £000s** (i.e. £10,000 = 10)

£2529

What is the DfT contribution sought as a % and that annual total **134 %** (to 3 decimal places)

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme

Please provide evidence on the following points (where applicable):

a) What risk allowance has been applied to the project cost?

The risk allowance identified in the scheme risk register is £347,500.00.

The Scheme Risk Register is attached in Appendix C. This has been based on previous experience of works in these locations.

b) How will cost overruns be dealt with?

Change control process combined with a regular review of the Early Warning and Compensation Event Register, actual and forecast spend profile expenditure will be monitored and any risks to the financial forecast identified at an early stage.

c) What are the main risks to project delivery timescales and what impact this will have on cost?

The greatest risks to delivery timescales are utilities diversion and unstable ground conditions. Potentially this could impact on the cost of elements of the project. BHCC are confident that this can be managed to ensure it has no impact on overall cost of the project.

B5. Equality Analysis

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

B6. Value for Money

a) For all scheme bids, promoters should provide, where available, an estimate of the Benefit Cost Ratio (BCR) of the scheme.

Where a BCR is provided please be aware that DfT may wish to scrutinise the data and assumptions used in deriving that BCR.

Based on an analysis, we estimate that for different scenarios the BCR ranges between 11.30 and 17.11. Refer to Appendix H.

b) Please provide the following data will form a key part of our assessment:

Note this material should be provided even if a BCR estimate has been supplied and has also to be entered and returned as an MS Excel file in the VfM Annex MS Excel file).

A description of the do-minimum situation (i.e. what would happen without Challenge Fund investment).

The Highway Bridge Structure BS.5119 (constructed circa 1840-1880) is in very poor condition and the solution would be to temporary prop the pedestrian underpass to maintain structural integrity and support highway loadings or infill the subway with concrete. This would result in excluding all public access to the strategic pedestrian link. If the structure collapsed this would result in the closure of all westbound lanes on this section of the A259; together with the cycle lane and promenade. This would result in an adverse impact on tourism and the reputation of Brighton together with a loss of revenue from city centre car parks near to the structure which would be underutilised.

Details of significant monetised and non-monetised costs and benefits of the scheme (quantified where possible)

The loss of the A259 at this point would result in the need for spending over £1million to facilitate the traffic diversions required across the city centre. There would be a significant detrimental impact on local businesses, transport infrastructure, bus services and all vehicular traffic in and out of Brighton. In terms of benefits the new structure will provide added aesthetic continuity with respect to Architectural and conservational requirements. The quality of the seafront infrastructure is vitally important to the City's economy

Length of scheme (km)

0.03 km

Number of vehicles on affected section (Average Annual Daily Traffic in vehicles and if possible split by vehicle type) – to include details of data (age etc.) supporting this estimate.

31,629 (2012 AADT, located approx. 650 m west of scheme location)

c) Other VfM information where relevant - depending on type of scheme bid:

Details of required restrictions/closures if funding not provided (e.g. type of restrictions; timing/duration of restrictions; etc.)

Closure of westbound lanes on this section of A259.

Length of any diversion route, if closure is required (over and above existing route) (km)	Additional 2.2km for westbound local traffic, Additional 9.1km for westbound through traffic
Regularity/duration of closures due to flooding: (e.g. number of closures per year; average length of closure (hrs); etc.)	N/A
Number and severity of accidents: both for the do minimum and the forecast impact of the scheme (e.g. existing number of accidents and/or accident rate; forecast number of accidents and or accident rate with and without the scheme)	<p>Between Jan 2010 and Dec 2014 (60 month) a total of 31 accident cases were reported at the junction. Of these 7 were serious accidents.</p> <p>An improvement to the junction and the underpass link would result in a significant reduction in these accidents.</p> <p>The roads used in the assumed diversion routes for the Do Minimum have lower default accident rates than the default accident rate for the A259. Even with the additional length travelled by westbound traffic this would result in a slight reduction in the number of accidents with a full westbound A259 closure in the Do Minimum. Local accident data might result in a different conclusion.</p>
Number of existing cyclists; forecasts of cycling usage with and without the scheme (and if available length of journey)	The route carries 2,500 cyclists per day. The structure currently supports a dedicated cycle lane. Without the new scheme cyclists would need to be diverted to areas where they are no dedicated off carriageway cycle facilities increasing the risk of increases in cycle related accidents. The diversion would also increase cycle journey times as the current route is the most direct east west connection.

B7. The Commercial Case

This section categorizes 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

Council Contractor

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.*

B8. Delivery (maximum 50 words for a) and 100 words for b)

a) Are any statutory procedures required to deliver the project, if yes please provide details below;

Yes No

Details of statutory procedure (50 words maximum)

Working and co-ordinating with Brighton and Hove City Council Planning Authority to obtain relevant planning and conservation consents for works within a conservation area. Temporary traffic regulation orders to enable restriction of traffic movements during the implementation of the works.

b) Please summarise any lessons your authority has learned from the experience of delivering other DfT funded programmes (such as Challenge Fund tranche 1, pinch point schemes, local majors, Local Sustainable Transport Fund, Better Bus Areas) and what would be different on this project as a result.

Effective risk management is paramount with respect to controlling and limiting the effects of unfavourable local ground conditions that have been encountered during a previously DfT funded scheme within close proximity of the proposed and the general seafront vicinity itself. Using ground penetrating radar and extensive geotechnical investigations; together with monitoring will control the largest adverse risks to the project. Active and ongoing engagement with all stakeholders, local businesses and network co-ordinators will also be employed to provide constant real time updates so as not to impede on city wide events and programmed infrastructure improvement works.

B9. Stakeholder Support (maximum 50 words for a) and 100 words for b)

The proposed scheme benefits from full political cross-party support and key local stakeholders: such as businesses and residents. See Appendix J.

c) Does this proposal have the support of the Local MP(s);

Yes No

Name of MP(s) and Constituency

1. Simon Kirby- Brighton Kemptown and Peacehaven
2. Caroline Lucas- Brighton Pavillion
3. Peter Kyle- Hove and Portslade

d) List other stakeholders supporting the Scheme:

- 1 Local commerce
- 2 Local Enterprise Partnership Coast to Capital
- 3 Seafront Estates

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: Mark Prior

Signed:

Position: Assistant Director Transport



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: David Kuenssberg

Signed:



Submission of bids:

The deadline for bid submission is 5pm on:

31 March 2017 for Challenge Fund Tranche 2A (2017/18 funding)

An electronic copy only of the bid including any supporting material should be submitted to:

roadmaintenance@dft.gsi.gov.uk copying in Paul.O'Hara@dft.gsi.gov.uk