**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.

<table>
<thead>
<tr>
<th>Applicant Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local authority name:</strong> Salford City Council</td>
</tr>
<tr>
<td><strong>Bid Manager Name and position:</strong> Shoaib Mohammad, Assistant Director Technical Services</td>
</tr>
<tr>
<td><strong>Contact telephone number:</strong> 0161 779 6194</td>
</tr>
</tbody>
</table>
| **Postal address:** Salford Civic Centre  
Chorley Road  
Swinton  
Salford | **Postcode** M27 5FJ |

<table>
<thead>
<tr>
<th>Combined Authorities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Name and position of Combined Authority Bid Co-ordinator:</strong> Michael Purcell, KRN Asset Manager</td>
</tr>
<tr>
<td><strong>Contact telephone number:</strong> 0161 244 1121</td>
</tr>
<tr>
<td><strong>Postal address:</strong> 2 Piccadilly Place, Manchester M1 3BG</td>
</tr>
</tbody>
</table>

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:** [www.salford.gov.uk/hps](http://www.salford.gov.uk/hps)
### A1. Project name: Key Route Network (KRN) A57 Regent Road, Salford, Carriageway Resurfacing Scheme

### A2. Headline description: A bid to resurface a strategic section of the Key Route Network

- **Proposed start date:** July 2020
- **Estimated Completion date:** July 2021

**Brief description**

The implementation of a proposed carriageway resurfacing scheme and environmental improvements seeks to arrest deterioration of the defined section of the Key Route Network, by selecting areas of carriageway requiring urgent structural maintenance within the key economic area of the City. In addition, the scheme will include the refurbishment and replacement of highway drainage assets, safety barriers and pedestrian and cycling facilities along the route.

### A3. Geographic area:

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

A57 Regent Road – M602 roundabout and main dual carriageway section linking the M60 / M602 to Manchester City Centre and many other sites of regional economical importance. Regent Road provides access to Media City, Salford Royal Hospital and Port Salford which will promote employment opportunities to both local and regional economies.

- **OS Grid Reference:** E381909 N397892
- **Postcode:** M5 4UQ

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
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)**

<table>
<thead>
<tr>
<th>£000s</th>
<th>2019-20</th>
<th>2020-21</th>
</tr>
</thead>
<tbody>
<tr>
<td>DfT Funding Sought</td>
<td>4477 (total scheme cost 5596)</td>
<td><em>DfT funding not available in 2020-21</em></td>
</tr>
<tr>
<td>LA Contribution</td>
<td>1119 (20% of total scheme cost)</td>
<td></td>
</tr>
<tr>
<td>Other Third Party Funding</td>
<td>Not Applicable</td>
<td></td>
</tr>
</tbody>
</table>

**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.

Salford City Council - contribution to the scheme of 20%, this will be secured through the Highway Investment Programme

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).

A similar bid was submitted in 2017 in the Challenge Bid Tranche 2A, the bid was unsuccessful. No particular reason was provided but it was noted that at that time a number of successful authorities bids were for preventative treatments. Salford had already implemented an investment programme of preventative treatments and therefore did not meet criteria for bidding for that element of work.

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).

Salford City Council’s Highway Strategy

Salford’s highways have seen an investment in the network of over £25 million over a period ten years, with around £12 million spent on the carriageways. The strategy, which aligns to the HMEP principles of asset management, eludes to optimum maintenance interventions at the right time. It has targeted the improvement of the condition of the overall network and has therefore concentrated on the preventative treatments to arrest the deterioration of the “ambers” and “yellows” in order to provide head room to invest on tackling the critical areas of the network, the “reds”.

<table>
<thead>
<tr>
<th>All Roads</th>
<th>red</th>
<th>9.3</th>
<th>8.4</th>
<th>3.1</th>
<th>6.4</th>
<th>7.8</th>
<th>4.4</th>
<th>4.8</th>
<th>4.8</th>
<th>6</th>
<th>6</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>amber</td>
<td>10.5</td>
<td>10.2</td>
<td>4.7</td>
<td>4.8</td>
<td>5</td>
<td>11.2</td>
<td>11.8</td>
<td>11.7</td>
<td>13</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td></td>
<td>yellow</td>
<td>37.6</td>
<td>35.7</td>
<td>9.5</td>
<td>12.9</td>
<td>14</td>
<td>25.2</td>
<td>27.8</td>
<td>29.2</td>
<td>27.2</td>
<td>27</td>
<td>27</td>
</tr>
<tr>
<td></td>
<td>green</td>
<td>42.6</td>
<td>45.7</td>
<td>82.7</td>
<td>75.9</td>
<td>73.2</td>
<td>59.2</td>
<td>55.6</td>
<td>54.3</td>
<td>53.8</td>
<td>54</td>
<td>54</td>
</tr>
</tbody>
</table>

Strategic location and usage

Regent Road is strategically located close to the heart of the economic areas of Greater Manchester and provides a direct route linking Strategic Road Network from the M602 to these economic areas and the most direct access from the motorway network to Manchester City Centre. It carries over 41,000 vehicles per day (2016 DfT traffic count data) and this has increased by 20% over the last 8 years. 15% of this increase has taken place in the last three years.

Economic factors

This is led by major regeneration in the area, demonstrated through job creation and other Greater Manchester growth monitors. Regent Road connects the M60 and wider motorway network with Manchester City Centre and other regions with the Greater Manchester conurbation.

Environmental factors

Regent Road is already part of the Greater Manchester Key Route Network and has also been identified for inclusion in the Major Road Network. The existing worn surfaces of the road will be removed and will be 100% recycled. This scheme will contribute to creating better air quality and increased journey times as there will be less disruption caused by minor reactive maintenance work, which cause delays and congestion here. One of the contributors to the number of reactive repairs undertaken is the issue with sunken drainage covers. Salford City Council Engineers have trialled a number of proprietary reinstatement techniques and following successful trials it is our intention to reinstate the cover and frames with these innovative products. The initial cost is higher compared with conventional techniques but the lifespan is greatly increased with product guarantees of minimum five years. This will reduce the requirement for lengthy lane closures whilst reactive maintenance work is undertaken for extended periods of time and provide cost savings over the lifespan of the carriageway.
b) Why the asset is in need of urgent funding?

Reactive repairs have increased by over 170% which has led to increased congestion due to the need for lane closures for extended periods of time whilst road works take place. There have been 313 separate orders for work to the carriageway at Regent Road since 2012. This equates to a cost of approximately £115,000 of revenue expenditure here and has led to inevitable delays to road users. This leads to a greater potential for road traffic accidents and drivers are choosing alternative routes increasing journey times. In addition, there is a risk of an increase in third party damage claims becoming more likely if this deterioration isn’t addressed.

This work will contribute to the alleviation of social inequalities by providing a more commodious link to the job opportunities in the growing employment areas nearby. In addition it will encourage new businesses to locate and present businesses to grow here due to the safe, accessible road network that this scheme will provide alongside schemes already in delivery.

Air quality

The 10 Greater Manchester Authorities, who are under Direction from Government, are working collaboratively to develop a Clean Air Plan to tackle exceedances of the annual legal limit of 40µg/m³ for Nitrogen Dioxide at the roadside. Salford CC monitors the NO₂ along Regent Road using two diffusion tubes, the locations of which can be seen in the image below. The reported 2018 annual average for SA59 (site type - Urban Traffic) was 33.3 µg/m³ and SA60 (Site type - Roadside) 40.2 µg/m³. SA59 is 12m from the nearest kerb and SA60 is 4 m.

Modelling undertaken to inform the GM Clean Air Plan predicts that the proposed package of measure, yet to be approved by Government, will bring about compliance across Greater Manchester, in the shortest possible time and in any case by 2024. Regent Road is one of the last 10 points of exceedance across the conurbation, where modelling predicts that by 2023 the NO₂ annual level will be above 40 µg/m³ at the location marked with a red cross. It is believed that to improve air quality and bringing forward compliance with the legal limit for NO₂ at this location before 2024, innovative methods to aid traffic flow of the most will be required. The scheme proposed in this bid will greatly assist in meeting the air quality target.
The image below indicates SCANNER data - indicating a majority of amber and some red condition confirming the asset is approaching end of its lifecycle. Intervention soon will prevent the asset becoming critical and therefore prevent more costly full pavement reconstruction costs and inevitable major disruption.
c) What options have been considered and why have alternatives have been rejected?

A wide range of options have been considered including extensive patching, surface treatments, inlays and deep in-situ recycling. The preferred option is to resurface with Hot Rolled Asphalt. A cost benefit analysis has been undertaken to ensure sound a value for money solution is provided and that lifecycle costs and future traffic disruption are minimised. The considerations and outcomes are outlined below:

**KRN Carriageway Resurfacing**

<table>
<thead>
<tr>
<th>Road</th>
<th>Extent</th>
<th>Area</th>
<th>Road No.</th>
<th>Average Condition Index</th>
<th>Approx area (m²)</th>
<th>Preferred Treatment Option</th>
<th>OSGR</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regent Road, Salford 5</td>
<td>M602 Roundabout - Manchester Boundary</td>
<td>Ordsall &amp; Langworthy</td>
<td>A57</td>
<td>38</td>
<td>32,267</td>
<td>HRA resurfacing</td>
<td>E381909 N397892</td>
<td>£ 5,596,000</td>
</tr>
</tbody>
</table>

**Surfacing Material Options Considered**

<table>
<thead>
<tr>
<th>Surfacing Material Options Considered</th>
<th>Description</th>
<th>Life Span years</th>
<th>Unit Cost (approx)</th>
<th>Surface Interventions</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTA - Medium Temperature asphalt</td>
<td>High Stone content</td>
<td>15</td>
<td>£25/m² 50mm thick</td>
<td>can be dressed in year 8</td>
<td>Longevity issues similar to SMA, will require dressing and/or replacement of layers/patching at year 15</td>
</tr>
<tr>
<td>LTA - Low Temperature Asphalt</td>
<td>Stone Mastic Asphalt</td>
<td>12 to 15</td>
<td>£22/m² 35mm thick</td>
<td>re-surface or dress year 15</td>
<td>More surface intervention required over life span at year 12-15 including inlays</td>
</tr>
<tr>
<td>HRA - Hot Rolled asphalt (preferred option for key Route network)</td>
<td>Hot Rolled Asphalt</td>
<td>25+</td>
<td>£45/m² 100mm thick</td>
<td>can be dressed in year 8</td>
<td>Durable and resilient surface material that exceeds life expectancy. Can be dressed, can be retextured (improve skid properties)</td>
</tr>
<tr>
<td>MA- Micro Asphalt</td>
<td>Micro Asphalt</td>
<td>10</td>
<td>£17/m² 15-20mm thick</td>
<td>Re-applied 8-10 years</td>
<td>Can be re-applied but underlying surface deterioration will mean reconstruction is only postponed</td>
</tr>
<tr>
<td>DIR- Deep In-situ recycling</td>
<td>Deep Insitu Recycling</td>
<td>10</td>
<td>£41/m² 100mm thick</td>
<td>Additional Overlay reqd.</td>
<td>Major disruption, new overlay required immediately and surface interventions every 8 years costly, frequent interventions</td>
</tr>
<tr>
<td>GMA- Grouted Macadam Asphalts</td>
<td>Grouted Macadam</td>
<td>15+</td>
<td>£60/m² 100mm thick</td>
<td>none - can be dressed</td>
<td>Generally specialist use e.g. as hardstandings, dock side aprons and airport aprons-not considered for this project</td>
</tr>
</tbody>
</table>

*Unit Costs do not include Traffic Management or associated scheme costs
d) What are the expected benefits / outcomes?

**Public Satisfaction**

The NHT customer satisfaction survey for Salford, tells us that 41% of those surveyed felt that traffic levels and congestion on the network is a key concern. Resurfacing Regent Road will provide a safe passage and journey time reliability with no reactive maintenance. This will result in reduced congestion and will contribute to higher customer satisfaction for the 41,000 daily traffic journeys using this regional gateway. Undertaking these works by 2021 will perfectly dovetail into the Growth Deal Major Projects timetable.

**Air quality**

As previously described at Regent Road air quality is a major issue which will be tackled through the Greater Manchester Controlled Air Zone. This proposal will keep traffic moving and will generate less congestion thus contributing to the lowering of emissions in this area which will have a direct positive health benefit on the residents who live nearby and will greatly assist in meeting the air quality target.

**Social equality**

Bordering Regent Road is an area where there is a level of social inequality. The scheme seeks to include better facilities for all road users and this in turn will lead to greater opportunity for access to reliable public transport and services to enable commuters to gain access to potential employment areas nearby. In addition, businesses will have the confidence to grow knowing that there is a reliable highway network providing strategic connections to the wider conurbation and the region to satisfy their transport needs.

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)?

Unfortunately, a viable alternative low cost solution is not available. It is unlikely that adequate funding will be available to facilitate resurfacing of Regent Road within the timescales of delivery for Growth Deal funded major schemes. Eventually the road will reach critical state and the only option will be expensive full depth reconstruction creating more congestion and stifling economic progress.

Should this road section reach the point where it needs to be closed, this will have a devastating effect on the whole area. The diversion will take traffic from a three lane motorway to a single carriageway which will result in tailbacks onto the motorway and increase journey times by over 60 minutes. It will create congestion on the motorway network and increase the likelihood for accidents. This will also impact on the rest of the highway network in Salford as funding will be diverted from other highway investment projects to pay for this scheme. The remaining local highway network will deteriorate exponentially and within three years will return to the pre investment level condition encountered in 2010.
g) What are the economic, environmental and social impacts of completing this project?

**Economic Benefits**

This project will benefit the economy of the region by providing a more commodious route along this strategic east/west link. It provides transportation links across GM to areas of economic growth and is a strategic route from the M60/M62 directly into the heart of Manchester City Centre, and a vital link road to super growth areas and locations of regional economic significance across GM and the wider northern region.

**Environmental impact**

There is an opportunity to introduce sustainable drainage systems and rain gardens to introduce attenuation to alleviate highway flooding. The existing surface materials shall be disposed of at recycling facilities nearby to be re-introduced into the supply chain as alternative recycled material.

**Social Impact**

At the eastern edge of the proposed scheme work is almost complete to deliver the Manchester Salford Inner Relief Route Scheme (MSIRR). In addition a further £15m has been secured from GDF3 to undertake capacity improvements at Trafford Road at the western end of the scheme which provides a BCR of 12. Resurfacing Regent Road will link the two DfT funded major projects significantly enhancing the economical and asset management benefits.

![Map of Manchester and Salford](image)

**B4. Equality Analysis**

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

*(See Appendix 1 attached)*
**B5. The Commercial Case**

This section categorises the procurement strategy that will be used to appoint a contractor and, importantly for this fund, set out the timescales involved in the procurement process to show that delivery can proceed quickly.

What is the preferred procurement route for the scheme? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

Framework contract ☒

Direct labour ☐

Competitive tender ☐

*It is the promoting authority’s responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department with confirmation of this, if required. An assurance that a strategy is in place that is legally compliant and is likely to achieve the best value for money outcomes is required from your Section 151 Officer below.*

**B6. Delivery of project**

Are any statutory procedures, such as planning permission, required to deliver the project? If yes please provide details below;

☐ Yes ☒ No

Details of statutory procedures before works can commence
SECTION C: Declarations

C1. Senior Responsible Owner Declaration
As Senior Responsible Owner for Key Route Network (KRN) A57 Regent Road, Salford, Carriageway Resurfacing Scheme I hereby submit this request for approval to DfT on behalf of Salford City Council and confirm that I have the necessary authority to do so.

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

Name: Ben Dolan
Position: Strategic Director Place

C2. Section 151 Officer Declaration
As Section 151 Officer for Salford City Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Salford City 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: Joanne Hardman Chief Finance Officer
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