

# Local Highways Maintenance Challenge Fund



Department  
for Transport

## Expression of Interest Form: 2020/21 proposals

This form is for proposals over £5 million to be funded by DfT in 2020/21.

The closing date for Expressions of Interest is **31 October 2019**.

For proposals submitted by components of a Combined Authority a separate EOI form should be completed for each one, then the CA should rank them in order of preference.

### Applicant Information

**Local authority name:** Nottinghamshire County Council

**Manager Name and position:** Gary Wood – Group Manager Highways

*Name and position of officer with day to day responsibility for delivering the proposal.*

**Contact telephone number:** 0115 977 4270

**Email address:** [gary.wood@nottscc.gov.uk](mailto:gary.wood@nottscc.gov.uk)

**Postal address:**

Nottinghamshire County Council  
County Hall  
West Bridgford  
Nottingham  
NG2 7QP

### **Combined Authorities**

*If the proposal 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 Co-ordinator for CA proposals:**

**Contact telephone number:**

**Email address:**

**Postal address:**

**Postcode**

## **SECTION A – Description of works**

**A1. Name of proposal: Resilient Network Resurfacing A38 & A617 Growth Corridors**

### **A2. Geographic area:**

Please provide information about the location of the proposal (in no more than 50 words)

**In and around the Mansfield / Sutton in Ashfield area.**

- 1. A617 Rainworth By-pass (Millennium Way)**
- 2. A38 Alfreton Road (M1 to Coxmoor Road)**
- 3. A617 Pleasley Hill Way (Abbott Road to Pleasley Hill)**

OS Grid Reference:

- 1 = 458562-359358 - NG21 0BP**
- 2 = 446233-357209 – NG17 1BX**
- 3 = 451049-361268 - NG19 7QH**

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

### **A3. Description of existing problems and how the proposal would address them. Please set out which other options have been considered:**

(free text)

#### **Description.**

The proposal involves treatment to rejuvenate sections of the A38 / A617 Mansfield & Ashfield Regeneration Route which is a major east-west corridor between the M1 and the A1. The route has supported business and residential growth in the areas of Mansfield and Ashfield whilst serving as a critical link in the highway infrastructure.

The A38/A617 transport corridor plays an essential role in delivering growth in the area; through the proposed housing/employment growth planned along it; as well as providing a key east-west link between the M1 and A1 helping link residents/local businesses to the strategic road network and therefore to jobs/markets further afield. The A38 Alfreton Road and the A607 Pleasley Hill Way are also an Emergency Diversion Route for the M1 in both directions.

#### **Why the asset is in need of urgent funding.**

Since Rainworth Bypass and the Mansfield Ashfield Regeneration Route opened traffic volumes utilising this route have increased, particularly for LGVs/HGVs servicing new businesses operating from local industrial/retail parks. HGV volumes are 3-7 times greater than those originally forecast, consequently accelerating deterioration of the roads.

#### **Alternatives if funding not secured.**

Maintenance of these sections is likely to be surface course only repairs or patching which add a shorter useful life than 2-coat works. A single section/junction would be resurfaced each year or every other year depending upon deterioration rate compared with countywide requirements and available finance. This may take up to 10 years to fully implement, if at all.

**Scheme Impacts.**

Longevity for these critical sections of resilient network (Hospital A+E/M1 Diversion/future development/regeneration). Reduced overall maintenance cost, particularly with TM and high-spec materials for greater useful life. Reduction in temporary TM for reactive maintenance. Greater reliability of traffic flow. Reduced exposure to 3<sup>rd</sup> party claims.

**Restrictions / Closures.**

Given the strategic status of this road it would never be fully closed due to its condition, but it will be prone to ever more restricted availability through lane closure and speed / width reductions to maintain safety. This will adversely affect journey times.

**Delivery.**

NCC / Via design teams have a proven track record of in-house delivery of DfT funded projects  
Experience shows key lessons to be:

Appoint dedicated project manager to be single conduit on the project for all parties; this to be extended to this project, not always case with maintenance.

Carry out comprehensive ECI with appointed contractor and value engineer designs to identify cost savings and best delivery method.

Carry out meaningful consultation / exchange of information with affected parties in advance of works including thorough advanced signing. Special emphasis required on this project given likelihood of traffic delay.

## **SECTION B – The Business Case**

### **B1. The Financial Case – Project Costs and Profile**

Please indicate the anticipated cost of the proposal in the table below. **Figures should be entered in £000s** (i.e. £10,000 = 10).

#### **Funding profile (Nominal terms)**

<b>£000s</b>	<b>2020-21</b>	<b>2021-22</b>
<i>DfT Funding Sought</i>	<i>£9m</i>	<i>DfT funding is not available in 2021-22</i>
<i>LA Contribution</i>	<i>£3m (subject to reprofiling NCC Capital funding in 20/21 and 21/22)</i>	
<i>Other Third Party Funding</i>	<i>£1m</i>	

#### *Notes:*

- 1) Department for Transport funding will be granted in the 2020-21 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 additional funding is proposed please state what this is expected to be.*

### **B2. Timetable**

Proposed start date: *Autumn 2020*

Estimated completion date: *Spring 2021*

### **B3. Strategic Case and Economic Case**

The rationale for making the investment, evidence of the existing situation and why the asset 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.**

*(free text)*

#### **Options.**

The work involved is far greater than the annual block allocation for 'A' road maintenance in Nottinghamshire. The timing is right to fit in with the major developments due to take place in the area. Focussing on this route alone, ignoring the decline of the remaining 'A' road network, it would take up to 10 years to undertake the work being considered as part of this bid.

#### **Why is funding required?**

Since the early 2000's, the A38 Alfreton Road, the A617 Rainworth By-Pass and the A617 Pleasley Hill Way have suffered delays due to highway maintenance reactive patching and pothole, causing journey time delay for local businesses and residents during the works. This disruption will continue and increase in the future unless works are undertaken in the very near future.

## Benefits / Outcomes.

Expected benefits of this scheme would be to restore these routes to a condition capable of withstanding the industrial, retail and domestic development for which it was originally proposed in the Sherwood Growth Zone Report & East Midlands Regional Plan 2009. This protects a key part of the Resilient Network (M1 Emergency Diversion) and a Critical Asset (A+E Hospital) It is also needed to support the planned growth along this important corridor.

## Geographical areas likely to benefit.

Ashfield/Mansfield districts both have higher than average unemployment levels (2%) with levels in Sutton-in-Ashfield East at 2.9%. The route links the mid-Nottinghamshire HMA forming the spine of the travel to work area and is therefore vital to those travelling to/during work, particularly the residents/numerous businesses along the route.

## SECTION C: Declarations

### C. Senior Responsible Owner Declaration

As Senior Responsible Owner for [*proposal 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: **Gary Wood**

Signed:

Position:

**Group Manager Highways**



### Submission of Expression of Interest:

The deadline for the Expression of Interest submission is 5pm on **31 October 2019**  
Successful proposals for EOIs in Tranche 2B are to be funded by DfT in 2020/21.  
An electronic copy of the EOI should be submitted to:

[roadmaintenance@dft.gov.uk](mailto:roadmaintenance@dft.gov.uk) copying in [Paul.O'Hara@dft.gov.uk](mailto:Paul.O'Hara@dft.gov.uk)