

Challenge Fund Toolkit

Scheme Name

Resilient River Crossing Route Maintenance - Nottinghamshire

Scheme Promoter

Nottinghamshire County Council

Scheme Details

Scheme Opening Year

2020

Appraisal period: 30 years

If you are bidding for multiple schemes please fill out a proforma for each scheme. Blue indicates data needs to be added.

SCHEME COST (£1000s)

Financial Year	2019	2020	2021	2022	2023	Totals:
DfT Funding Sought	4,921	-	-	-	-	4,921
LA Contribution	-	-	-	-	-	-
Other Third Party Funding	-	-	-	-	-	-
Total	4,921	-	-	-	-	4,921

All Schemes

Input Data	Specific Data	Units	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)
Length of Scheme	6	(Km)	
Number of vehicles on affected section (split by vehicle type if possible)		(Total vehicles - AADT)	Please see Maps 07 to 11 for AADT
Cars		(Cars - AADT)	Please see Maps 07 to 11 for AADT
LGV		(LGV - AADT)	Not known
HGV		(HGV - AADT)	Please see Maps 07 to 11 for AADT
PSV		(PSV - AADT)	Not known
Average Speed on Route	62	(Km/h)	40mph (@ 4am)

Type of Road		(Motorway, Trunk, Principle or Minor)	These are Principal 'A' Roads which are also part of the County's Resilient Network in accordance with Well-Managed Highway Infrastructure -A Code of Practice. They are also designated as part of the National Major Road Network (MRN)
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Other salient information for the VfM Case	<p>A6097 / A612. We estimate that the SCANNER readings for the A6097 / A612 (Gunthorpe Bridge / Lowdham) section of this bid will have deteriorated to around 9% 'Red' in 3 years, and 17% within 5 years. The percentage of 'Amber' on these sections is estimated to increase to around 20% in 3 years, and 25% within 5 years. The costs of undertaking these works piece meal out of the capital budget would exceed £6,000,000 due to repeated works on this strategic route and progressive deterioration between works resulting in greater interventions. This figure also includes for reactive maintenance that would be required in the intervening years as well as potential insurance claims costs. There would also be a major impact on the public and local businesses through repeated year on year disruption due to traffic management. Around £50,000 worth of patching was undertaken in early 2018 as a stop-gap measure to hold the condition until more significant work could be programmed. Whilst this patching was a short-term measure to preserve safety on the route, it did have the effect of reducing the level of red recorded by the subsequent SCANNER survey during the Summer. As SCANNER is a visual survey and not structural, the underlying issues on the carriageway were not wholly identified by the SCANNER readings. As a result of this a GAIST Highway View survey was also utilised to better understand the structural nature of the pavement condition.</p> <p>A6011 / A60. We estimate that the SCANNER readings for the A6011 / A60 (Lady Bay Bridge / Loughborough Road) section of this bid will have deteriorated to around 56% 'Red' in 3 years, and 89% within 5 years. The percentage of 'Amber' on these sections is estimated to decrease from 78% to around 42% in 3 years, and 11% within 5 years as the condition switches from Amber to Red. The costs of undertaking these works piece meal out of the capital budget would exceed £3,000,000.00 due to the repeated closure of this strategic route which includes Nottingham Forest & Notts County football clubs, Trent Bridge County cricket ground, National water sports centre and the Motorpoint Arena.</p>
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Carriageways

SCANNER CATEGORY	Proportion of the road	Average RCI Number	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)
Red		6%	GAIST Survey info in Section B3 (b) of application form
Amber		31%	GAIST Survey info in Section B3 (b) of application form
Green		63%	GAIST Survey info in Section B3 (b) of application form

Cycleways

Input Data	Specific Data	Units	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)
Number of Cyclists		Cyclists/day	

Diversion

Input Data	Data	Units	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)
Please give information about the diversion Route	Given the resilient status of these routes they can only ever be closed in extreme circumstances (such as embankment slippage or flooding) but they may be prone to ever more restricted availability through lane closure and speed / width reductions to maintain safety. This will adversely affect journey times.		
Length of any diversion route, if closure is required (over and above existing route)		km	Closure of Gunthorpe Bridge: Diversion Route = 55km (towards Newark on Trent) or 32km (towards Nottingham) Closure of Lady Bay Bridge: Diversion Route = 2.5km (via Trent Bridge)

Average extra time per vehicle on diversion route (over and above existing route)		mins	Closure of Gunthorpe Bridge = 50 mins (towards Newark on Trent) or 35 mins (towards Nottingham) Closure of Lady Bay Bridge = 10 mins (via Trent Bridge)
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Bridges

Input Data	Specific Data	Units	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)
Please give information about any current or planned weight restriction	Bridges at the associated sites are all maintained in a condition by which such restrictions are not required. However, the bid does include for works at Gunthorpe Bridge and Lady Bay Bridge which will build in resilience to the longer term life of these critical structures.		
What year is this restriction due to come into place (if preexisting please put 2018)	NA		
Number of days per year the restriction is in effect	NA		
What vehicle class does the restriction apply to?			
Cars	NA		
LGV	NA		
HGV	NA		
PSV	NA		

Flooding

Input Data	Specific Data	Units	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)
Number of closures due to flooding per year	See note	(number of closures/year)	No closures in recent years, however, at times of high river levels this stretch of road has been submerged and closed in the past.
(Average) Duration of closure due to flooding	NA	(duration of closure - hrs)	