DARLINGTON BOROUGH COUNCIL

ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

Town Hall, Darlington DL1 5QT
DX 69280 Darlington 6
web site: http://www.darlington.gov.uk

Mr Paul O'Hara
Department for Transport

roadmaintenance@dft.gov.uk

Date : 30 October 2019
Please ask for : Dave Winstanley
Direct Line : 01325 406618
Email address : Dave.Winstanley@darlington.gov.uk
Your Reference :
Our Reference :
Document Name:

Dear Mr O'Hara

Local Highways Maintenance Challenge Fund
Darlington Borough Council – A68 Growth Zone Maintenance Programme

Please find enclosed our application for the A68 Growth Zone Maintenance Programme Challenge Fund. I have included a summary of the appendices below for information and ease of reference.

I have also attached two excel documents that are used as part of our bid for the A68 corridor. These are also included at Appendix B3(a)(1).

Appendix	Description
A2	Scheme Map
B3(a)1	DfT Challenge Fund Proformas
B3(a)2	Diversion Maps
B3(a)3	A68 Road Traffic Casualty Dashboard
B3(b)1	Skid Resistance (SCRIM) Plan Rural Section
B3(b)2	Skid Resistance (SCRIM) Plan Urban Section
B4	Equality Impact Assessment

If there are any queries in relation to the application, please do not hesitate to contact me.

The Tees Valley Combined Authority will also be submitting the full package of Tees Valley bids which will include this bid.

Yours sincerely

Dave Winstanley
Assistant Director – Transport and Capital Projects

Local Highways Maintenance Challenge Fund

Department for Transport

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: Darlington Borough Council

Bid Manager Name and position: Steve Pryke, Head of Highway Asset Management

Contact telephone number: 01325 406663 **Email address:** steve.pryke@darlington.gov.uk

Postal address: Darlington Borough Council
17 Allington Way
Darlington
Postcode: DL1 4QB

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: Tom Bryant, Head of Transport, Tees Valley Combined Authority

Contact telephone number: 01642 524463
Email address: tom.bryant@teesvalley-ca.gov.uk

Postal address: Tees Valley Combined Authority, Cavendish House, Prince's Wharf, Thornaby, Stockton-on-Tees, TS17 6QY

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.darlington.gov.uk/transport-and-streets/

SECTION A – Description of works

A1. Project name: A68 Growth Zone Maintenance Programme

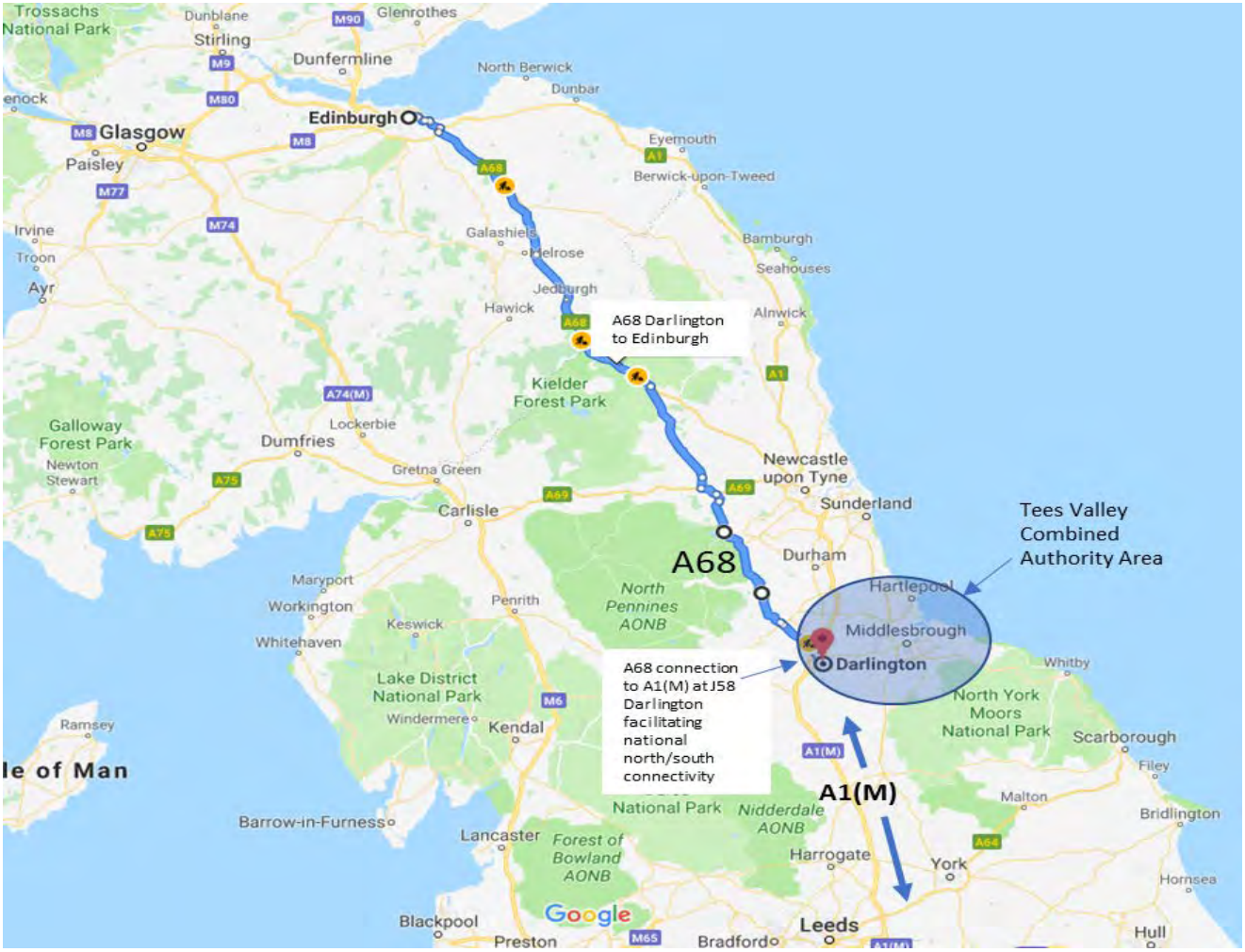
A2. Headline description:

Proposed start date: February 2020

Estimated Completion date: October 2020

Brief description

The **A68** is an important Principal Road connecting Edinburgh to Darlington. The route is part of the Primary Route Network (PRN) and Transport for the North's (TfN) Major Road Network (MRN). It is an important route into the Tees Valley Combined Authority area, of which Darlington is a constituent authority.



The A68 starts in Darlington town centre, forming part of the inner ring road, and then forms a radial route within the urban area connecting to the A1(M) at junction 58. Beyond this junction the route continues in a more rural setting heading northwards towards County Durham, Northumberland and then the Scottish Borders.

Importantly the A68 connects with the A1(M) at Darlington (J58) to form a north/south national route. The A68 is also a well-used alternative route to the A1(M) north of Darlington providing resilience and route choice which is utilised by HGV traffic.

The project is aimed at addressing condition issues on the route within the Tees Valley Combined Authority area but would also benefit the other geographic areas served by the route. It is presented in two distinct sections:

Urban Section

A 2.6km length of road that links the town centre to the A1(M). This is the most heavily trafficked road in the urban area with over 23,000 vehicles AADT flow. It is a multifunction highway providing strategic access to the Strategic Road Network (SRN) and access to local services such as two major hospitals, the town's main college and one of the main employment sites at Faverdale.

Asset management information has identified the need for urgent maintenance to address both deteriorating road condition, that requires full reconstruction in places and skid resistance issues.

Some localised areas are within identified flood zones and there are known issues identified as part of the Councils Flood and Water Management Act responsibilities. As part of the proposed bid it is planned to improve resilience by improving gullies and drainage assets to manage surface water flooding. In addition, the cycle route alongside the A68 from Brinkburn Road, Cockerton to Rotary Way will be resurfaced to current specifications to increase mode shift.

Rural Section

A 5.8km length of road from A6072 Swan House roundabout to the Borough boundary. Asset management information has identified a requirement for urgent maintenance to address both deteriorating road condition, that requires full/partial reconstruction in places and skid resistance issues.

The project will employ innovative recycling techniques to reuse the existing materials to reduce cost and provide a carbon saving by retaining material on site.

The suitability of innovative materials will also be considered such as plastic or rubber, subject to affordability within the scope of the bid.

The A68 Growth Zone Maintenance Programme is a bid, developed from evidence that seeks funding to address known maintenance and resilience issues, plans to try new innovative surfacing techniques and adopt a preventative cost saving approach

Appendix A2 provides details of the affected sections of road.

A3. Geographic area:

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

On the A68 within the Borough of Darlington and within the Tees Valley Combined Authority area. The route is on TfN's Major Route Network. The urban section extends from A1(M) Junction 58 to Darlington town centre and the rural section extends from A6072 Swan House Roundabout to the Borough boundary.

Rural
OS Grid Reference: **420765; 523583 – 425097; 520247**
Postcode: **DL2 2UJ**

Urban
OS Grid Reference: **427294; 516506 – 428576; 514780**
Postcode: **DL3 7BJ**

Appendix A2(1) provides details of the affected sections of road

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
☒ *(Urban A68)*

Resurfacing of carriageways including improvements to footways or cycleways that are within the highway boundary
☒ *(Rural A68 and Urban A68 cycleway)*

Renewal of gullies and replacement of drainage assets
☒ *(Urban and rural)*

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***
DfT Funding Sought	*2260*	*DfT funding not available in 2020-21*
LA Contribution	*150*	*603*
Other Third Party Funding		

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.

The Council will fund a **total of £753k from LTP Maintenance** allocations. An indicative profile is shown in **section B1** but the Council would be flexible and re-profile if that benefitted DfT requirements. **This equates to a match of 25%**. The bid has been developed in consultation with the Portfolio holder in forming spending plans for future years. This would need formal Cabinet approval in March 2020, if the bid is successful.

A local authority contribution of £753k in 2020/21 will commit **45% of the total Annual Highways Maintenance Block Funding grant to this project alone**. This is a significant contribution to address the condition issues on this important corridor.

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).

Current Problems

In **Section A2** we identified a significant section of the A68 is requiring urgent maintenance.

10% of the rural section from Swan House roundabout to the Borough boundary has been identified as **RED** on the Scanner Category. This is requiring resurfacing and partial/full reconstruction. However, a further **49%** is identified **AMBER** meaning it is deteriorating and will require more significant reconstruction and more expensive intervention if left untreated.

However, this is not the only issue why this corridor is in urgent need of funding. The latest asset management information reported in October 2019 relating to Skid Resistance (SCRIM data) indicates that **34%** of the rural section from Houghton Bank to Swan House roundabout may be deficient in terms of Skid Resistance.

In the urban area **5%** of the corridor is identified as **RED** on the Scanner Category. This is requiring resurfacing and partial/full reconstruction. However, a further **27%** is identified **AMBER** meaning it is deteriorating and will require more significant reconstruction and more expensive intervention if left untreated.

Again, this is not the only issue why this corridor is in urgent need of funding. Asset Management information relating to Skid Resistance (SCRIM data) indicates that **55%** of the urban section may be deficient in terms of Skid Resistance.

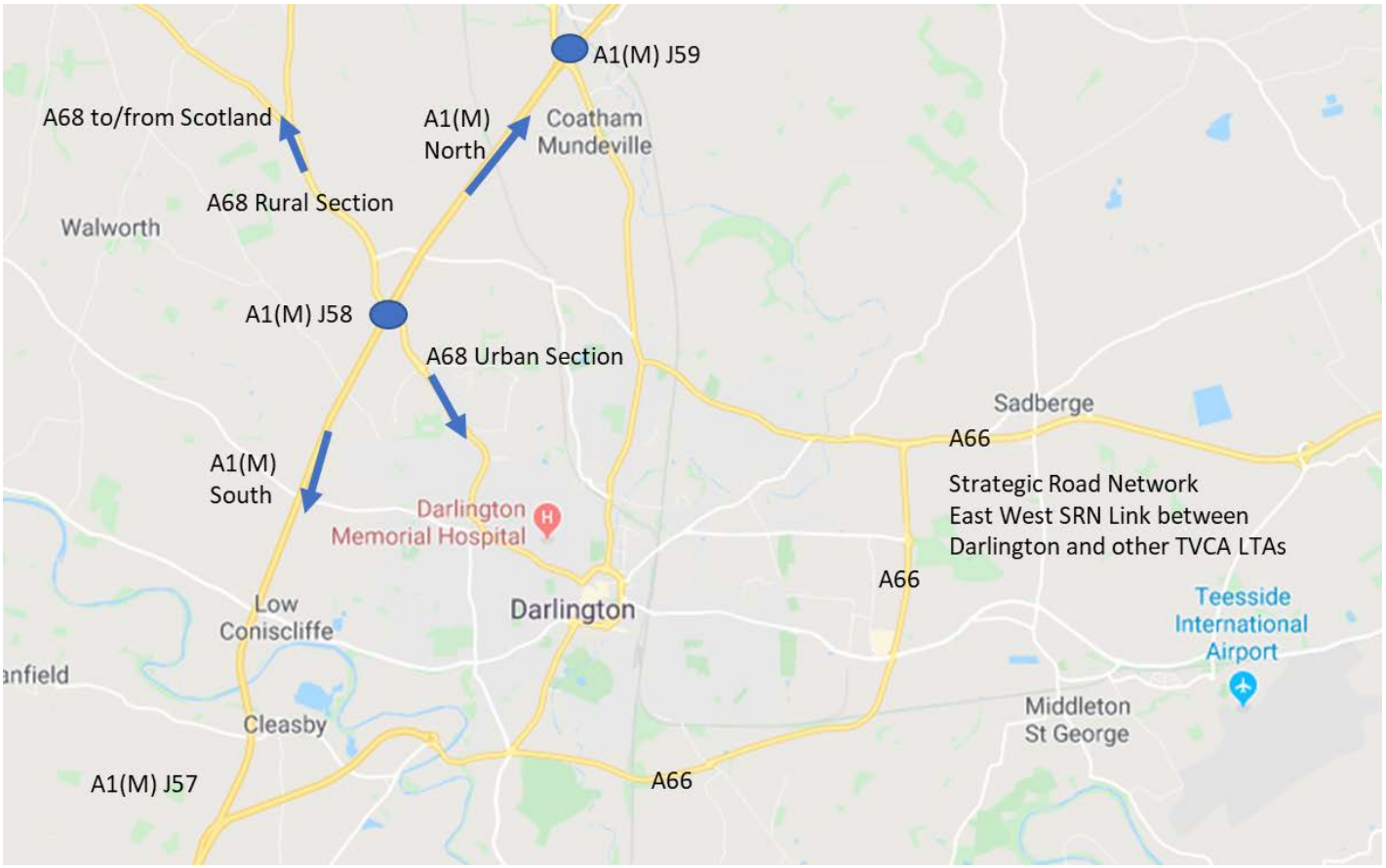
The urban section passes through an area of high flood risk around West Beck which needs addressing.

The Council is challenged with difficult decisions that are based on evidence from good asset management planning information. Whilst, the A68 is a high priority the Council is not able to fund all the high priorities identified despite increased resources being injected into road maintenance by the Council. Unfortunately, this means that the Council cannot always adopt good asset management principles on some assets. **The A68 Growth Zone Maintenance Programme is a bid, developed from evidence that seeks funding to address known maintenance and resilience issues, plans to try new innovative surfacing techniques and adopt a preventative cost saving approach**. This follows best practice and the principles being encouraged by DfT through innovation funding, taking a life cycle approach to ensure in time maintenance interventions.

Economic

The A68 is both a key **urban route** connecting Darlington town centre to the A1(M) Junction 58 and a long-distance **rural route** to County Durham, Northumbria, Scottish Borders and finally to Edinburgh City Bypass. It is a Primary Route that forms part of the TfN Main Road Network (MRN), Tees Valley Key Road Network (KRN) and is a key link to the Strategic Road Network (SRN).

The local roads through Darlington play a strategic role in the connectivity of the region. This arises from an **issue with the configuration of the Strategic Road Network**. Junction 57 on the A1(M) has **NO north facing slip roads**. This effectively means there is a missing link of SRN between the A1(M) and the A66, which results in strategic type traffic using local roads and particularly the A68 to connect between the A1(M) SRN at Junction 58 and the A66 SRN. Keeping the roads well-maintained, with minimal roadworks is key to supporting the economy.



The Tees Valley is a significant industrial area with Teesport being the largest exporting port in England. Logistics and distribution is identified in the Strategic Economic Plan as a key sector in the Tees Valley. Both Aldi and Argos have regional distribution centres on the A68 next to A1(M) junction 58, which attract transport from Teesport and nationally. Arriva Bus also has a regional depot located at Faverdale Industrial Estate that generates a significant number of bus services commencing and completing their shifts using the A68.

The road carries an abnormally high % of HGVs (7% on parts of the urban section close to the A1(M)) and this is likely to increase due to further logistics and distribution developments at Faverdale Industrial Estate.

The relocation of Darlington Farmers Auction Mart to a new site immediately adjacent to the A68 north of Junction 58 A1(M) and commercial developments in County Durham will add to higher levels of HGVs and with this the increased maintenance requirements and higher deterioration levels from this type of traffic.

The A68 is also one of our main arterial transport corridors between two of the town's main employment sites, Faverdale Industrial Estate and the Town Centre. Along the A68 growth corridor there are further Economic Growth initiatives. Large scale housing developments are planned as part of existing consented development and Local plan allocations. This includes **Burtree Garden Village** which was recently designated **Garden Village status by The Ministry of Housing, Communities and Local Government.** Further substantial housing development is under construction at West Park and proposed at Coniscliffe Park. The A68 will therefore be subject to additional traffic, including construction traffic.

Addressing the maintenance and management of the A68 is key to securing Economic Growth for the area and the condition of the asset supports the planned Economic Growth. The opportunities for the A68 Growth corridor have significant economic benefit. The bid seeks to address a **significant issue with the current funding level against the identified urgent maintenance needs from asset management planning information.**

Environmental

The urban section of the scheme carries in excess of 23,000 vehicles per day and is Darlington's busiest arterial route with traffic levels higher than the A66 Strategic Road Network around Darlington. These traffic volumes are beyond the theoretical link capacity making them extremely sensitive in terms of resilience and congestion. There are higher levels of reactive maintenance on this road given its condition resulting in numerous temporary road works which increase congestion and associated emissions and journey time.

Maintaining a reactive approach to this road or delivery of the scheme in phases will undoubtedly lead to more emissions, congestion and journey time delays. Delivering the scheme as a single project will have significant improvement on these factors. The table below shows the number of streetworks that have been carried out on A68 over the last 5 years and indicate an upward trend in these reactive interventions.

Year	Number of Streetworks
2014/15	39
2015/16	76
2016/17	62
2017/18	63
2018/19	88

The diversion for any works on the urban section if a road closure is required is an additional 16.2km. Using the traffic volumes on the road this equates to an additional 375,256km of unnecessary road travel per day of a closure. This is a 20-minute additional journey time per vehicle which equates to 460,000 minutes additional delay per day.

In the rural section traffic levels are in excess of 6,000 vehicles per day. The diversion route is an additional 9.3km adding a 10-minute delay, which equates to an additional 56,181km of unnecessary road travel and 60,000 minutes additional mileage and delay, per day.

Two proformas requested by the DfT have been attached to the bid at **Appendix B3(a)(1)** for each section. These provide traffic data and details of proposed diversion routes, maps of which are attached at **Appendix B3(a)(2).**

If this project is delivered over a 10-year phased period in line with our annual maintenance funding allocation this will result in a significant increase in emissions compared to a single project due to

multiple planned closures for the various phases and the associated additional mileage and delays and additional mileage arising from more frequent unplanned reactive maintenance

The current condition of the road will result in increased noise levels. The proposed new surfacing provides an opportunity to reduce noise levels particularly in the urban area.

Opportunities will be explored to reduce the environmental impact of the construction works by recycling materials in the rural section and to utilise innovative materials in the surfacing including plastic and/or rubber. We will also consider use of "warm" materials to reduce carbon emissions.

The scheme will include resurfacing of an old section of cycle route in the urban area which will encourage greater use and mode shift.

The A68 corridor passes through an area identified by the Environment Agency as being at risk of flooding so improvements to drainage assets are important and will compliment flood alleviation schemes in the area. Gullies and drainage assets will be maintained or improved where appropriate to address drainage/localised flooding.

Social problems/opportunities

Physical Activity

The bid incorporates the maintenance and upgrading of the riding surface of one of our main radial cycle and pedestrian routes. This will encourage greater levels of active/sustainable travel and route will be the subject of travel marketing through our "Let's Go Tees Valley" travel behaviour change programme.

Journey Quality

The existing road surface is scarred with patches and public utility reinstatements which provides a worsening riding surface. This can be a particular issue for highway users with muscular skeletal injuries or conditions such as arthritis.

Roadworks are a cause of driver stress and frustration. The number of roadworks (planned and unplanned) will increase unless the condition of the carriageway is addressed by this scheme.

Accidents

Since 2009 there have been 297 casualties on the A68 within Darlington. There have been 3 fatalities on the rural section and 46 serious injuries. Analysis is included at **Appendix B3(a)(3)** The ratio of Serious to Slight Casualties is high. An improved road surface can have a positive impact on road safety as it has a higher skid resistance and a better riding surface. Issues arising from damaged or inefficient drainage systems can also have an impact on road safety. The maintenance and replacement of damaged drainage assets will help to avoid ponding on the carriageway and reduce the risk of collisions occurring.

Personal Affordability

There are significant volumes of people using this road on a daily basis to access jobs, services and education. The additional journey costs arising from diversion over a prolonged period and delays at road works will have an impact particularly on low income families.

Access to Services

The condition of the road and roadworks has an impact in relation to access to the following:

The A68 is a key bus route for both local and sub-regional journeys. In addition, to these services Arriva Bus have their regional depot at Faverdale Industrial Estate on the A68 meaning significant number of buses using the route at the start and end of shifts. Roadworks and congestion have an impact on bus services providing access to local services, punctuality and reliability. A piecemeal approach to maintenance increases disruption to bus services and poorly maintained roads have an impact on the journey experience.

The A68 is a main arterial route into the town centre with a District Centre at Cockerton along the route and key services such as Darlington Memorial A&E Hospital (regional hospital) and West Park Hospital Trust (Tees, Esk and Wear Valleys NHS Foundation Trust HQ).

The A68 is also a route to access Darlington Rail Station, which is a key East Coast Mainline Station for the Tees Valley, North Yorkshire and South Durham.

The A68 links key existing and proposed employment and residential sites. Faverdale Industrial Estate is an important employment site, hosting Aldi and Argos distribution centres as well as a range of medium and large industrial and service sector businesses. The northern Faverdale area is home to the proposed **Burtree Garden Village** which was recently designated **Garden Village status by The Ministry of Housing, Communities and Local Government**. The garden village can accommodate up to 2,000 new homes and 200,000m^2 of employment space, creating up to 6,000 jobs. Further details are available at https://hellens.co.uk/garden-village-success/. A further 2,700 homes are proposed at West Park and Coniscliffe Park both of which rely on A68 for access.

Queen Elizabeth College is located near to the A68 towards the Town Centre. It is Darlington's main academic FE College with 2000 students and serves the wider hinterland with pupils coming from North Yorkshire, south and west Durham and Teesside, utilising 11 chartered coaches each day.

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

Two proformas requested by the DfT have been attached to the bid at **Appendix B3(a)(1)**. One covers the rural section and the other the urban section of the A68, both of which have different traffic and physical characteristics. In summary, they highlight that:

The Rural Corridor

10% of the corridor identified is **RED** on the Scanner Category. This is requiring resurfacing and partial/full reconstruction. However, a further **49%** is identified **AMBER** meaning it is deteriorating and will require more significant reconstruction and more expensive intervention if left untreated.
If the AMBER was to move into RED this could increase the cost of repairs significantly from the current estimated. A successful bid could avoid these costs and pressures.

However, this is not the only issue why this corridor is in urgent need of funding. The latest asset management information reported in October 2019 relating to Skid Resistance (SCRIM data) indicates that **34%** of the rural section from Houghton Bank to Swan House roundabout may be deficient in terms of Skid Resistance. A plan showing the extent of the carriageway that has been identified through SCRIM data as being deficient in terms of skid resistance (red sections) is attached at **Appendix B3(b)(1).**

The Urban Corridor

5% of the corridor identified is **RED** on the Scanner Category. This is requiring resurfacing and partial/full reconstruction. However, a further **27%** is identified **AMBER** meaning it is deteriorating and will require more significant reconstruction and more expensive intervention if left untreated.
If the AMBER was to move into RED this could increase the cost of repairs significantly.

However, this is not the only issue why this corridor is in urgent need of funding. The latest asset management information reported in October 2019 relating to Skid Resistance (SCRIM data) indicates that **55%** of the urban section may be deficient in terms of Skid Resistance. A plan showing the extent of the carriageway that has been identified through SCRIM data as being deficient in terms of skid resistance (red sections) is attached at **Appendix B3(b)(2)**.

The urban section of A68 is very heavily trafficked and has a high HGV and PSV content which will accelerate deterioration of the red and amber sections. Given the significant housing and employment sites in the area it is likely that the number of vehicles using the road will increase, specifically HGVs meaning that the rate of deterioration will be exacerbated.

The Local Transport Plan (LTP) sets out the Council's priorities for transport and investment. The Council's policy is that the LTP Funding will be allocated in the following priority order:

1. Maintain the existing highway asset;
2. Manage the existing highway network;
3. Improve the highway network.

The Council's Asset Management Policy and Strategy set a framework to determine priorities and funding decisions in relation to maintaining the highway asset. *(see link below)*
https://www.darlington.gov.uk/transport-and-streets/highways/highway-infrastructure-asset-management/

Our approach to highway asset management is twofold:
1. to focus on maintenance schemes that support Darlington's economy; and
2. to reduce or minimise long term maintenance liabilities.

Darlington's HIAM Strategy states.

Carriageways (roads) are the asset group with the largest need for attention and the desired outcome of this Strategy is to improve their overall condition. The Strategy targets increased investment in them in order to arrest the progressive deterioration that was occurring prior to 2011/12.

Desired Outcome: to deliver a sustainable improvement in overall condition.

Higher levels of investment have been targeted towards maintenance. However, the latest Whole of Government accounts indicated that the **carriageway element alone** has an accumulated depreciation of **£45.150m**. Darlington Borough Council's Maintenance Block Grant is £1.689m per year for ALL the Council's Highway assets **resulting in significant urgent competing demands for the funding available.**

Competing demands on high priority maintenance issues has resulted in the Council needing to allocate additional resources over the last 3 years from Council funding. **The Council has needed to inject circa £3.1million additional Council Funding** to address significant deterioration of the unclassified network and key maintenance issues on bridges and structures, resulting in less investment in other assets.

This demonstrates that the annual highways **maintenance block funding grant is NOT enough to address the competing demands of urgent prioritised maintenance works.**

The unclassified road network and structures could not be left un-checked and still require significant investment to arrest an alarming decline in condition; meaning potentially more difficult choices and prioritisation. This will mean reduced investment in other assets and **further pressures and deterioration on the principal road network**. The A68 is a key corridor for the Tees Valley and for the sub regional and national links.

The condition data is showing there is a need for intervention and a successful bid enable intervention at a point where it will be more cost effective. This asset condition and why the investment is need is summarised further in **section B3(b)**

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

A number of options have been considered: -

1. Do nothing

Deterioration of the asset will accelerate leading to more costly and time-consuming maintenance interventions. The Accumulated Depreciation of the carriageway asset will increase.
The Sections that are currently identified as 'red' on the scanner data may need more reactive repairs. The areas identified as amber on the Scanner data will become red leading to more widespread issues, greater structural damage to the carriageway foundations and increased delays on the road due to numerous road repairs. The recently reported SCRIM data has highlighted a greater risk relating to skid resistance which has worsened considerably over the last 12 months.

This option was rejected as the asset data identifies the Council must take action and failure to act would be likely to lead to more costly long-term repairs and a greater increase in the depreciation of the carriageway asset.

2. Doing something

Phased Approach over 10-15 years using the Highways Maintenance Block Funding grant. This would increase costs (preliminaries/inflation/multiple traffic management set ups) and increase disruption to traffic/businesses/residents through annual works and long diversion routes. The condition of other parts of the network will deteriorate due to funding being prioritised towards the A68 corridor leading accelerated deterioration of the wider highway asset.

This was rejected as it would result in greater traffic delays and disruption leading to increased mileage and carbon emissions due to traffic being diverted multiple times. Phased work on the same road corridor is not popular with residents and road users and has a negative impact on public satisfaction. It is viewed as poor planning by the public. It would result in more costly repairs due to the condition of the A68 deteriorating, particularly on later phases. It would also lead to a deterioration in the rest of the principle road network and the wider highway network.

3. Additional Council funding

The latest Whole Government accounts indicate that the carriageway element of the highway asset has an accumulated depreciation of £45.150m. Despite focussing spend on maintenance priorities the Council has needed to allocate additional resources in the last 3 years equating to circa £3.1million in addition to Local Transport Plan funding to address significant deterioration of the unclassified network and key maintenance issues on bridges and structures.

This was rejected as the Council has already prudentially borrowed additional funds to improve structural assets and the unclassified network. The Council has to balance the needs all residents across a range of general and focussed services. Further additional funding cannot be justified at a time when spending on other statutory services is being reduced significantly.

d) What are the expected benefits / outcomes?

- Reduction in the percentage of principal roads requiring planned maintenance - NI130/1
- Increase in public satisfaction with the condition of roads as measured by the NHT survey, which is currently very low and below the national average
- Reduction in the Accumulated Depreciation value for carriageways (Whole Government Accounts)
- Improved skid resistance, as measured by annual SCRIM data
- Reduction in distance travelled due to diversions
- Reduction in carbon emissions due to diversions
- Reduction in road traffic collisions on A68
- Increase in cycling
- Better value for money in terms of proactive in-time maintenance taking account of whole life costs
- Reduction in third party insurance claims
- Reduction in traffic noise
- Improved efficiency of the highway network in terms of journey time delay
- Greater resilience in terms of flooding

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)?

It would **NOT** be financially viable to deliver the proposed level of intervention if the funding was not secured.

Darlington's annual **Highways Maintenance Block Funding grant**, (including incentive funding) is **£1.689m for all assets**. The calculation of block funding explanatory note (published by Government) covering the period 2015/16 to 2020/21 indicates that funding is allocated on the basis of: -

Asset	Percentage allocation	Annual DBC Block Allocation (£)
Roads	**75%**	**1,266,750**
Split evenly between:		
- ***A Roads***	***25%***	***422,250***
- *B and C Roads*	*25%*	*422,250*
- *Unclassified Roads*	*25%*	*422,250*
Bridges	14%	236,460
Lighting	2%	33,780
Cycleway and Footways	9%	152,010

Source: DfT Highways maintenance funding allocations: 2015/16 to 2020/21 23 December 2014
2018/19 onwards indicative

Even if Darlington was to allocate **all** of the indicative Principal A Road network grant of £422,250 on an annual basis it would take **7-8 years** to complete the work identified in the bid. During that time costs would have increased as condition of latter phases would have deteriorated further. In reality probably moving towards a 10-year phased programme. This would have a negative impact on economic growth potential as keeping the road well-maintained, with minimal roadworks is key to supporting the economic activity on this corridor.

Allocating all the funding to one road is clearly not an acceptable approach and would have a substantial impact on the ability to carry out maintenance on the remainder of the network leading to more costly interventions in the future on other parts of the network and other key assets.

There are some serious and urgent maintenance issues on this corridor that the Council would need to address from a safety and serviceability basis. This would be on a prioritised basis within the resources available over a long phased approach, possibly 10-15 years.

This approach will result is further reactive maintenance and further deterioration of the route, with higher long-term costs impacting on network condition and the travelling public. The position we are in is that we currently are required to employ less than ideal policy and strategy approaches that move away from DfT guidance and best practice because of funding issues and competing demands on those limited resources.

A successful bid would avoid additional costs arising from multiple phases of works with associated traffic management and site set up costs, as well as cost increases due to inflation and additional structural damage to the carriageway due to deferred maintenance.

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

There are a significant number of positive outcomes from completing this project:

Economic impacts

The project supports the economic plans for the Western Growth Zone, assisting the development of the **Burtree Garden Village** as well as other major housing and employment sites on the A68 corridor. It also protects the productivity of existing businesses, in particular those in the logistics and distribution sector, and Arriva Bus.

The A68 is a key arterial route into the District Centre at Cockerton and town centre for residents of Darlington. Darlington town centre is a key destination for retail and other services for a wider hinterland in south County Durham.

The project will improve value for money through the intervention of in-time maintenance avoiding the risk of further costly damage to the structure of the carriageway. This will decrease the Accumulated Depreciation of the carriageway asset in the Whole Government Accounts and reduce the percentage of principle roads requiring planned maintenance as measured by NI130/1.

Environmental impacts

The A68 is a heavily trafficked arterial route and each time there are roadworks on the route it creates congestion on the town's other arterial routes and connector routes. This leads to slower traffic speeds and greater emissions resulting in poorer air quality. Long diversion routes during road closures add to this impact. Therefore, condensing the works into a single programme will reduce delay and have a lesser impact on air quality.
There will be increased resilience from flooding events, through better maintenance of the highway drainage asset.

Social impacts

The scheme will reduce the risk of road traffic collisions occurring through the construction of a new higher friction carriageway surface.

Maintaining access to key services along this corridor, including access to health, retail, education, leisure and employment sites, is important for Darlington residents and others from the wider sub region in the Tees Valley and County Durham. Services provided by the Acute Hospital, Foundation Trust and College have a wide catchment area.

Journey quality for all road users will be improved through the provision of a smooth carriageway surface and reduced noise. This will include the maintenance of an off-road cycle route alongside the urban section of the route.

There will be an increase in public satisfaction with the condition of local roads.

B4. Equality Analysis

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

See **Appendix B4**

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 ☐

Darlington Borough Council leads on a **Regional Surfacing Framework** that is in place for all North East Authorities as part of the **North East Highways Alliance**. This framework is in place and offers a competitive market tested approach to engage specialist surfacing contractors effectively and efficiently. **The Programme will be managed and supported by the Council's Asset Management Team and Direct Labour Organisation**. The package of works can be delivered within the timeframes as a result of having the frameworks in place. The Council also has frameworks and contracts in place for the all the supporting services and materials associated with the project. For example, traffic management, road marking, drainage and gully materials.

**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

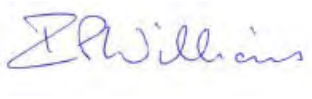
Are any statutory procedures, such as planning permission, required to deliver the project? If yes please provide details below;

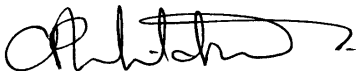
☐ Yes ☒ No

Details of statutory procedures before works can commence

n/a

SECTION C: Declarations

C1. Senior Responsible Owner Declaration	
As Senior Responsible Owner for *A68 Corridor Maintenance Programme* I hereby submit this request for approval to DfT on behalf of *Darlington Borough Council* and confirm that I have the necessary authority to do so. I confirm that *Darlington Borough Council* will have all the necessary powers in place to ensure the planned timescales in the application can be realised.	
Name: Ian Williams	Signed: 
Position: Director of Economic Growth and Neighbourhood Services	

C2. Section 151 Officer Declaration	
As Section 151 Officer for *Darlington Borough Council* I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that *Darlington Borough 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: Paul Wildsmith Managing Director and S151 Officer	Signed: 

Submission of bids:

The deadline for bid submission is 5.00pm 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

APPENDIX A2

Key:

- Rural Section
- Urban Section
- 1 Burtree Garden Village (upto 2,000 homes)
- 2 West Park Housing (1,200 homes)
- 3 Coniscliffe Park Housing (1,500 homes)
- 4 Faverdale Industrial Estate (Employment)
  - Aldi Distribution Centre
  - Argos Distribution Centre
  - Arriva Regional Bus Depot
- 5 Cockerton District Centre
- 6 Darlington Memorial Hospital
- 7 Queen Elizabeth Sixth Form College
- 8 Town Centre
- 9 Darlington Station (East Coast Mainline)

Rev./Amdt.	Amendment	Date	Approved

DARLINGTON BOROUGH COUNCIL
17 Allington Way
Darlington
DL1 4QB
Tel : (01325) 405000
Fax: (01325) 388724

Project No.	Project Title
001	A68 Corridor

Drawing Title: A68 Growth Zone Maintenance Programme

Drawn By	Date	Drawing No.	Scale
GR	23/10/19	001	NTS
Approved By	Date		Rev./Amdt.
NW	23/10/19		0/-

Challenge Fund Toolkit

Scheme Name	A68 Growth Zone Maintenance Programme (Urban)
Scheme Promoter	Darlington Borough Council

Scheme Details

Scheme Opening Year: 2021 Apprasial 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	853,413	-	-	-	-	853,413
LA Contribution	-	284,471	-	-	-	284,471
Other Third Party Funding	-	-	-	-	-	-
Total	**853,413**	**284,471**	**-**	**-**	**-**	1,137,884

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	2.613	(Km)	
Number of vehicles on affected section (split by vehicle type if possible)	23,164	(Total vehicles - AADT)	Measured at an automatic traffic counter site
Cars	22,531	(Cars - AADT)	
LGV	60	(LGV - AADT)	
HGV	344	(HGV - AADT)	
PSV	229	(PSV - AADT)	
Average Speed on Route	38.6	(Km/h)	Measured at an automatic traffic counter site
Type of Road		(Motorway, Trunk, Principle or Minor)	Principal Road, Primary Route, TfN Major Road Network (MRN) and Tees Valley Key Road Network (KRN)

Other salient information for the VfM Case	Whilst the proforma focuses on Scanner data outputs, anther key dataset, SCRIM data, indicates that 55% of the urban section is deficient in terms of skid resistance. A plan showing the extents of the road that has been identified through SCRIM data as being deficient in terms of skid resistance is attached at **Appendix B3(b)(2).**

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	5%	116	
Amber	27%	63	
Green	68%	8	

Cycleways

Input Data	**Specific Data**	**Units**	**Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)**
Number of Cyclists	107	Cyclists/day	Measured at an automatic cycle counter site

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	The diversion route is along roads of a similar standard to the A68, predominantly principal classified roads - the A1(M) cant be used as part of the diversion as some vehicles are banned on motorways. From A68/Faverdale roundabout north west along A68, across A1(M) to A6072 Swan House roundabout, then north along A6072 to B6444 Heighington Lane roundabout. From the roundabout east along B6444 to roundabout with St Andrews Way, then south and east along St Andrews Way to the A167 roundabout junction. South along A167, over A1(M) through Darlington to the Town Centre at A68 Northgate roundabout. From there south west along A68 to Bondgate then north west along Bondgate to the Woodlands Road/Bondgate signal controlled junction. Copy of diversion route attached at **Appendix B3(a)(2)**		
Length of any diversion route, if closure is required (over and above existing route)	16.2	km	The existing route is 2.6km and the diversion route is 18.8km
Average extra time per vehicle on diversion route (over and above existing route)	20	mins	It typically takes 5 minutes to travel along the section to be closed in light traffic conditions. It typically takes 25 minutes on the diversion route in similar conditions.

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	n/a		
What year is this restriction due to come into place (if preexisting please put 2018)	n/a		
Number of days per year the restriction is in effect	n/a		
What vehicle class does the restriction apply to?			
Cars	n/a		
LGV	n/a		
HGV	n/a		
PSV	n/a		

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	n/a	(number of closures/year)	
(Average) Duration of closure due to flooding	n/a	(duration of closure - hrs)	

Challenge Fund Toolkit

Scheme Name	A68 Growth Zone Maintenance Programme (Rural)
Scheme Promoter	Darlington Borough Council

Scheme Details

Scheme Opening Year: 2021 Apprasial period: 30 years

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

SCHEME COST (£1000s)

Financial Year	2019	2020	2021	2022	2023	**Totals:**
DfT Funding Sought	1,406,364	-	-	-	-	1,406,364
LA Contribution	150,000	318,788	-	-	-	468,788
Other Third Party Funding	-	-	-	-	-	-
Total	**1,556,364**	**318,788**	**-**	**-**	**-**	1,875,152

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	5.8	(Km)	
Number of vehicles on affected section (split by vehicle type if possible)	6,041	(Total vehicles - AADT)	Measured with a carriageway tube traffic counter
Cars	n/a	(Cars - AADT)	not available
LGV	n/a	(LGV - AADT)	not available
HGV	n/a	(HGV - AADT)	not available
PSV	n/a	(PSV - AADT)	not available
Average Speed on Route	86.9	(Km/h)	Measured with a carriageway tube traffic counter
Type of Road	Principle	(Motorway, Trunk, Principle or Minor)	Primary Route, TfN Major Road Network (MRN) and Tees Valley Key Road Network (KRN)

Other salient information for the VfM Case	The rural section is made up of two distinct sections. A 3.3 km section from Swan House Roundabout to Houghton Bank has been identified as needing resurfacing due to a recent SCRIM survey indicating that 34% of the carriageway is deficient in terms of skid resistance. A 2.5 km section from Houghton Bank Lane to the Borough Boundary has been identified as needing resurfacing and partial reconstruction as the result of a scanner survey. A plan showing the extents of the road identified through SCRIM data as being deficient in terms of skid resistance is attached at **Appendix B3(b)(1)**.

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	10%	128	This information relates to the 2.5km section of A68 that has been dentified as needing resurfacing and partial reconstruction as the result of a scanner survey.
Amber	49%	66	
Green	41%	13	

Cycleways

Input Data	**Specific Data**	**Units**	**Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)**
Number of Cyclists	n/a	Cyclists/day	not available

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	From the A68/B6275 junction in a north westerly direction to the A688 junction along the A688 in a north easterly direction to its junction with A6072, then in a south easterly direction along A6072 to the Swan House roundabout. Copy of diversion route attached at **Appendix B3(a)(2)**		
Length of any diversion route, if closure is required (over and above existing route)	9.3	km	The existing route is 5.8km and the diversion route is 15.1km
Average extra time per vehicle on diversion route (over and above existing route)	10	mins	It typically takes 4 minutes to travel on the section to be closed in free flow traffic conditions. It typically takes 14 minutes on the diversion route in the same conditions.

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	n/a		
What year is this restriction due to come into place (if preexisting please put 2018)	n/a		
Number of days per year the restriction is in effect	n/a		
What vehicle class does the restriction apply to?			
Cars			
LGV			
HGV			
PSV			

Flooding

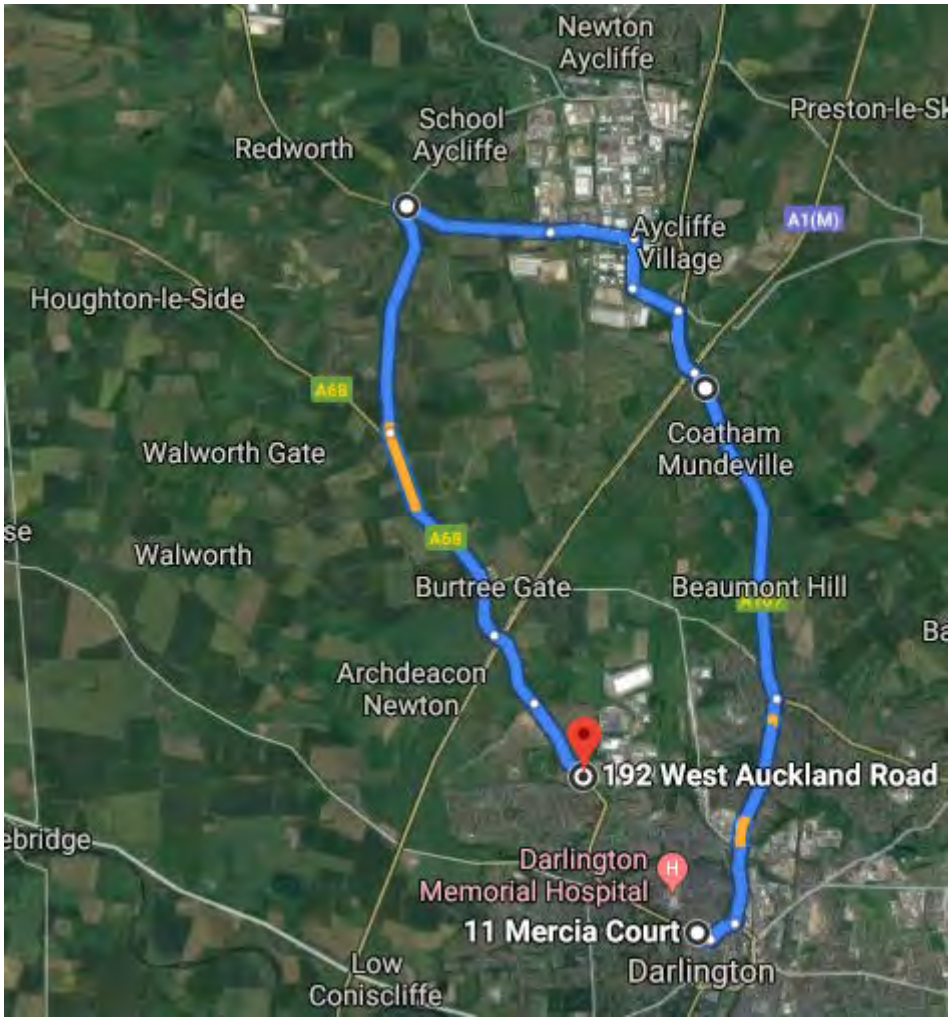
Input Data	Specific Data	Units	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)
Number of closures due to flooding per year	n/a	(number of closures/year)	
(Average) Duration of closure due to flooding	n/a	(duration of closure - hrs)	

A68 Growth Zone Maintenance Programme

A68 Urban section diversion route

Route Description
The diversion route is along roads of a similar standard to the A68, predominantly principal classified roads - the A1(M) can't be used as part of the diversion as some vehicles are banned on motorways.

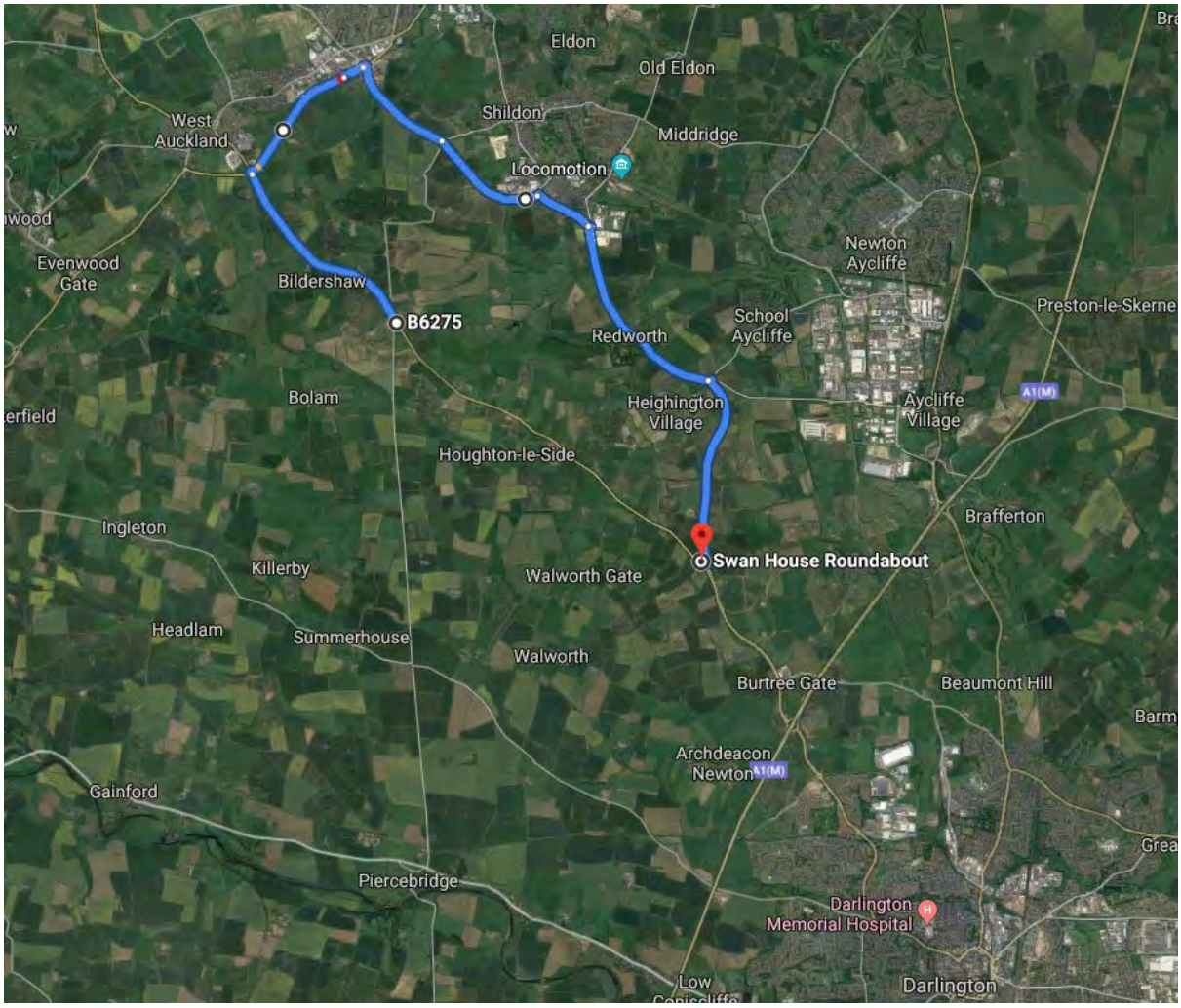
From A68/Faverdale roundabout north west along A68, across A1(M) to A6072 Swan House roundabout, then north along A6072 to B6444 Heighington Lane roundabout. From the roundabout east along B6444 to roundabout with St Andrews Way, then south and east along St Andrews Way to the A167 roundabout junction. South along A167, over A1(M) through Darlington to the Town Centre at A68 Northgate roundabout. From there south west along A68 to Bondgate then north west along Bondgate to the Woodlands Road/Bondgate signal controlled junction.



A68 Growth Zone Maintenance Programme

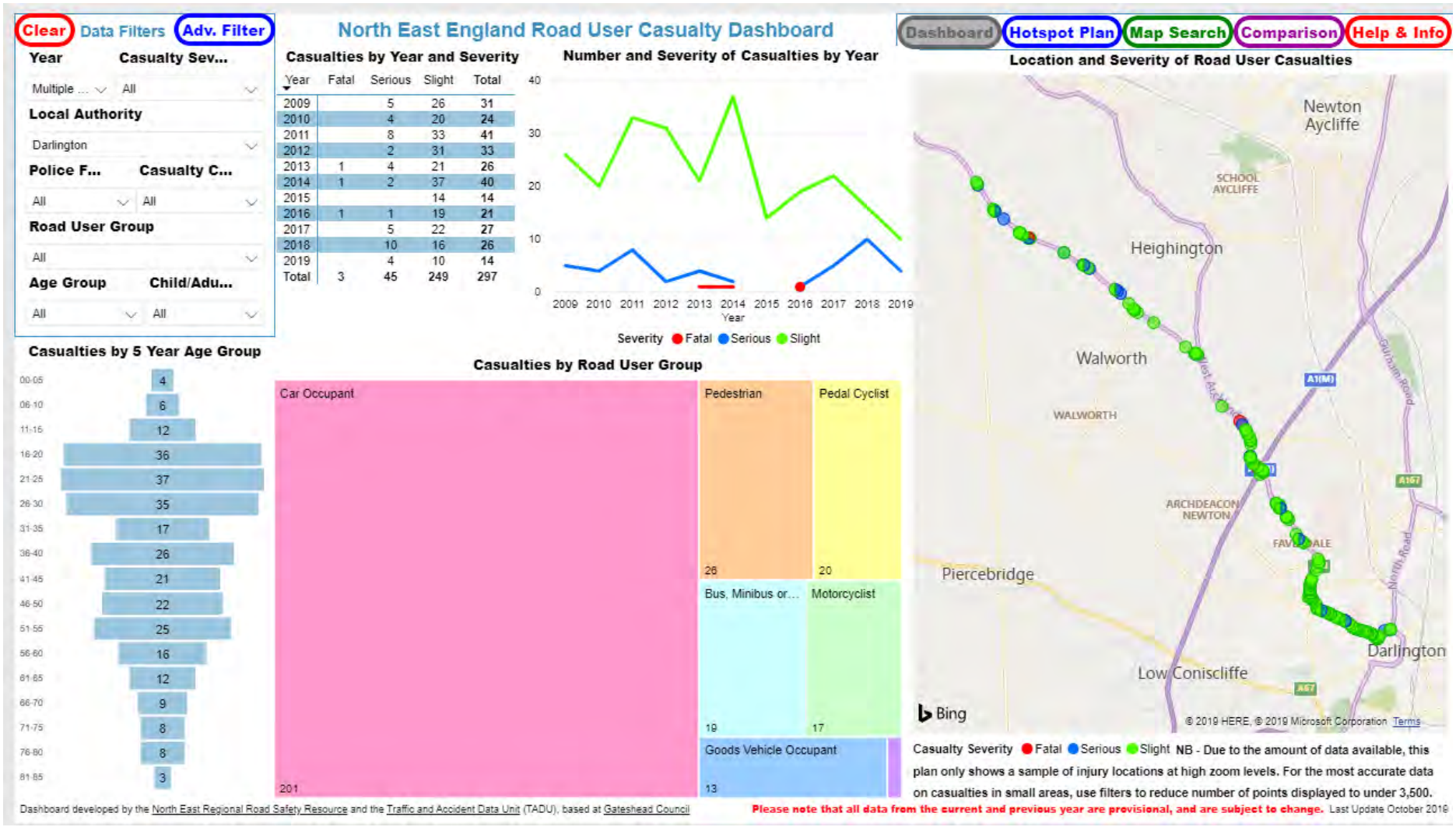
A68 Rural section diversion route

Route Description
From the A68/B6275 junction in a north westerly direction to the A688 junction along the A688 in a north easterly direction to its junction with A6072, then in a south easterly direction along A6072 to the Swan House roundabout.

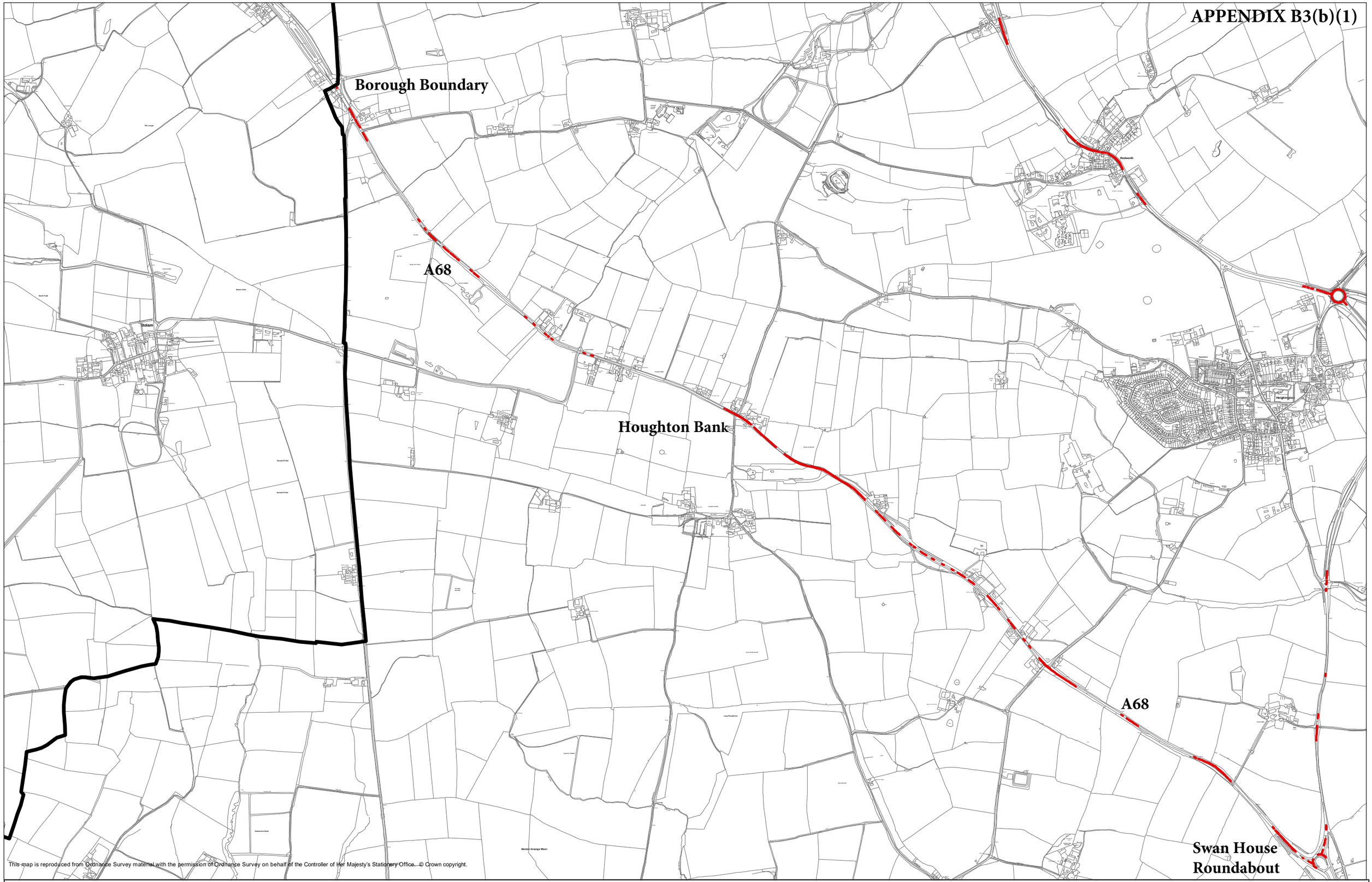


A68 Growth Zone Maintenance Programme

A68 Road Traffic Casualty Dashboard



APPENDIX B3(b)(1)

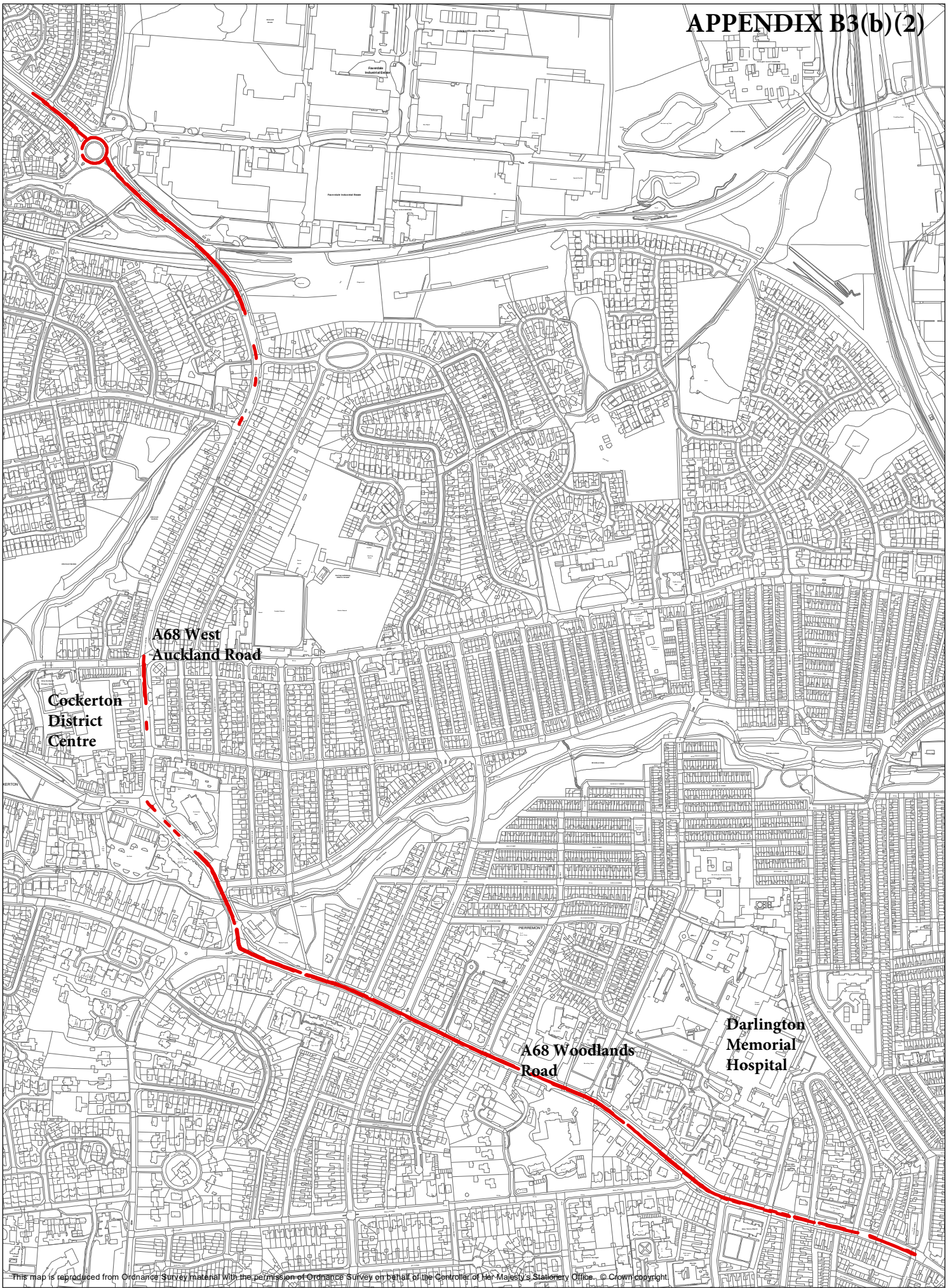


DARLINGTON BOROUGH COUNCIL

A68 Rural Section
2018 Scrim Deficiency, at or below investigation level

Date: 07/10/19
Scale: 1:15,000

APPENDIX B3(b)(2)



DARLINGTON BOROUGH COUNCIL

A68 Urban Section
2018 Scrim Deficiency, at or below investigation level

Date: 07/10/19
Scale: 1:7,500

Initial equality impact assessment screening form

This form is an equality screening process to determine the relevance of equality to an activity, and a decision whether or not a full EIA would be appropriate or proportionate.

Directorate:	Economy & Neighbourhood Services
Service Area:	Transport & Capital Projects
Activity being screened:	Maintenance Challenge Fund bid for funding
Officer(s) carrying out the screening:	Sue Dobson
What are you proposing to do?	Submit a bid to the Department for Transport to accelerate maintenance of the highway as follows: A68 Urban Corridor – From Woodlands Road/Greenbank Road Traffic signal-controlled junction to West Auckland Road/Faverdale roundabout – requires major maintenance and full reconstruction in places, based on the asset management scanner data. Gullies and drainage assets will be replaced to improve resilience to surface water flooding. In addition, the cycle route alongside the A68 from Brinkburn Road, Cockerton to Rotary Way will be resurfaced/redesigned to current specifications. A68 Rural Corridor – From A6072 Swan House roundabout to the Borough boundary. One section requires urgent resurfacing and full depth edge reconstruction in sections that are red on the scanner data and further resurfacing on amber sections to extend the life of the road. This will be done using recycling of the existing materials to reduce cost and provide a carbon saving by retaining material on site. Innovative materials will be used such as plastic or rubber, subject to final costs. A second section requires resurfacing as the latest SCRIM data has identified potential skid resistance issues.
Why are you proposing this? What are the desired outcomes?	It cannot be funded from our annual Maintenance Block allocation and therefore are bidding for additional funding.
	Outcomes: - • NI130/1 Reduction in the percentage of principal roads requiring planned maintenance. • Reduction in the number of people killed or seriously injured on A68

	• Increased satisfaction with highway asset – NHT survey • Reduction in the Accumulated Depreciation value for carriageways • Reduction in distance travelled due to diversions • Increase in cycling • Reduction in third party claims • Reduction in traffic noise • Improved efficiency rather than a programme of small schemes on a rolling programme resulting in delays/ queues/diversions.
Does the activity involve a significant commitment or removal of resources? Please give details	Significant commitment of resources from Department for Transport plus additional local contribution from existing Local Transport Plan resources.

Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or any other socially excluded groups?

As part of this assessment, please consider the following questions:

- **To what extent is this service used by particular groups of people with protected characteristics?**
- **Does the activity relate to functions that previous consultation has identified as important?**
- **Do different groups have different needs or experiences in the area the activity relates to?**

If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate.

Protected characteristic	Yes	No	Don't know/ Info not available
Age		✓	
Disability		✓	
Sex (gender)		✓	
Race		✓	
Sexual Orientation		✓	
Religion or belief		✓	
Gender reassignment		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	

Other			
Carer (unpaid family or friend)			
Low Income			
Rural Location			
Does the activity relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.		During the roadworks there will be disruption to bus services but also walking and cycling routes as well as diversions for vehicular traffic, which may be lengthy in the rural areas. Traffic management will be put in place to provide suitable alternatives so that those with certain types of disabilities / people with pushchairs / older people will still be able to navigate around the works. The improvement scheme itself will improve the physical environment assisting those with mobility difficulties, visual impairment, audio impairment (limited) and anyone using a bike or pram.	
Will the activity have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.		n/a	
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for Decision		The funding bid will save the Council money (and reduce budget pressures) and the resulting outcomes will benefit all road users, including more vulnerable road users (those with a disability, pedestrians, cyclists and those using public transport). There will be some disruption during the work, but this will be managed through effective traffic management.	
Signed (Assistant Director)			
Date		25 October 2019	