



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: Somerset County Council

Bid Manager Name and position: Mike O'Dowd-Jones. Strategic Commissioning Manager
Highways and Transport

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

Contact telephone number: 01823 356238 **Email address:**
modowdjones@somerset.gov.uk

Postal address: Economic and Community Infrastructure
Somerset County Council
County Hall
Taunton **Postcode** TA1 4DY

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: N/A

Contact telephone number: N/A **Email address:** N/A

Postal address: N/A
N/A

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.somerset.gov.uk/roads-and-transport/road-projects/>

SECTION A – Description of works

A1. Project name: M5 J26 Roundabout (Chelston Link)

A2. Headline description:

Proposed start date ____August 2020____

Estimated Completion date ____April 2021____

Brief description

The M5 J26 Roundabout and A38 Chelston Link road provide an important connection for Taunton, Wellington and the West Somerset region to the M5 strategic road network in the South West of England and form a key link in the Major Road Network in the area. The link road originally formed part of the M5 J25 -J26 Taunton Bypass which was opened to traffic during April 1974; whilst the M5 mainline became notorious for its carriageway failure only two years after opening and its subsequent costs of repair the J26 Roundabout and A38 Chelston Link although being constructed in the same manner has performed significantly better although it is now at end of life. The gyratory and link were passed to Somerset County Council to manage during the 1990's and are seeking DfT support through the Challenge Fund to treat the failing M5 Junction 26 gyratory and associated barrier and drainage infrastructure.

A3. Geographic area:

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

The M5 Junction 26 / A38 Chelston link is part of the MRN network providing access from the Strategic Road Network to the growth centre of Taunton and market town of Wellington in Somerset, a county in the west of England, situated 7 miles south west of Taunton in the Somerset West and Taunton district, near the border with Devon, which runs along the Blackdown Hills to the south of the town.

OS Grid Reference: **50°58'25.5"N 3°11'30.9"W**

Postcode: **TA21 9FD**

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.

Please refer to appended strategic case

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



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
<i>DfT Funding Sought</i>	4736.381	<i>DfT funding not available in 2020-21</i>
<i>LA Contribution</i>	0	1000
<i>Other Third Party Funding</i>	N/A	

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.

Somerset County Council's local contribution is already secured as it will be allocated to the project from our 20/21 capital 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).

There have not been any previous funding applications for this scheme

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.**

In addition to the answers provided below, please refer to the appended Strategic Case for a broader picture of the issues and proposed solutions along with a developed risk register.

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).

The M5 J26 roundabout requires structural maintenance and associated improvements to the pavements and drainage, which are now 45 years old and are demonstrating signs of stress and failure in the form of transverse and longitudinal cracking, rocking slabs, as well as localised flooding. It is evident from the Skanska commissioned Gaist detailed visual inspection (DVI) that the concrete pavement on the roundabout is reaching end of life where a significant planned intervention will be necessary to manage the asset and keep the highway open. (please refer to the appended strategic case for further information)

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

The J26 roundabout and A38 Chelston Link road provide an important connection for Taunton, Wellington and the West Somerset region to the M5 strategic road network in the South West of England. The road originally formed part of the M5 J25 -J26 Taunton Bypass which was opened to traffic during April 1974; whilst the M5 mainline became notorious for its carriageway failure only two years after opening and its subsequent costs of repair, the roundabout although being constructed in the same manner has performed significantly better although it is now at end of life. The road was passed to Somerset County Council to manage during the 1990's and we are seeking DfT support through the Challenge Fund to treat the failing carriageway and associated infrastructure.

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

There are few treatment options available due to the peculiar design of the pavement; 265mm (10.2") deep jointed unreinforced concrete pavement (JUCP) on a 75mm (3") of poor-quality sub-base (type1). With the available funding Somerset County Council will remove the pavement quality concrete present at the J26 roundabout and fully reconstruct the gyratory in a phased approach to maintain traffic flows to and from the motorway link. In developing the proposal we have considered several alternative approaches including crack-and seat on the roundabout which did not provide the optimal long-term solution, and also a do-minimum option to continue reactive smaller-scale repairs which would result in a higher whole-life cost for the repairs and considerably greater disruption when compared to undertaking the treatment as one large scheme. We have also costed an extension of the maintenance scheme to include the rest of the A38 link to Chelston roundabout but this was not achievable within the scope of the challenge fund budget. If additional funds become available it would be the County Council's ambition to treat the rest of the A38 link road with a crack, seat and overlay treatment, however the priority is to reinstate J26 roundabout first.

d) What are the expected benefits / outcomes?

Over a 25-year period Somerset County Council have been reinstating the legacy concrete pavements associated with 1970's M5 motorway development as trunk road agent and highways local authority – this will be one of the last sections to be treated, therefore removing the complex legacy of concrete pavement maintenance.

The Taunton Deane Core Strategy 2011 – 2028 sets out a number of Sustainable Development locations where development will be focused to facilitate the creation of 11,900 jobs and 17,000 new homes over the Plan period. The Taunton urban area will remain the strategic focus for growth within Taunton Deane borough and the wider sub-region, with plans to accommodate 13,000 homes and around 9,000 jobs.

A secondary focus for growth in the core strategy is the Wellington urban area and the associated settlements of Rockwell Green and Westford. Wellington is the sixth largest settlement in Somerset

with a population of 13,822 according to the 2011 census. The core strategy set plans for the construction of 2,500 net additional dwellings in the form of urban extensions to the north-east of the settlement, close to the M5 J26 and A38 Chelston Link road by 2028. A site of 8.67 hectares at Chelston is allocated for employment uses but has yet to be developed. The strategic position of employment land close to the M5 J26, has been identified in the Taunton Deane Core Strategy as providing a good opportunity for a single user site with good access to the national route network to accommodate major inward investment or to retain a major local employer requiring relocation or expansion. As such, the local borough council has given a commitment to retain this land for a strategically significant employer that would contribute towards raising local skills and the quality of the employment base.

The key benefits are therefore to ensure this important road link continues to operate effectively into the future in supporting the economic growth of the area, providing a diversionary route for the M5, accessing local businesses and Highways England depot, and minimising disruption and delay associated with the necessary repairs. Removal of concrete sections of carriageway will also have noise reduction benefits.

f) What will happen if funding for this scheme is not secured? Would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed scheme)?

The Council has planned a programme of maintenance and renewal over a period of 10 years to manage the high cost of dealing with the complex legacy of the concrete pavement; however the piece-meal approach of the plan is not as cost effective as an intensive programme of renewal and is seeking support of the DfT through the Challenge Fund to provide better value for money.

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

The design will use the recycled concrete pavement as subbase material, reducing the demand on quarried aggregates. Drainage will be replaced, with ditch systems re-cut. The detritus will be tested, and treated off site if required for hydro-carbons and heavy metals.

The roundabout is now at end of life and the County Council has a planned budget to manage / repair this as part of their 10 year maintenance plan. The maintenance work will result in local disruption, disturbance and possible displacement of businesses a response to the economic and social impacts of completing the project please refer to answer d).

B4. Equality Analysis

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

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 (N.B this is a TMC contract rather than a framework)

Direct labour

Competitive tender

Somerset County Council has contractual arrangements in place for the timely delivery of the proposed scheme. The delivery of the scheme will be achieved through the County's term highway partner who will be directly involved through ECI, design and delivery the proposed scheme. This delivery option has been competitively tested in the market to ensure value for money. The contract runs from 2017 to 2024 with scope for an extension to 2027 and this work is within the scope of the contract.

Somerset County Council have significant experience of managing improvement schemes through their existing Term Maintenance Contract and have recently partnered with Skanska to complete projects at both M5 Junction 23 Dunball Interchange and Junction 24 Huntworth Interchange.

In addition, Atkins were engaged through the previous Term Maintenance Contract to complete reconstruction of the M5 Junction 25 circulatory at Taunton in 2011/12. This multi-disciplinary improvement scheme was successful in providing replacement of existing concrete slab carriageway with full depth flexible pavement including renewal of drainage and vehicle restraint systems.

**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 [M5 J26 Roundabout (Chelston Link)] I hereby submit this request for approval to DfT on behalf of [Somerset County Council] and confirm that I have the necessary authority to do so.

I confirm that [Somerset County Council] will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name: Mike O'Dowd-Jones

Signed:

Position: Strategic Commissioning Manager Highways and Transport



C2. Section 151 Officer Declaration

As Section 151 Officer for [Somerset County Council] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [Somerset County 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:

Signed:

Sheila Collins.



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