

Local Highways Maintenance Challenge Fund



Department
for Transport

Application Form

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, for a small scheme we would suggest around 10 to 15 pages including annexes would be appropriate and for a larger scheme, 15 to 30 pages.

A separate application form should be completed for each scheme up to a maximum of one large bid and one small bid for each local highway authority.

Applicant Information

Local authority name(s)*: Torbay Council

**If the bid is a joint proposal, please enter the names of all participating local authorities and specify the lead authority*

Bid Manager Name and position: Tim Northway – Principal Engineer (Network Management)

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

Contact telephone number: 01803 207914 **Email address:** highways@torbay.gov.uk

Postal address: Residents and Visitor Services
Lower Ground Floor
Town Hall
Torquay
TQ1 3DR

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, they 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. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

<http://www.torbay.gov.uk/index/yourservices/transportandstreets/highwaymaintenance.htm>

SECTION A - Scheme description and funding profile

A1. Scheme name: Torquay Primary Access Renewal

A2. Headline description:

The A3022/A379 corridor shows as being in need of imminent structural maintenance within UKPMS, as embedded into the Council's Asset Management Plan. Crack and seating treatments with asphalt on concrete was applied in the 1990's and has left the authority with a maintenance legacy that now needs to be addressed.

A3. Geographical area:

This important strategic route connects the economic regeneration driver, South Devon Link Road (A380), within Torbay, to Torquay Sea Front, Town Centre and Northern areas of both business and residential developments.

OS Grid Reference: **288837 66458 to 292739 66458**

Postcode: **TQ2 7HX to TQ1 3NU**

Please append a map showing the location (and route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.

A4. Type of bid (please tick relevant box):

Small project bids (requiring DfT funding of between £5m and £20m)

Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures

Major maintenance or renewal of carriageways (roads)

Major maintenance or renewal of footways or cycleways

Major maintenance or renewal of drainage assets

Upgrade of Street Lighting

Large project bids (requiring DfT funding of between £20m plus)

Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures

Major maintenance or renewal of carriageways (roads)

Major maintenance or renewal of footways or cycleways

Major maintenance or renewal of drainage assets

Upgrade of Street Lighting

A5. Equality Analysis

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

SECTION B – The Business Case

B1. The Scheme – Summary/History (Maximum 200 words)

The roads share their construction type, in as much as they were predominantly built as in-situ concrete carriageways, probably in the 1950's. Whilst this form of construction has proved to be extremely resilient to rutting, it was necessary in the 1990's to attempt to convert the carriageway to a flexible construction using the then innovative crack and seating treatment. This had become a requirement as the concrete carriageways were suffering from a series of problems including the movement and rocking of slabs, polishing of the top layer, voids forming beneath slabs and ride quality issues due to disturbances created by public utility openings. This treatment bought the authority a respite of almost 25 years but now there are further ride quality issues, reflective cracking and other concerns that require attention. These can be partially controlled by the continuous application of preventative surfacing treatments and conducting reactive repairs, but ultimately the only complete answer is the removal of the distressed concrete and replacement with a traditional flexible surface.

A partial solution involving the replacement of the flexible surfacing layers only has been identified but would not produce the desired 25 year design life.

Please select what the scheme is trying to achieve (this will need to be supported by short evidence in the Business Case).

B2. The Strategic Case (Maximum 650 words)

Torbay Council has been in the upper quartile of highway authorities in the field of carriageway maintenance in efficiency terms. This was shown recently in a 'Cost/Quality/Customer' (CQC) analysis conducted by Leeds University on behalf of HMEP. Torbay has always concentrated a proportion of its budgets on preventative maintenance and has not yet resorted to tackling worst first scenarios when determining where to allocate its capital highway maintenance budgets. This has allowed the authority's local roads to be more resilient than otherwise would have been the case but always with the knowledge that at some stage the more expensive underlying maintenance legacy will need to be addressed. This practice is now advocated as being in line with the recommendations of asset management and is embedded into the authority's own Asset Management Plan.

Accordingly this bid is being submitted as part of this Challenge Fund initiative to allow the authority to dedicate resources on a scheme that is much needed but in view of an indicative annual budget, which this year is only £1.4m, a £7.5m project of this nature is out of the question in normal circumstances.

The asset was predominantly an in-situ reinforced concrete carriageway that was originally built in the 1950's and more recently subjected to a crack and seating treatment in the 1990's followed by a bituminous surfacing overlay layer of 100mm depth. This treatment has exceeded its original design life but the carriageways are now in need of full depth reconstruction to avoid the need for continuous reactive repairs and to overcome customer complaints about noise, vibration and ride quality concerns.

There are a number of similar large maintenance schemes within Torbay and it is currently estimated that there is a recorded £13M backlog, but the A3022 and A379 are both important strategic routes within Torbay and have been prioritised accordingly. The roads both exhibit structural issues and are identified as being in need of assessment within the UKPMS system that is used to generate schemes within the Asset Management Plan. The fact that the roads are of such significant importance to the area and the nature of their construction with the associated expensive break out and excavation poses a real challenge using the existing maintenance allocations available.

There are also other issues that the scheme would be expected to address, such as the opportunity to introduce more modern drainage grates and gullies, as part of the route is frequently subjected to flash floods during intensive rainfall even of relatively short duration. The strategic route is in an urban setting so poses little risk to wildlife, but would be of benefit in noise reduction terms for Babbacombe residents in particular, who complain that large vehicles currently create intrusive noise and vibration issues to their properties.

If the bid is unsuccessful the lower cost option of replacing the bituminous layers will have to be considered as a candidate for future implementation. Unfortunately, for an authority of this size and DfT funding being awarded mainly on the overall network length, with the current levels of funding these will never allow the implementation of the full scheme.

The eventual impact on the towns of Torquay and Paignton will be significant as even the lower cost option will require a full year's allocation meaning that local roads will suffer and preventative maintenance elsewhere may have to be delayed. This will then inevitably produce the much anticipated rapid decline in the carriageway network condition that has been predicted by the Asset Management Plan's Lifecycle Planning Toolkit.

The route carries 23,730 vehicles average annual daily traffic but caters for higher flows during the summer season. Torbay's economy is based on tourism and the opportunity to improve the area for residents and visitors alike would be invaluable. The coastal section of the A3022 between Torquay and Paignton is and the A379 route to the north of the Bay is important in this respect.

This section should set out the rationale for making the investment and evidence of the existing transport problems, set out the history of the asset and why it is needed to be repaired or renewed. It should also include how it fits into the overall asset management strategy for the authority.

In particular please provide evidence on the relevant questions/issues at paragraph 15 onwards of the accompanying Challenge Fund guidance.

Supporting evidence may be provided in annexes – if clearly referenced in the strategic case. This may be used to assist in judging the strength of your strategic case arguments but is unlikely to be reviewed in detail or assessed in its own right. So you should not rely on material included only in annexes being assessed.

What are the current problems to be addressed by your scheme? (Describe any economic, environmental, social problems or opportunities which will be addressed by the scheme.
Economic benefits to businesses in that the routes are crucial – 2 designated growth areas in the local plan (Torquay Gateway and Town Centre), routes important for deliveries, access to town centre retail and business parks, industrial estates and office developments. The current composite carriageway construction is also creating noise issues for adjacent residents and is exhibiting poor ride quality for vehicles.

Why the asset is in need of urgent funding?

The scheme is estimated to require in excess of £7.5M to address. Torbay Council receives funding based on its carriageway network length. Due to the small size of this unitary authority this is typically in the order of £1M. Therefore a scheme of this nature

which is deteriorating at a rapid level can not be treated with the normal level of resources. This requires urgent funding to address.

What options have been considered and why have alternatives have been rejected?
Prudential borrowing has been considered but the payback amounts would exhaust the remaining structural maintenance budget for future years. Piecemeal investment from the Highway Maintenance Block has been considered and is the only alternative to this bid.

What are the expected benefits / outcomes?

To be able to carry out a scheme before major safety concerns become evident as the road condition deteriorates. To improve the ambience of Torbay as a major tourism resort and to improve visitor experiences.

Please provide information on the geographical areas that will benefit from your scheme. You should indicate those areas that will directly benefit, areas that will indirectly benefit and those areas that will be impacted adversely.

The A3022 is the main arterial route into Torquay from the Motorway/Trunk Road network. It carries all road traffic from the soon to be completed South Devon Link Road and its loss as a primary route would have a significant impact on all communities in Torbay. The A379 conducts a similar role for traffic entering the Bay from the communities to the north of the area, Teignmouth etc. and forms the only real viable route for diverting traffic out of the bay to Exeter and further afield.

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)?

If funding is not secured, the alternative is simply to renew the flexible surfacing layers and to leave the concrete base in-situ. This would be done over a number of years as the indicative funding awards do not cover schemes of this scale within a small authority. The residual life of the surfacing layers would be expected to last for up to 10 years before they are in need of replacing. This is far less than would be the case if full reconstruction was to take place. The design life would then be 25 years for the surfacing layers and indefinite for the structural base layers. This would cost £2.4m to carry out which represents almost all of the highway maintenance block allocation for two years. It would have to be done in stages and thus the impact on road users would be substantial and prolonged.

What is the impact of the scheme?

Longer term benefits to the area will be significant to business and the economy, the cost savings to the authority, improved environmental impact (noise) etc.

The ability to address a whole route rather than piecemeal schemes on this strategic route would be invaluable to an authority of this size.

B3. The Financial Case – Project Costs

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (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 following tables. **Figures should be entered in £000s (i.e. £10,000 = 10).**

Table A: Funding profile (Nominal terms)

£000s	2015-16	2016-17	2017-18	Total
DfT Funding Sought		4,000	3,540	7,540
LA Contribution		400	354	754
Other Third Party Funding				

Notes:

- 1) Department for Transport funding must not go beyond 2017-18 financial year.
- 2) A minimum local contribution of 10% (local authority and/or third party) of the project costs is required.

B4. The Financial Case - Local Contribution / Third Party Funding

Please provide information on the following points (where applicable):

- a) The non-DfT contribution may include funding from organisations other than the scheme promoter. Please provide details of all non-DfT funding contributions to the scheme costs. 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 funding contribution will all be from the promoting authority.
- b) Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.

Have you appended a letter(s) to support this case? Yes No N/A

- c) Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection.
N/A

B5. The Financial Case – Affordability and Financial Risk (maximum 300 words)

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme (you should refer to the Risk Register – see Section B10).

This project has been summarised in the technical bid at the beginning of the appendices. The Council will use a combination of part of its Highway Maintenance block and revenue funding to reflect the nature of the works associated. The renewal of gully grates and frames will normally be from revenue expenditure. The bid has included a 10% contingency figure to cover the normally associated problems with this type of road construction. In particular the in-situ concrete slabs frequently hide voids and the removal can damage some of the older public utility plant, such as cast iron pipes.

The scheme is scalable in as much as the extent of the intended inlay resurfacing works can be reduced or postponed to a future year's programme. Whilst it is desirable to cover all of the route in the two year window this isn't essential.

In general responsibility for risks associated with the design and procurement processes will rest with the Authority. Design and Procurement will be carried out by the Authority's 'in-house' specialist Engineering and Procurement teams.

Risks associated with the construction process will be contractually passed to the appointed contractor or utility company, unless responsibility is proven to rest with the Authority's design. Responsibilities for specific risks are as follows:

Unknown Services – The contractor will have contractual responsibility to identify services in the site area. A requirement for trial holes to locate service positions will be required as preliminary works, once the approximate locations of services have been provided by the appropriate utility company.

Adverse Weather – Contract conditions will pass responsibility to the contractor for allowance of disruption for adverse weather. The contractor would however have the opportunity to prove unseasonal weather conditions as a mitigating factor if an independent assessment proves such a case.

High Level of Traffic Congestion – The contractor will have a contractual responsibility to reduce the impacts of unusually high traffic congestion during the works.

Ground Conditions – The contract will require the contractor to carry out an assessment including trial excavations to assess ground conditions prior to construction. The Authority has carried out preliminary ground investigations at design stage. Unforeseen conditions will require contractual negotiation between client and contractor to ascertain any financial or time related affects.

Loss of Contractor – The loss of contractor would result in the authority undergoing an assessment of the residual value of the remaining works and consider whether these works can be completed under other term maintenance contracts under the Authorities control. There may however be a requirement for a full procurement if the values of the remaining work exceed standing order values.

B6. The Economic Case – Value for Money

- a) If available for smaller scheme bids, promoters should provide an estimate of the Benefit Cost Ratio (BCR) of the scheme.
- b) For larger schemes costing £20 million or more we would expect the bid to include a BCR and this should align with WebTAG - <https://www.gov.uk/transport-analysis-guidance-webtag>

Where a BCR is provided please provide separate reporting in the form of an Annex to the bid to enable scrutiny of the data and assumptions used in deriving that BCR. This should include:

- A description of the key risks and uncertainties in the data and assumptions and the impact these have on the BCR;
- Key assumptions including (but not limited to): detail of the data used to support the analysis, appraisal period, forecast years, level of optimism bias applied; and
- A description of the modelling approach used to forecast the impact of the scheme and evidence to demonstrate that it is fit-for-purpose.

c) **Please provide the following data which may form a key part of our assessment:**
Note this material should be provided even if a BCR estimate has been supplied (unless already covered in a VfM Annex).

A description of the do-minimum situation (i.e. what would happen without Challenge Fund investment).

If funding is not secured, the alternative is to renew the flexible surfacing layers and to leave the concrete base in-situ. This would be done over a number of years as the indicative funding awards do not cover schemes of this

	<p>scale within a small authority. The residual life of the surfacing layers would be expected to last for up to 10 years before they are in need of replacing. This is far less than would be the case if full reconstruction was to take place. The design life would then be 25 years for the surfacing layers and indefinite for the structural base layers. This would cost £2.4m to carry out which represents almost all of the highway maintenance block allocation for two years. It would have to be done in stages and thus the impact on road users would be substantial and prolonged.</p>
<p>Details of significant monetised and non-monetised costs and benefits of the scheme (quantified where possible)</p>	<p>Monetised benefits will be to reduce the need for ongoing reactive maintenance spending on these roads to deal with potholes and other safety defects.</p> <p>Non-monetised benefits will be:-</p> <ul style="list-style-type: none"> • Noise – the residents in the Babbacombe area of Torquay are being adversely affected by noise and vibration from the rocking movement of the concrete slabs forming the base layers of the carriageways. The conversion of the composite construction to a full flexible one with low noise surfacing will improve their quality of life. • Safety – the composite carriageways are susceptible to pothole formation, surfacing joint movements and level differences. These can be a particular hazard for cyclists. • Tourist perception – Torbay is heavily reliant on visitors and the appearance of the area is currently adversely affected by the quality of parts of the road network. This scheme would greatly improve the appearance of this major route into the Bay. • Asset Management – Lifecycle planning benefits. Torbay Council has produced its Asset Management Plan and incorporates the advice given in the CIPFA Guidance including the toolkits. A bid of this nature will allow the implementation of the guidance rather than balancing priorities within the current level of funding provision.
<p>Length of scheme (km)</p>	<p>9.4km</p>
<p>Number of vehicles on affected section (AADT in vehicles and if possible split by vehicle type)</p>	<p>The busiest section of the A3022 carries an AADT of 23,730 vehicles. This includes 316</p>

<p>– to include details of data (age etc.) supporting this estimate.</p>	<p>HGV's, 227 pedal cyclists, 363 motorcyclists, 217 buses, 2627 LGV's and 20,207 cars and taxis. The A379 has an AADT of 10,002 vehicles. Including 59 HGV's, 13 pedal cyclists, 127 motorcyclists, 8,161 cars and taxis, 119 buses and 1536 LGV's. The above data is circa 2013.</p>
<p>d) Other VfM information where relevant - depending on type of scheme bid:</p>	
<p>Details of required restrictions/closures if funding not provided (e.g. type of restrictions; timing/duration of restrictions; etc.)</p>	<p>There will be no planned restrictions or closures if funding is not provided. However, short term disruption will occur whilst addressing shorter affordable sections of this route when further deterioration of the carriageway occurs.</p>
<p>Length of any diversion route, if closure is required (over and above existing route) (km)</p>	<p>The diversion routes will be determined depending on which section of the route is being worked on at any one time. There will be signed diversions along the A379 towards Teignmouth and back along the A380 from Newton Abbot for HGV's, this is 6.5km. Local diversions for residents will also be set up. The A3022 sections will make use of the A380 Ring Road requiring a diversion of less than 5km.</p>
<p>Regularity/duration of closures due to flooding: (e.g. number of closures per year; average length of closure (hrs); etc.)</p>	<p>Flooding occurs on average once per year. Typically the closures is of 2 to 3 hours duration.</p>
<p>Number and severity of accidents: both for the do minimum and the forecast impact of the scheme (e.g. existing number of accidents and/or accident rate; forecast number of accidents and or accident rate with and without the scheme)</p>	<p>3 year accident history shows:- A379 recorded 5 serious RTC and 25 slight. A3022 had 1 fatal, 15 serious, 53 slight. Surfacing scheme would not influence rate.</p>
<p>Number of existing cyclists; forecasts of cycling usage with and without the scheme (and if available length of journey)</p>	<p>There is an AADT of 240 cyclists using this route. The scheme would not be expected to change this level of usage.</p>

B7. The Commercial Case (maximum 300 words)

This section should set out the procurement strategy that will be used to select 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.

For any preliminary works the Authority's partner contractor will be used. This will include minor highway improvement works and investigatory works for any sections of the project with an individual value up to £250,000 in accordance with the Authority's Financial Regulations.

The Authority will have a framework in place by mid 2015, which will be applicable for individual sections of the project up to a maximum value of £5m and will be available for use for the contracts within this project. The framework will provide a pre qualified selective tender list, which will meet the requirements of the Authority's Financial Regulations and ensure that the requirements in relation to the OJEU process have been satisfied in advance. The use of this framework ensures that procurement can take place at an early stage to commence the physical works in autumn 2016. Tender documents will be produced by the Authority's in house Engineering Services Team with the advice of its Procurement Team. The successful contractors will be appointed on a combination of 70% cost and 30% quality assessment.

B8. Management Case - Delivery (maximum 300 words – for b)

Deliverability is one of the essential criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

- a) An outline project plan (typically in Gantt chart form) with milestones should be included as an annex, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any contingency periods, key dependencies (internal or external) should be explained.

A project plan will be developed in 2015/16 after liaison with public utility companies to ensure that no utility diversions are required. Currently there is much activity on renewal of gas apparatus within the Torbay area and activity from South West Water. Therefore the precise scheme timings are not available at the time of submitting this bid.

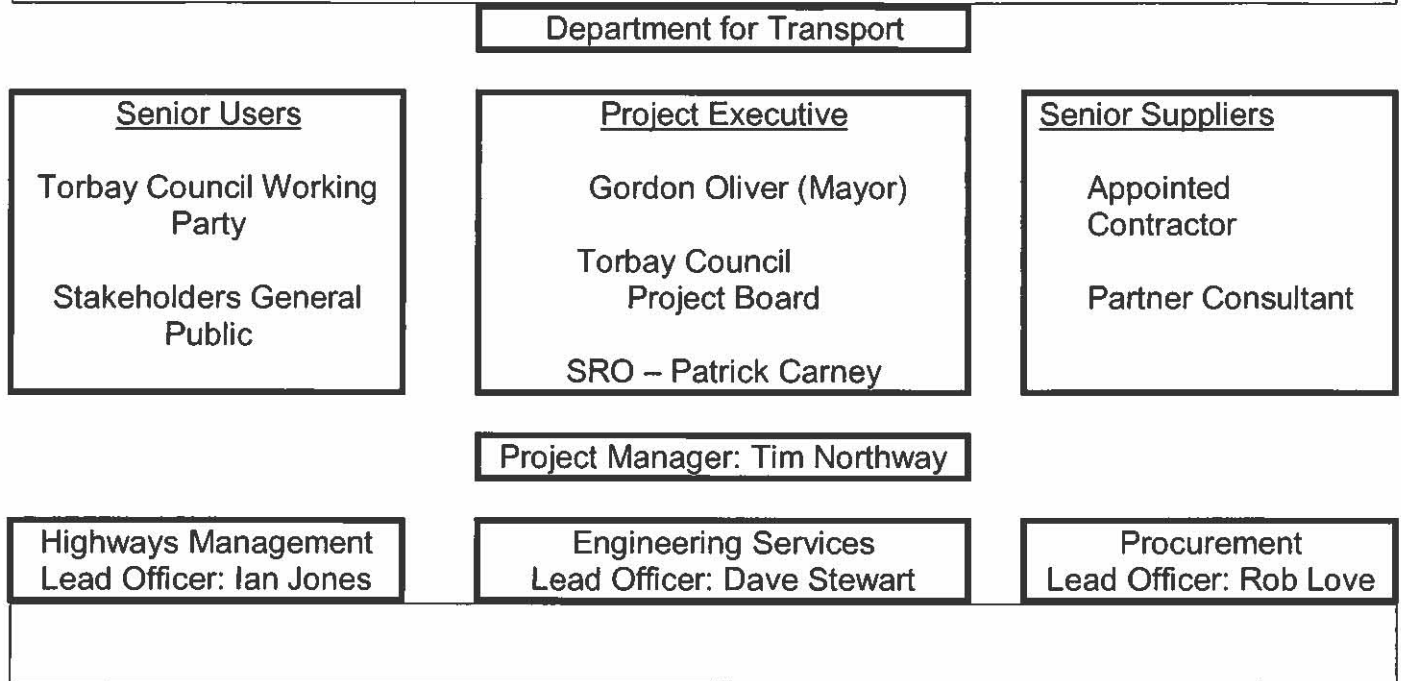
Has a project plan been appended to your bid? Yes No (see above)

- b) Please summarise any lessons your authority has learned from the experience of delivering other DfT funded programmes (such as pinch point schemes, local majors, Local Sustainable Transport Fund, and Better Bus Areas) and what would be different on this project as a result.

With Better Bus Areas and Local Sustainable Transport Fund, a common lesson learned has been ensuring that the length of time required to deliver a successful procurement is significantly longer than previously forecast. This has caused some timescales and various aspects of both projects to overrun. For example, no bids were received in the first round of procurement for the ferry service element in LSTF. As part of this project, we would ensure that there is sufficient lead in time to fully consult with statutory undertakers and residents via Community Liaison Groups prior to procurement.

B9. Management Case – Governance (maximum 300 words)

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and set out the responsibilities of those involved and how key decisions are/will be made. An organogram may be useful here. This may be attached as an Annex.



B10. Management Case - Risk Management

A risk register covering the top 5 (maximum) specific risks to this scheme should be attached as an annex including, if relevant and in the top 5, financial, delivery, commercial and stakeholder issues.

Please ensure that in the risk register cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.

Has a risk register been appended to your bid? Yes No

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation (maximum 250 words)

Please provide details on the profile of benefits, and of baseline benefits and benefit ownership. This should be proportionate to the size of the proposed scheme.

The implementation of this scheme should benefit the Town Centre and the surrounding local centre with investment in retail and other business in the central location.

The delivery of the improvements should improve the accident and collision record along the route.

With the long awaited South Devon Link Road nearing completion, to the west of Torbay, there will be a direct major road link to the M5 and beyond, which has for many years been identified as a major barrier to investment in the area. An improved major road link between the South of Torbay and the South West motorways and trunk roads is also likely to encourage Torbay's tourism industry, which is becoming increasingly reliant on more short term breaks for which improved journey times are a major factor.

The improvement of transport infrastructure for all users will stimulate growth in the local economy by improving accessibility to the area and to markets and will develop and promote

An enhancement of the access to the town centre will have a knock on effect on the positive regeneration of the area. This will help to support additional jobs and make better use of the commercial premises within that area.

C2. Monitoring and Evaluation (maximum 250 words)

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme

- The traffic flows will be monitored
- Journey times along different sections of the route will be monitored
- Accident levels using data supplied by the Police will be monitored
- The number of closures and applications for streetworks required to conduct safety repairs will be monitored with the Council's Mayrise Streetworks and in house roadworks reports.
- Reports and complaints from members of the public will be monitored and reviewed using the Council's dedicated defect reporting software and letter records.
- An impact assessment on noise levels for residents of the Babbacombe area will be conducted post scheme, to determine the outcome.

A fuller evaluation for large schemes may also be required depending on their size and type.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for [scheme 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: Patrick Carney

Signed:

Position: Group Service Manager (Streetscene and Place)



D2. Section 151 Officer Declaration

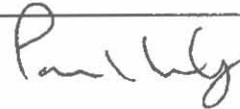
As Section 151 Officer for [name of authority] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [name of authority]

- 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 LOOMY

Signed:

**Submission of bids:**

The deadline for bid submission is 5pm, **9 February 2015**

An electronic copy only of the bid including any supporting material should be submitted to:

roadmaintenance@dft.qsi.gov.uk copying in steve.berry@dft.qsi.gov.uk