



## Expression of Interest Form: 2020/21 proposals

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

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

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

### Applicant Information

**Local authority name:** Essex County Council (& Braintree District Council)

**Manager Name and position:** Andrew Cook, Director Highways & Transportation

**Contact telephone number:**

**Email address:** andrew.cook@essex.gov.uk

**Postal address:** Essex County Council  
Attn. Mr Andrew Cook  
Director Highways & Transportation  
Room C232  
County Hall  
Market Road  
Chelmsford  
Essex

**Postcode** CM1 1QH

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

**Contact telephone number:**

**Email address:**

**Postal address:**

**Postcode**

### **Combined Authorities**

*If the proposal is from a local highway authority within a Combined Authority, please specify the contact and ensure that the Combined Authority has submitted a Combined Authority Application Ranking Form.*

**Name and position of Combined Authority Co-ordinator for CA proposals:**

**Contact telephone number:**

**Email address:**

**Postal address:**

**Postcode**

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

**A1. Name of proposal: Braintree Major Maintenance Package BDC02**

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

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

**High Street (Market Place to St Michaels Road), Braintree, Essex**

OS Grid Reference: **75642 23047**

Postcode: **CM7 1JP**

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

**Please find attached Drg No. DRF/BCC/19/C7014/9002**

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

#### **Site History**

Braintree Town centre High Street was subject to reconstruction in the early 1990's, due to it being within the conservation area the road was reconstructed with a semi rigid carriageway construction with Tegular setts. High Street is a 3m wide running lane with two adjacent footways paved in modular paving again on a semi rigid construction. The High Street is used solely for Buses and deliveries. The existing carriageway has rutted to an unacceptable state, due to a catastrophic failure of the sub base and deformation of the carriageway, which in turn has led to the collapse and deterioration of drainage lateral connections and failures of the carrier drainage. Gullies have also collapsed due to failure of the lateral connections.

#### **High Street - Market Place to St. Michaels Road – Footways**

The High Street and Market Place footways are PCC modular paving, the surface finish and formation is of poor condition. Due to service vehicle loading and overruns the modular paving has failed leaving trips and temporary reinstatements. Combined with failed utility service trenches the footways are visually and structurally in a poor condition. The total area of footways requiring reconstruction is approximately 3,856m<sup>2</sup>.

#### **High Street - Market Place to St. Michaels Road Place - Carriageway**

The High Street is a pedestrian zone (except for buses and loading). It allows one-way traffic east to west (between Market Place and St Michaels Road). It is also within a conservation area. The existing carriageway makeup is PCC tegular block paved setts and Granite channels, this was laid in the early 1990's. The existing sub base and formation has deteriorated to a point where severe longitudinal rutting has occurred and failure of formation and sub base creating ruts to an average depth of 110-145mm for the majority of the length of the road, which is approximately 194lin/m and only 3.0m wide. Following visual inspections the construction formation has failed catastrophically and requires full depth reconstruction for its length. The Total Area of the carriageway that requires full depth reconstruction is approximately 1,054m<sup>2</sup>

#### **High Street - Market Place to St. Michaels Road – Drainage**

The High Street issues are somewhat compounded by the inadequacy of the drainage system. Upon early investigation it is due to the rutting and collapse of the formation for the carriageway which has in turn either collapsed or blocked some or part of the existing drainage asset. As such in periods of excessive or heavy rainfall, standing water that cannot be drained holds within the ruts and subsequently washes out the sub base and formation leading to further deterioration and collapse of the carriageway surface. Also visible signs of gully failures are evident as well as failure of channels either side of gullies. The total quantity of replacement carrier drainage is approximately 52lin/m and number of gullies requiring reconstruction is approximately 17no.

#### Brief scheme description

The proposed scheme description is as follows;

Full depth reconstruction of the carriageway, including replacement of collapsed lateral connections and carrier drains and gullies. Make up to be full depth reconstruction upto 750mm depth in flexible construction, sympathetic to the conservation area. To include the reconstruction of footways again in flexible construction. Therefore encouraging a public realm space for the High Street and Market Place with reduced traffic movements and increased economic benefits as well as increased health benefits to the town centre.

#### Options Considered

Sectional completion of maintenance works have been considered, however due to the magnitude of the works, it is unlikely that the scheme would be able to be completed in one package due to financial constraints, therefore the only other alternative is to undertake works in sections. This could then possibly be completed over a series of years, however due to the underlying drainage asset requiring remedial and replacement works and a prolonged period over which this would take to deliver. It is likely that the assets would continue to deteriorate and would increase the cost and scope of works, also combined with the fact that due to the type and volume of works the current maintenance budgets do not allow for such large capital investment at this stage. It should also be noted that this method of delivery would create disruption to business and bus services through protracted works over a number of years.

This scheme compliments a lesser part funded scheme under the DfT Challenge funding 2019/20 for major maintenance in both the High Street and Fairfield Road. Braintree District Council is also planning a £1.6m Manor Street Bus Station investment as part of the Manor Street / Public realm improvements. These works are currently planned to commence in Q4 of 2019-20 and complete by 2021. It would therefore make sense for the opportunities to be embraced by the inclusion of a series of maintenance works to the carriageways, footways and drainage improvements within the surrounding area. These improvement works could be undertaken promptly and delivered at the same time as the redevelopment therefore increasing overall impact of the works and outcomes. This would then maximise the potential of the redevelopment and revitalise the town centre with a package that seeks to complete and open just prior to the development.

## **SECTION B – The Business Case**

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

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

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

<b>£000s</b>	<b>2020-21</b>	<b>2021-22</b>
<i>DfT Funding Sought</i>	<b>875</b>	<i>DfT funding is not available in 2021-22</i>
<i>LA Contribution</i>	<b>250</b>	
<i>Other Third Party Funding</i>	<b>200</b>	

#### *Notes:*

- 1) Department for Transport funding will be granted in the 2020-21 financial year but local highway authorities may carry that funding over to following financial years if necessary.*
- 2) There is no specific amount for a local contribution by the local authority and/or a third party but if additional funding is proposed please state what this is expected to be.*

### **B2. Timetable**

Proposed start date \_\_\_\_\_ **April 2020** \_\_\_\_\_

Estimated completion date **February 2021** \_\_\_\_\_

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

The rationale for making the investment, evidence of the existing situation and why the asset needs to be repaired or renewed. It should also include how it fits into the overall asset management strategy for the authority **and why it cannot be funded through the annual Highways Maintenance Block Funding grant.**

**This funding is needed to improve the condition of these highly visible town centre assets. This will make the town centre more attractive for walking and cycling, contributing to modal switch, reducing CO2 emissions and providing health benefits from physical exercise.**

**Whilst an alternative is to fund these works from the routine Highways Maintenance Block, the magnitude of costs and competing demands with residential streets improvements means that these works would have to be phased over several financial years. This would not have the impact required for the town centre to flourish, and risks leaving it looking incomplete for many years. Furthermore, sections not completed each year will continue to deteriorate, putting added pressure on the County Council's revenue budget for emergency repairs.**

## **SECTION C: Declarations**

### C. Senior Responsible Owner Declaration

As Senior Responsible Owner for [*proposal name*] I hereby submit this request for approval to DfT on behalf of [*name of authority*] and confirm that I have the necessary authority to do so.

I confirm that [*name of authority*] will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name:

Signed:

Position:

### Submission of Expression of Interest:

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

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