



Structures Fund template

This template is for local authorities proposing schemes for investment from the Structures Fund. Before completing the template, local authorities should read the [Structures Fund guidance and associated documents](#). Alongside the template, local authorities must also complete the economic toolkit for the proposed scheme.

Part 1 – Details of the Structure Being Promoted

1.1 Scheme Information

This section captures the key information on the scheme that is being proposed to the Structures Fund.

- a) Local highway authority (LHA) name: Derbyshire County Council
- b) Scheme / structure name and LHA bridges number: A6 Historic Retaining Walls – Matlock Bath to Whatstandwell, Derbyshire
- c) Location (OS Grid Reference) of the scheme/structure (to identify location on map):
- Easting: 431015
- Northing: 356113
- d) Name of Project Manager: John Malinowski
- e) Email address: john.malinowski2@derbyshire.gov.uk
- f) Phone number: 01629 538670
- g) What type of eligible structure would your scheme address? (select all that apply)

☐	Bridges	☐	Cutting/embankment
☐	Fly-overs	☐	Tunnels
☒	Retaining walls	☐	Local highway repairs due to landslip
☐	Culverts	☐	Local highway repairs due to collapse
☐	Other structure type (please specify): Click or tap here to enter text.		

- h) Provide an overview of the structure proposed for intervention and the nature of the problem. (Maximum 250 words)

This could include, for example, the age, construction type, feature carried and feature crossed of the relevant structure and if the structure has listed heritage status.

Derbyshire was awarded c.£5m from the 2019 DfT Challenge Fund Tranche 2B to implement targeted improvements to the worst sections of existing historic retaining walls along the A6 through the Derwent Valley between Matlock and Whatstandwell

Most of the retaining walls along the A6 are over 200 years old and support sections of carriageway along an 8.6 km length of A6, the major artery through the centre of Derbyshire.

Ground investigations identified that there is no single, consistent design standard to the walls and each site presents distinctly different ground conditions, construction and structural failure mechanisms.

These investigations revealed that the condition of the retaining walls is significantly worse than originally anticipated, with extensive voiding not only within the wall structure themselves but also beneath the adjacent carriageway.

This has been exacerbated by the discovery of underground watercourses affecting the underlying limestone geology, with increased rainfall in recent years accelerating deterioration and unpredictability of ground conditions.

As a result, repair solutions cannot be standardised, and the works methodology has necessarily evolved continuously on a site-by-site basis to respond to unforeseen ground conditions, hidden defects and emerging risks encountered during construction.

The ongoing risk of collapse and loss of this key section of Derbyshire's resilient highway network remains high. Failure would place significant strain on less suitable local roads, increase journey times and business costs, and have a damaging impact on the local and regional visitor economy within the Derwent Valley Mills World Heritage Site and the Peak District National Park.

i) Provide an overview of the proposed intervention and how the works will address the problem.

This should set out the method of resolving the issue that is to be addressed.

The proposed intervention and repair solutions cannot be standardised, and the works methodology has necessarily evolved continuously on a site-by-site basis to respond to unforeseen ground conditions, hidden defects and emerging risks encountered during construction.

Remedial treatments have used gabion walls, ground anchors, soil nails, earth bunds and /or Injection grouting depending on condition.

In view of this experience gained in the initial phase we are well placed as we understand the range of potential issues and how to mitigate them, as well as having experienced delivery partners working alongside us.

This will ensure that improvements will be delivered at pace ensuring the historic retaining walls are able to cope with modern loading and remain standing for the foreseeable future.

j) Is any part of the relevant structure owned by a third-party (e.g. the Canal and River Trust or Network Rail)?

No part of the structure is owned by a third party

k) If the structure is on a diversion route for the SRN provide a clear description/commentary.

YES - This section of A6 is on a diversion route for the SRN when A38(T) is closed

1.2 Understanding the Condition of the Structure

Please set out the current condition of the structure in this section.

- a) Provide evidence that the relevant structure is in need of repair either now or by the end of the 2029/30 financial year. (Maximum 250 words)

Provide details of the process used for determining whether this structure is in need of repair and the timescale in which the repair is needed..

The structures are in need of repair and have been targetted since the successful Challenge Fund bid in 2019.

Even though appropriate condition assessments were carried out, ongoing works are uncovering that the walls are in a worse condition than expected and a comprehensive evidence base confirms that intervention is required within the 2029/30 period. This includes:

- Visual Inspections identifying recurring defects such as bulging, cracking and deformation
- Recent surveys identifying widespread masonry deterioration and instability
- Ground investigation data confirming variable, weathered ground and groundwater influence
- Drainage surveys identifying blocked systems, seepage and washout risks
- Risk assessments demonstrating progressive deterioration and potential collapse
- Photographic evidence confirming defect severity and historic failures

This evidence is consolidated within structured Options Reports, defining condition, failure mechanisms and required interventions.

Ongoing works have identified concealed defects and worse-than-anticipated conditions, providing live confirmation that deterioration is active, requiring the sort of interventions we are proposing and benefitting from the knowledge gained in the initial phase of activity.

- b) Please indicate if the relevant structure is **currently** subject to traffic restriction as a result of its condition.

Reference should be made to closures, weight limits, width restriction, limits on use.

The retaining walls are undergoing targetted repairs, which necessitate the implementation of two way temporary traffic signals, to enable works to progress safely and remove loading from the work area.

Should a retaining wall fail, the impact to traffic would be assessed based on the mode and severity of failure and the location along the length of A6 where the collapse happened.

Wherever possible we would try to maintain the use of the A6 by introducing traffic signals and taking loading away from the failure by implementing lane closures.

Subject to the severity of the failure it could be assessed that lane closure and shuttle working could be permitted only if weight restrictions are implemented, resulting in HGVs being forced to use the diversion.

The worst case scenario would be a collapse that entailed the total loss of the A6, preventing any traffic usage and resulting in major disruption.

The resultant diversion route would add 20 minutes to the journey time and an additional 21.5 kilometres to the distance, the cost to the local economy is estimated to be in the region of £118,000 per day of closure.

- c) Please indicate if the relevant structure is **not currently** but **by the end of the 2029/2030 Financial Year is expected** to be subject to traffic restriction as a result of its condition.

Reference should be made to closures, weight limits, width restriction, limits on use that are anticipated.

YES – The condition of the retaining walls are such that traffic restrictions will be unavoidable as the excessively voided condition of the walls and extreme weather events make them unstable and at a high risk of collapse.

- d) If the answer to c) above is yes, then please estimate the likelihood of this occurring: (select box that applies):

- ☐ Low confidence in restriction occurring
- ☐ Medium confidence in restriction occurring
- ☒ High confidence in restriction occurring

- e) Please indicate if the relevant structure is **currently** subject to other temporary measures to manage risk.

Reference should be made to measures such as propping, etc.

Previous DfT Challenge Funding has allowed targeted small scale repairs ranging from gabion walls, ground anchors, soil nails, earth bunds and injection grouting.

This on-site presence allows monitoring of the walls' conditions and the necessary shoring required whilst works are ongoing and evaluation of the risk on other sections.

- f) Please indicate if the relevant structure is **not currently** but **expected by the end of the 2029/2030 Financial Year** to be subject to temporary measures to manage risk.

Reference should be made to measures such as propping, etc. that is anticipated.

YES - it is expected that temporary traffic control and lane closures will be necessary to remove traffic loading away from the retaining walls to prevent collapse.

As discussed in 1.2b there could also be the possibility of implementing weight restrictions forcing HGVs to use the diversion route.

It is likely that propping, temporary pointing, footway closures and other temporary measures will be necessary to prevent collapse. However, if a collapse of any section of retaining wall occurs along the 8.6 km length it would be impossible to continue using the A6 and long diversions would be required with the accompanying negative effects on local residents and local economy.

The additional 20 minutes onto the journey time and additional 21.5 kilometres to the journey distance is estimated to the cost to the local economy in the region of £118,000 per day of closure.

- g) If the answer to f) above is yes, then estimate the likelihood of this occurring:

- ☐ Low confidence in temporary measures being required
- ☐ Medium confidence in temporary measures being required
- ☒ High confidence in temporary measures being required

- h) If available and applicable, what is the current Bridge Condition Indicator score (average and critical) of the relevant structure?

BCI Crit: Not Available - This section is difficult to answer because of the historic nature of the retaining walls being in excess of 200years old with no standardised design.

BCI Ave: Not Available - This section is difficult to answer because of the historic nature of the retaining walls being in excess of 200years old with no standardised design.

- i) Which elements of the structure are negatively contributing to the BCI scores and how has this changed in the last 5 years.

Reference should be made to recent inspections and highlight the type and extent of the defects.

This section is difficult to answer because of the historic nature of the walls being in excess of 200years old with no standardised design. However, along the length of wall it has been observed that there are several modes of failure - large voids in the retaining walls and under the carriageway due to the underlying limestone geology, mortar loss, bowing and distortion, soil erosion leading to unstable foundations and localised carriageway and footway deformation. In relation to section 1.2 j) below, a typical example of the conditions of these walls are shown on the structural inspection proforma included with this submission as Appendix 1 – RB350057 Milnerway No2 RW.

- j) Submit, alongside this submission template, the most recent, dated copy of the structural inspection proforma or a report summarising this.
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Part 2 – Understanding the Case for Investment

2.1 Strategic Case

This section of the template captures the wider need for the scheme and how it aligns to the objectives of the Structures Fund.

- a) Provide a summary of how this scheme contributes to the Government's economic growth mission (Maximum 250 words)

Describe how the proposal will support economic growth (e.g. by creating jobs, attracting investment, improving productivity, or enabling new business activity) and set out the mechanisms through which these benefits will be delivered.

This scheme contributes to economic growth by the positive benefits a free flowing reliable A6 provides. It enables the delivery of goods and services to the area, allows access to the World Heritage Site, the Peak District and other Derbyshire attractions for the many tourists who visit the county - contributing heavily to the success of the local economy.

The Visitor Economy is both a key sector and major employer in Derbyshire with a Gross Value Added (GVA) of £2.3bn per year (2019) and employing over 30,000 people. In addition to the visitor economy, the local mineral and aggregates industry relies heavily on the availability of the A6 to supply materials around the County and beyond. This is evidenced by the high proportion of HGV's that use both the A6 and other surrounding roads.

The disbenefit to the local economy is estimated to be in the region of £118,000 per day of closure of this section of the A6.

- b) Explain how the scheme supports other Government policy objectives. (Maximum 250 words)

Provide a summary of the scheme's alignment to UK Government policy objectives as represented by the remaining missions.

The scheme supports Government priorities by maintaining a critical transport corridor and improving infrastructure resilience.

It supports economic growth by reducing disruption on a route serving local communities, businesses and the visitor economy, including the Peak District and Derwent Valley Mills World Heritage Site.

Enables a greener, safer and healthier transport system by decarbonising transport, supporting active travel,

Improves safety outcomes by ensuring that the safety of the highway user is not compromised by unforeseen collapses.

It supports extreme weather resilience and Net Zero by extending asset life, avoiding carbon-intensive reconstruction and addressing groundwater and rainfall impacts.

It supports safety and network resilience by reducing the risk of failure on a route with limited diversion options ensuring local connectivity by maintaining access to employment, services and key destinations.

The scheme represents a targeted, evidence-led intervention aligned with asset management best-practice and long-term value for money.

c) Explain why this scheme is a local priority. (Maximum 250 words)

Provide a summary of the scheme's alignment to local priorities and policies.

This scheme is a high local priority due to the strategic importance of the A6 and the risk of network failure due to the condition of the historic retaining walls.

The scheme promotes the County Council's three strategic objectives:

- 1) Communities where people live safe, healthy, independent lives.
- 2) Great Places to live and work
- 3) Local, high-quality services

The A6 is a key north–south route and is part of Derbyshire's Resilient Network. It links Cheshire and Greater Manchester with the City of Derby, and the Strategic Road Network. Its resilience is paramount as it provides access to jobs, education, healthcare and other services.

Investigations and ongoing works confirm more extensive and unpredictable defects than previously understood, including voiding and instability affecting both walls and carriageway and footways. This presents a credible risk of partial or full route failure.

Funding is required to deliver intervention at scale. Without it, there is a high risk of unplanned closures, leading to large diversion routes with increased costs and wider economic impacts on the local area associated with this.

d) Summarise engagement with local stakeholders, any joint-owners, levels of support for the scheme and explain any controversial elements. (Maximum 250 words).

Summarise support from relevant stakeholders such as the Local MP, Elected Members relevant combined authorities, National Highways, Network Rail, neighbouring LHAs, or important utility providers.

Engagement with local stakeholders has been carried out, namely liaison with adjacent landowners, Elected Members, EMCCA, Derbyshire Dales District Council, Amber Valley Borough Council, public utilities and Peak District National Park Authority.

Support for the scheme has been positive as adjacent stakeholders appreciate the risk to their assets that any future collapse would pose, leading to inconvenience and potential losses.

Letters of Support for this bid have been received from Derbyshire Dales District Council, Peak District National Park Authority, Amber Valley Borough Council and East Midlands Combined County Authority - all of these bodies recognise the importance of the A6 to the local economy and the transport links provided by keeping the A6 resilient.

Copies of these letters are included with this bid as Appendix 2.

e) Provide a summary of the local approach to prioritisation of structural maintenance work. (Maximum 250 words)

Set out any weighting, scoring or other methodology which explains why this scheme has not been subject to work prior to this point.

This scheme has been subject to previous funding. Notably Challenge Fund Tranche 2B awarded in 2020/21. Further works funded by EMCCA CRSTS/TCR has continued the work started under the Challenge Funding and targetted works are currently on site.

Unfortunately, the scale and length of this project is such that a large investment is still urgently required to repair the walls, to keep the A6 resilient and prevent the severance and disruption that a collapse along any section of these historic walls will create.

As a key section of the County Council's highway Resilient Network it was targetted over other less strategic roads for treatment in recognition of the fact that a collapse would render this section of A6 unusable, causing local severance, increased disruption and increased costs to businesses.

f) Provide a summary of why this scheme has been selected for this application to the Structures Fund. (Maximum 250 words)

Provide a brief summary of the specific need for this structure is advanced to the Structures Fund.

Most of the retaining walls along the A6 are over 200 years old and support sections of carriageway along an 8.6 km length of this major artery through the centre of Derbyshire.

The scale of this project is such that large investment is still urgently required to repair the walls, keeping the A6 resilient to prevent severance and disruption that a collapse along any section of these historic walls could create.

Ground investigations identified that there is no single, consistent design standard to the walls and each site presents distinctly different ground conditions, construction and structural failure mechanisms.

These investigations revealed that the condition of the retaining walls is significantly worse than originally anticipated, with extensive voiding not only within the wall structure themselves but also beneath the adjacent carriageway.

This has been exacerbated by the discovery of underground watercourses affecting the underlying limestone geology. Increased rainfall in recent years accelerated deterioration and unpredictability of ground conditions.

As a result, repair solutions cannot be standardised, and the works methodology has necessarily evolved continuously on a site-by-site basis to respond to unforeseen ground conditions, hidden defects and emerging risks encountered during construction.

The ongoing risk of collapse and loss of this key section of Derbyshire's Resilient Network remains high. Failure would place significant strain on less suitable local roads, increase journey times and business costs, and have a damaging impact on the local and regional visitor economy within the Derwent Valley Mills World Heritage Site and the Peak District National Park.

g) Summarise the impacts of not delivering this scheme (Maximum 250 words).

The response should consider the impact of not delivering the scheme, such as community severance, lengthy diversion routes or impacts on other infrastructure.

The impact of not delivering this scheme would ultimately result in the total loss of availability on this route.

This would have major impacts on the local economy and surrounding areas, increasing severance to residents south of Whatstandwell wishing to travel northwards to access jobs and services in Matlock and beyond; and residents of Matlock travelling southwards to access jobs and services south of Whatstandwell.

Any changes to the accessibility to transport would be felt more by old and young people and those on low incomes as public transport would be less convenient and attractive. This would have impacts on education opportunities and employment in this predominantly rural area of Derbyshire.

Reduction in business productivity would be felt as HGV and LGV traffic would be subject to increased journey times as they would be diverted onto a long diversion or inappropriate use of unsuitable local roads, causing disturbance to communities, increased wear and tear on other Highway assets and potential increase in road safety risk. It could also discourage active travel modal change due to a perceived risk of harm due to the inappropriate traffic use.

It would make the Derwent Valley a less attractive destination due to the unreliability of journeys, impacting the local visitor economy and resulting in job losses and potential business closures as it is estimated that it would cost £118,000 per day of closure to the local economy.

- h) If applicable, explain how the scheme helps prevent the likelihood of community severance for all transport modes and the impact that this severance would have or already has. (Maximum 250 words)

Answers should explain the impact on connecting local people to facilities, services, employment, education and local communities. The response should also summarise the extent of diversions for communities, which modes are impacted and how. Applicants may wish to use the guidance in TAG A4-4 Social Impact Appraisal.

The loss of any of the retaining walls on this section of A6 would result in significant severance to local communities For example – The journey from A6/A38 junction at Derby via A6 to Matlock is 27.2km and usually takes 48 minutes.

The diversion to avoid low bridges in the Derwent Valley is: A6 Whatstandwell to A6/A38 Palm Court roundabout, Derby - A38 to A61 Alfreton - A61 Alfreton to St Augustines Road, Chesterfield - St Augustines Road to Whitecotes Lane - Whitecotes Lane to A632 - A632 to A615 Matlock - A615 to A6 Matlock (and vice versa)

The diversion would increase this to 49.6km with a 1 hour 8 minute journey time.

- i) Summarise the volumes of traffic by mode that are impacted as a result of any community severance (Maximum 250 words).

Explain the impacts on non-motorised and motorised traffic flow. Describe how diversions may differ by mode.

The daily volume of Vehicles = 8874 (June 2026 A6 High Peak Junction: this counter site is roughly half way along the project's route length)

Cars = 6624

LGV = 1152

HGV = 1062

PSV = 36

The loss of this section of A6 would create significant impacts. Although minor routes exist, these are unsuitable for the number of cars that travel A6 daily. Cyclists and pedestrians could use the narrow tow path adjacent Cromford Canal between Whatstandwell and Cromford but the surface is only suitable for mountain bikes and gravel bikes due to the unmade nature of the towpath.

The resulting impact of the loss of the A6 would provide a significant disbenefit to the local economy in the region of £118,000 per day of closure.

2.2 Economic Case

This section sets out the assessment for Value for Money of the project. Applications must use the provided economic toolkit, but if alternative methods have also been used to support the economic case, this section provides the opportunity for the results to be reported.

- a) Set out the key sources for the economic benefits (e.g. journey-time savings, carbon, etc.) of the scheme. (Maximum 250 words)

Describe the main benefits the scheme is expected to deliver.

This scheme represents a high-value, risk-based investment that protects a critical route, avoids significantly higher future costs and maintains reliable connectivity.

The £20m programme reflects the scale and variability of the asset and is realistic given all the experience and knowledge of the risks gained from the initial challenge fund phase.

A phased approach targets highest-risk locations, ensuring efficient allocation of funding.

It maintains safe operation of the A6 and improves resilience to groundwater and extreme rainfall, representing a proactive, long-term investment in a strategically important transport corridor.

It eases congestion by providing reliable journey times without the disruption involved in diversions and weight restrictions.

Improves air quality from reduced congestion and smoother traffic flows resulting in reduced CO₂ and particulate emissions.

Contributes to road safety by having structures that won't collapse and by keeping traffic on an appropriate route rather than other less suitable routes. The repair of the retaining walls will give increased vehicle retention values in the new parapets.

Allows better access to jobs from more reliable journey times, supporting the visitor economy to the Peak District and World Heritage Site.

Brings in greater inward investment from network continuity, the A6 is a critical artery in linking the rural economy to connectivity to the wider network providing transport links to the rest of the country.

Unlocking potential for housing development is provided by continued network resilience making such investment more attractive - as can be seen with the many developments in the Matlock area.

- b) Summarise the estimate of the present value of costs and benefits (in 2023 present values, market prices) and the benefit cost ratio of the scheme from the economic toolkit.

Present Value Costs (PVC)	-72,485,163
Present Value Benefits (PVB)	1,203,834,310
Benefit to Cost Ratio (BCR)	-16.6

- c) Explain assumptions used in the economic toolkit to estimate the present value scheme costs. (Maximum 250 words)

Describe the basis of the costs input to the economic toolkit and provide justification for the risk and optimism bias values that have been used.

Ongoing Maintenance annually is c.£1m due to the continued deterioration of the walls. Experience on site in previous phases has shown excessive voiding which must be targetted to prevent collapse. A resilient wall to modern load capacity would require no intervention for at least 60 years with minimal ongoing annual maintenance costs.

- d) Explain the sources of data and assumptions used to complete the Scheme Details section of the economic toolkit. (Maximum 250 words)

Provide details of the source of all data and associated assumptions (e.g. provenance, data checks, etc).

The basis of costs are built up following previous experience in the Challenge Fund project.

It is believed that annual Operating, Maintenance and Renewal Costs (OMR) of c£1m are not unreasonable.

This has been inflated by 4.7% year on year for the 60-year appraisal period. This is based on the mean increase of ONS Construction Price Inflation between January 2017 and January 2026.

It s considered that if the Structures Fund bid was successful then the OMR would be £1,000 per annum, inflated again by 4.7% year on year for the appraisal period.

Optimism Bias is based on TAG Unit A1-2 Table 7 for a 'Fixed Link' proposal as this is a structural project.

Optimism Bias (OMR) costs without the scheme is considered to be 55% (project at Stage 1) due to uncertainties in the ongoing durability of the walls.

Optimism Bias (OMR) costs with the scheme is reduced to 28% (project at Stage 3) due to the improvement in condition.

Traffic Count Data is sourced from the A6 High Peak Junction site which is approximately in the middle of the scheme length.

- e) Describe significant non-monetised impacts of the scheme. (Maximum 250 words)

Consider any economic, environmental and social impacts that have not been monetised to fully describe the impacts of delivering the scheme.

Significant non-monetised benefits are that these proposals maintains safe operation of the A6 and improves resilience to groundwater and extreme rainfall, representing a proactive, long-term investment in a strategically important corridor.

It eases congestion by providing reliable journey times without the disruption involved in diversions and weight restrictions.

The project location is situated in the Derwent Valley Mills World Heritage Site, which attracts thousands of visitors annually to view the industrial heritage and natural beauty of the Derwent Valley - most of whom arrive by road.

Improves air quality from reduced congestion and smoother traffic flows resulting in reduced CO₂ and particulate emissions.

Contributes to road safety by having structures that won't collapse and by keeping traffic on an appropriate route rather than other less suitable routes. The repair of the retaining walls will give increased vehicle retention values in the new parapets.

Allows better access to jobs and services for non-car owners by providing more reliable public transport journey times and supporting the visitor economy to the Peak District and World Heritage Site.

Brings in greater inward investment from network continuity, the A6 is a critical artery in linking the rural economy to connectivity to the wider network providing transport links to the rest of the country.

Unlocking potential for housing development is provided by continued network resilience making such investment more attractive - as can be seen with the many developments in the Matlock area.

- f) Where an alternative economic assessment has been undertaken to support a case for investment, please summarise the data used, the assumptions made and the results obtained (in 2023 present values, market prices). (Maximum 250 words)

Some schemes may have been subject to economic assessment to support previous cases for investment. Summarise the key details of these here, including details of the data, assumptions and results (e.g. present value of costs and benefits and benefit cost ratio).

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Present Value Costs (PVC)	Not Applicable
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Present Value Benefits (PVB)	Not Applicable
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Benefit to Cost Ratio (BCR)	Not Applicable
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To enable the assessment of the economic case, please submit the supporting information listed below to StructuresFundTAB@dft.gov.uk

- Economic Toolkit
- Any supplementary reports which support the economic case

2.3 Commercial Case

This section captures information on the commercial viability and procurement strategy for the planning and delivery of the scheme being promoted.

- a) Explain the LHA capacity and experience delivering comparable schemes. (Maximum 250 words)

Where capacity is challenging for local authorities, explain how any capacity gaps may be addressed to ensure delivery of the scheme.

Derbyshire has been carrying out targeted works along this key section of A6 since 2020/21, funded by the DfT's Challenge Fund Tranche 2B and more recently EMCCA CRSTS/TCR funding.

This means that Derbyshire already has good experience in the design and delivery of remedial treatments based on our experience of the site conditions, challenges and potential remedial options to compliment the historic nature of the retaining walls but still ensuring the long-term resilience of the A6 through the Derwent Valley Mills World Heritage Site.

We have a full time Project Manager and her team overseeing these works and employ a design partner (Tony Gee Associates) to produce solutions to the differing issues at each wall and have gained good experience of the site over the last 5 years.

We also have a Contractor (QTS) on board under the NEC Option A (lump sum) Contract and they have also built up a good working knowledge of the issues and mitigations whilst working on the walls.

Our Project Manager has excellent working relationships with the Designers, Contractors, DCC Procurement team, DCC Network Planning section in respect of road space booking and other stakeholders.

Additional funding would enable the scope of the retaining wall works on the A6 to be scaled up. This is where the previous experience of the project team on these walls is invaluable to ensure that Structures Funding can be delivered at pace before the 31 March 2030 timeframe.

b) Explain the delivery plans and procurement strategy for the scheme. (Maximum 250 words).

This section should include explanation of the various stages of the scheme that are required for completion. This may include design, consents and construction processes.

The procurement strategy for this scheme is based on a stand-alone project team basis with an external design consultant and external contractor managed by the full-time Project Manager.

This approach was taken to reduce risk to the delivery of the initial challenge fund scheme. This mitigated the risk to delivery that is often present with the use of internal design and construction resources due to the competing priorities, e.g. winter maintenance operations and emergency responses that arise in a local government Highways department.

The designer is aware of the issues of instability and has to be aware of the need to maintain the appearance of these historic walls in the World Heritage Site and has provided remedial treatments to give the required strength whilst not materially altering the appearance of these important historical assets.

The contractor is engaged under the NEC Option A (lump sum) Contract and this approach has been successful in the delivery of targeted repairs on the ground.

If Structures Funding is awarded it is expected that the same approach would continue as this has been productive in targeting repairs.

c) Describe the delivery risks associated to the project delivery. This should include risks which may challenge the end date for the Structures Fund.

Explain what risks have been identified and how might these be mitigated.

The delivery risks and potential mitigations associated with this project are:

Risk 1: Project over budget

Mitigation - Define available budget and programme for spend. Proactively manage design process, programme and budget. Investigate opportunity for scope reduction or Value Engineering.

Risk 2: Highway Retaining Wall conditions worse than anticipated.

Mitigation - Undertake further Ground and Structural Investigations to develop designs according to conditions.

Risk 3: Impact from unknown/unquantifiable contaminated/adverse/unseen ground conditions

Mitigation - Identify and undertake appropriate technical survey work at earliest opportunity. Desk top study, Ground and Structural Investigations to identify and provide level of detail on required remediation.

Risk 4: Ecological issues around identified flora and fauna

Mitigation - Ecologist appointed, Habitat Scoping Survey carried out to identify potential constraints in advance of works. Completed Identified Surveys and identify full impact and mitigation measures.

Risk 5: World Heritage Site/Archaeological impact/issues around identified areas

Mitigation - Early consultation with DCC Conservation & Heritage, engage continual consultation throughout design process, undertake surveys if required, assess impact, mitigate impact, accommodate watching brief(s)

Risk 6: Unable to gain access to 3rd party land

Mitigation - Proactive and early-stage engagement with land owners. to negotiate HoT/Licence agreements in parallel. Explore potential legal obligation to gain access. HA 1980 Section 291.

Risk 7: Impact from Statutory Undertakers Apparatus.

Mitigation - DCC undertake C1 Enquiry. Contractor undertake C3/C4 enquiries, advanced liaison, co-ordination & programming with Stats. Undertake appropriate surveys/trial trenches. Land and highway implications.

Risk 8: Unforeseen Closure of the A6 (not related to wall work)

Mitigation - Contractor to undertake risk assessment during works, confirm with DCC Network Planning Team of both parties' emergency protocols and public communications.

Risk 9: Failure to agree traffic management proposals for construction period

Mitigation - Establish early dialog with DCC Network Planning Team, early submission of Permit and Road space requests. Continued co-ordination with DCC throughout contract.

Risk 10: Inclement weather within the 1 in 10-year event (e.g. heavy rain and snow, high winds)

Mitigation - Plan construction works around appropriate seasons, identify areas where specific weather dependant work can be reprogrammed. Observing weather forecasts with careful planning to reduce risk.

Risk 11: Planned construction conflicts with other road works in the area

Mitigation - Collaboration between Contractor and DCC Network Planning Team throughout to ensure co-ordination and avoid risk.

Risk 12: Programme delivery impacted by network restrictions and additional repairs

Mitigation - Challenge programme dates, follow procurement protocol in timely manner, mitigate extensions and adjust delivery strategy.

Risk 13: Landowner agreement – legal and financial implications

Mitigation - Escalate discussions, develop contingencies, and utilise statutory powers (s41, s291 HA 1980)

Risk 14: Wall deterioration / potential collapse

Mitigation - Proactive/reactive response, re-evaluate scope, mitigate programme and budget impacts.

Risk 15: Cost impact – wall stability works

Mitigation - Assess, quantify and report impacts.

d) Explain whether liaison with any applicable third-party organisations present a particular risk to delivery and whether those organisations have agreed to support the scheme's delivery.
(Maximum 250 words)

In this section set out if the scheme requires support from other organisations, and the nature of any engagement undertaken to date.

There are no risks to delivery from third-party organisations.

Although access to adjacent land is identified as a risk, we have powers under the Highways Act 1980 Section 291 to serve notice on landowners and enter for maintenance purposes with a 7 day notice period. Engagement has been positive with the majority of adjacent land owners and public utilities over land access to facilitate our previous works and this is expected.

Local Government Reorganisation is proposed in Derbyshire. This will see the creation of two new Unitary Authorities (North Derbyshire and Southern Derbyshire) from 01 April 2028.

This is not considered to be a risk to delivery as the project sits wholly within the North Derbyshire unitary authority's boundary.

2.4 Financial Case

a) Provide estimated outturn costs (£million) for the scheme in the table below. The table should be completed with total costs, requested DfT investment, LHA contribution and third-party contributions. Only capital funding costs should be included in the table.

To note, the prospectus sets out that:

- schemes should be delivered by end-2029/30.
- schemes with early delivery (i.e. in 2026/27) may be prioritised.
- schemes should not be affordable from existing LA budgets.
- local contributions are required for proposed schemes.
- preference will be given to schemes with higher local contributions and/or those where there is a high percentage of local contribution.
- preference will also be given where the local contribution is:
 - not from other central government funding sources.
 - partially funded from other third-party sources.

	2026/27	2027/28	2028/29	2029/30	Total
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Requested DfT investment	£3	£5	£5	£6	£19
LA contribution	£0.25	£0.25	£0.25	£0.25	£1
Other contribution	£	£	£	£	£
Total costs	£3.25	£5.25	£5.25	£6.25	£20

b) Outline how the LHA has sought to manage this scheme from existing budgets and why that has been unsuccessful.

Explain the local approach to managing the existing DfT contribution across its highway assets and what specific challenges have meant that this structure was not repaired earlier.

The current DfT funding formula does not cover retaining walls, only Highway bridges with a span over 1.5 metres. The value of the County's un-funded retaining walls is £1.75 billion and is more than twice the value of its bridges at £800 million. This lack of funding gives a significant risk to our ability to deliver appropriate maintenance on existing retaining walls and results in a reliance on reactive maintenance and pressure bids.

c) Describe the whole life costs anticipated without the proposed scheme. Explain how the proposed scheme mitigates costs from a whole life perspective. (Maximum 250 words)

Explain maintenance considerations for maintaining the structure and compare these to the scheme cost to demonstrate the financial benefit of delivering this scheme.

The proposal offers good value for money over the 60-year appraisal period

Without Structures Fund funding ongoing maintenance costs would continue to be in the region of £1million, index linked @4.7% over 60 years, giving a total maintenance cost of:

£313,459,883

The investment in this bid of £20million would reduce the ongoing annual maintenance cost starting at £1k and index linked at 4.7% over 60 years, giving a total maintenance cost of:

£257,286

The whole life maintenance cost's rate of return on the £20million investment is

$£313,459,883 / £257,286 = 1,218/1$

d) Summarise how the cost estimate for the scheme has been developed.

Set out the basis for the estimate. For example, is it based on an estimate from similar work, developed by a quantity surveyor or a contractor quotation. Describe the inflation assumptions used and the rationale for these.

The scheme cost has been estimated based on previous experience and treatment costs during the A6 Challenge Fund repair programme.

Proposals are scalable and are able to cope with inflationary pressures. It is assumed that OMR costs are inflated by 4.7% mean construction price increase but the Structures Fund Grant will be static.

e) Explain the financial risks that have been considered and factored into the estimate and what contingency is allowed for.

Explain the key risks and their impact on the cost and programme, including how these link to the overall contingency allowed for in the estimate.

Due to the previous experience of the Project Manager and Team, the risk is considered to be low. The bespoke condition of all the walls on this section of the A6 is such that there is no one-size-fits-all repair and each location is treated on its own merit. In view of this a contingency of 10% has been allowed for, in order to cover for variations or possible additional works once the job has started on the ground.

- f) Provide details of the local and other contributions, including the relevant funding sources and the certainty of whether these contributions are available. (Maximum 250 words)

Describe the various sources of funding and their availability.

The County Council's contribution will be funded from the East Midlands Combined County Authority (EMCCA) Transport for City Regions fund and will be £1m over the 4 year programme (£250k per annum).

2.5 Management Case

Outlines how the project will be delivered and managed effectively.

- a) Select the option which best describes the current stage of the project:

- ☐ No design, benchmarked against other schemes only
- ☐ Design concept only, no supplier yet engaged
- ☒ QS estimate / early supplier engagement, stable design

- b) What is the anticipated start date for construction for the scheme?

1 January 2027 - subject to date of funding announcement

- c) What is the anticipated end date for construction for the scheme?

31 March 2030

- d) Summarise the approach to the management of the delivery of the scheme. This should be from the current point of development to completion.

This should include the management of resources, including the supply chain, to ensure delivery and an explanation of any evidence that provides certainty of delivery within the timescale.

A full time Project Manager and team is currently overseeing the design and delivery of repairs on lengths of retaining wall. Liaison is ongoing with our existing external design consultant over the next phases and our external contractor is carrying out works on site at the present time. They provide the advantage of enabling an early start on delivery and also have knowledge and experience of the types of potential issues likely to be experienced. Our Procurement section have been involved from the outset to ensure the swiftest route to market for the construction works. The overarching governance for the project will be through the A6 Challenge Fund Board which the Project Manager reports into.

- e) Explain the key delivery risks and challenges and how the local authority intends to address them. Answers should also explain any financial risks and how any cost overruns will be addressed by the local authority. (Maximum 250 words)

Explain how key financial risks are being managed and mitigated. Explain how other risks are being managed (e.g. are there any points of complexity or requirements regarding planning or land ownership?).

The financial risks and potential mitigations are similar to, and are affected by, the delivery risks outlined in 2.3. Any additional risks not already covered in the Risk Register will be assessed as soon as they are identified, with appropriate mitigations considered. The risk mitigations could impact on delivery and cost and these will be confirmed and reported to the A6 Challenge Fund Board for sign off or further instructions. It is considered that the previous experience and knowledge gained from working with the walls during the previous phases has covered most eventualities and that financial risk is low/medium. The scope of works could be re-assessed to de-scope to remain within budget or additional internal funding could be sought to deliver the full proposals. No planning permissions are required and no land ownership is necessary, although temporary access into private land is required at some sections of the wall to enable works to continue. Adjacent landowners have been agreeable in the main, although if we do not get agreement from landowners we have statutory powers to serve notice to enter to carry out works under s291 of the Highways Act 1980.

- f) Describe the key project controls that will be employed by the local authority to ensure that schemes are delivered on time and in budget. (Maximum 250 words)

Provide details of the methods that the authority uses to ensure timely delivery within budget.

The project is overseen by the Project Manager and her team with continued liaison with the all relevant stakeholders. Key performance indicators are monitored to ensure that milestones are delivered on time and to budget. Detailed project programmes are drawn up to identify operations and milestones, including Procurement timelines, Network Management re: road space and any effect this could have on construction dates. This would feed into the Challenge Fund/Structures Bid Board and notify them of progress, project risks, cost implications, etc. Quality control to the works would be monitored by onsite supervision and defects addressed and also treatments and approaches revised if other methods become more suitable. For example: Initial projects in the Challenge fund bid were issued as Target Cost contracts (Pain/Gain). This arrangement was found to be unsuitable for the types of work involved and subsequently all current works are being let using the NEC Option A (Lump Sum) contract which is more appropriate for the works being carried out on this project.

- g) Set out if the scheme requires permission from other bodies, and how this permission can be obtained to ensure delivery.

Provide details of the permission required, the likely timescale for obtaining permission and any potential barriers to obtaining that permission.

The A6 retaining walls do not need any planning permissions to progress. Landowner liaison has been mainly positive and is expected to continue. Public Utility underground services have been identified using Ground Penetrating Radar and discussions with them have been carried out regarding our works. No permissions are required with regard to the Worlds Heritage Site – the method of repairs is such that the walls themselves are being strengthened in-situ - in most cases very little difference should be seen to the completed walls, except that they will be able to cope with the challenges of modern traffic loading and extreme weather events.

- j) If applicable, explain how the scheme development has included consideration of climate adaptation and ensures the future resilience of the highway network (Maximum 250 words).

Describe how climate related risks (e.g., flooding, heat, extreme weather) have been assessed and incorporated into design measures to improve the long term resilience of the highway network. This may include evidence of risk assessments, adaptive design features, and how the scheme will maintain network performance under future climate conditions.

The 200 year old retaining walls are in a poor condition and are at risk of collapse due to the effect of more extreme rainfall on the water table and underground streams. The challenges of differing weather patterns is an important part of the retaining wall repairs by adding additional weep holes and drainage to prevent destabilisation of foundations and damage to pointing and structural fill. Innovative materials are being investigated to see if they provide additional resilience to extreme weather - such as proprietary mortars and grouts compared to traditional standard materials.

- h) Explain the considerations have been made or will be developed to account for the management of carbon for the development of the scheme.

This may include development of a carbon management plan dealing with whole life carbon (e.g. using low carbon construction measures to deliver the scheme or reducing emissions though reducing vehicle miles).

The condition of the historic retaining walls is such that strengthening work is required to prevent collapse and the inconvenience and severance this would cause. As this section of A6 runs through the Derwent Valley World Heritage Site, it was paramount to maintain the existing appearance of the walls. To do this several repair options have been implemented such as: ground anchors, soil nails, gabions, earth bunds and injection grouting. All these options have the benefit of retaining much of the original patina and appearance of the walls and achieving modern load bearing capacity. The additional benefit of this approach is that it has caused fewer carbon emissions than would be present in a more usual take-down-and-renew treatment using structural reinforced concrete and quarried fill and new road construction materials. With most of the retaining wall materials in-situ already, the associated carbon emissions from quarrying, transport movements, concrete and steel production was reduced.

- i) What statutory undertakers affect the proposed scheme? Has any engagement been undertaken and how has this been accounted for within the delivery approach?

Set out the relevant statutory undertakers, the impacts they may have on the programme – including planning – and how this part of the programme will be managed. If applicable, describe how deterioration of the structure has or may impact utilities services and the extent of this disruption.

Statutory Undertakers' equipment could affect the scheme and be affected by any structural collapse. Liaison has been carried out with the statutory undertakers and Ground Penetrating Radar (GPR) surveys have been carried out to confirm the locations of any statutory undertaker's equipment and the possible impact (if any) on the council's proposals. If any section of wall were to collapse it is likely that the statutory undertaker equipment would be severed, causing unavailability and leading to disruption to service users and potential danger depending on the type of equipment present. This would further exacerbate the severance such a collapse would have on the local area.

Part 3 – Governance and Declarations

3.1 Equality Analysis

a) Has analysis of the equality impacts of the scheme been undertaken by the LHA in line with the Public Sector Equality Duty? Select below:

☐ Yes

☒ No

b) Explain how the equality impacts of the scheme have been considered or will be considered. Identify the relevant affected groups with protected characteristics, and any planned measures to mitigate these impacts. (Maximum 250 words)

Equality impacts for this scheme have not been considered individually as a resilient A6 will provide equality for access to all. The benefit of strong retaining walls supporting the carriageway and footways will enable reliable public transport, business logistics and private car journeys, The condition of the carriageway and footways will also help encourage modal shift to public transport, walking and cycling.

3.2 Public Sector Transparency

When LHAs submit proposals for funding to DfT, 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 proposal to DfT.

a) Please specify the weblink where this proposal will be published.

<https://www.derbyshire.gov.uk/transport-roads/transport-plans/transport-funding-bids/transport-funding-bids.aspx>

3.3 Declarations

Senior Responsible Owner declaration

As Senior Responsible Owner for [A6 Historic Retaining Walls, Matlock Bath to Whatstandwell], I hereby submit this request for approval to DfT on behalf of [Derbyshire County Council] and confirm that I have the necessary authority to do so.

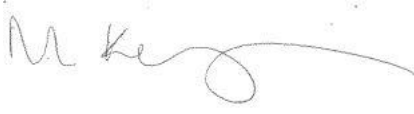
I confirm that [Derbyshire County Council] will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in this proposal can be realised.

- a) Name: Neill Bennett
b) Signed: 
c) Date: 31 July 2026
d) Email: neill.bennett@derbyshire.gov.uk

Section 151 Officer declaration

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

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution.
- 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 and that no DfT funding will be provided after 2029/30.
- confirms that the authority has the necessary governance and assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

- e) Name: Mark Kenyon

f) Signed:
g) Date: 31 July 2026
h) Email: mark.kenyon@derbyshire.gov.uk