

Local Highways Maintenance Challenge Fund



Department
for Transport

Application Form: bids for funding in 2019/20

The level of information provided on this form should be proportionate to the size and complexity of the works proposed. An Excel data proforma should also be completed.

Note that DfT funding is a maximum of £5 million per project for bids in 2019-20. An individual local highway authority may apply to bid for only one scheme. Funding will be provided in 2019/20, but it is recognised that construction may go into 2020/21 as well. The closing date for bids is 31 October 2019.

For schemes submitted by a Combined Authority for component authorities a separate application form should be completed for each scheme, then the CA should rank them in order of preference.

Applicant Information

Local authority name: **Bath and North East Somerset Council**

Bid Manager Name and position: **Craig Jackson, Highway Maintenance & Drainage Manager**

Contact telephone number: **01225 394269**
Email address: **Craig_Jackson@bathnes.gov.uk**

Postal address: **Lewis House,
Manvers Street,
Bath** Postcode: **BA1 1JG**

Combined Authorities

Name and position of Combined Authority Bid Co-ordinator:
Kathryn Vowles, Head of Capital Delivery, West of England Combined Authority

Contact telephone number: **07976 169873**
Email address: **kathryn.vowles@WestOfEngland-CA.gov.uk**

Postal address: **3 Rivergate,
Temple Quay,
Bristol BS1 6EW**

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, the local highway authority must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department.

Please specify the weblink where this bid will be published:

<https://travelwest.info/projects/local-highways-maintenance-challenge-fund>

SECTION A – Description of works

A1. Project name: Cleveland Bridge, Bath

A2. Headline description:

Proposed start date: **January 2020**

Estimated Completion date: **December 2020**

Brief description

Refurbishment works are required to maintain Cleveland Bridge and preserve its heritage value for the future. The bridge is a Grade II* listed structure built in 1826.

The bridge is designated the A36 and is a key component of the A36/A46 between Southampton and the M4, which has trunk road status apart from the section that runs through the centre of Bath. The corridor is important for north-south strategic movements between the M4, South Wales, Bristol and the South Coast ports, and for cross-city movements.

A series of defects on the bridge were identified during inspections undertaken in 2014 and 2018. In total 269 defects were identified – 11 require temporary structural supports to be repaired. Faults have also been identified with the concrete bridge deck which require the immediate need to limit the load carrying capacity of the bridge resulting in the diversion of HGVs until the works are complete.

A3. Geographic area:

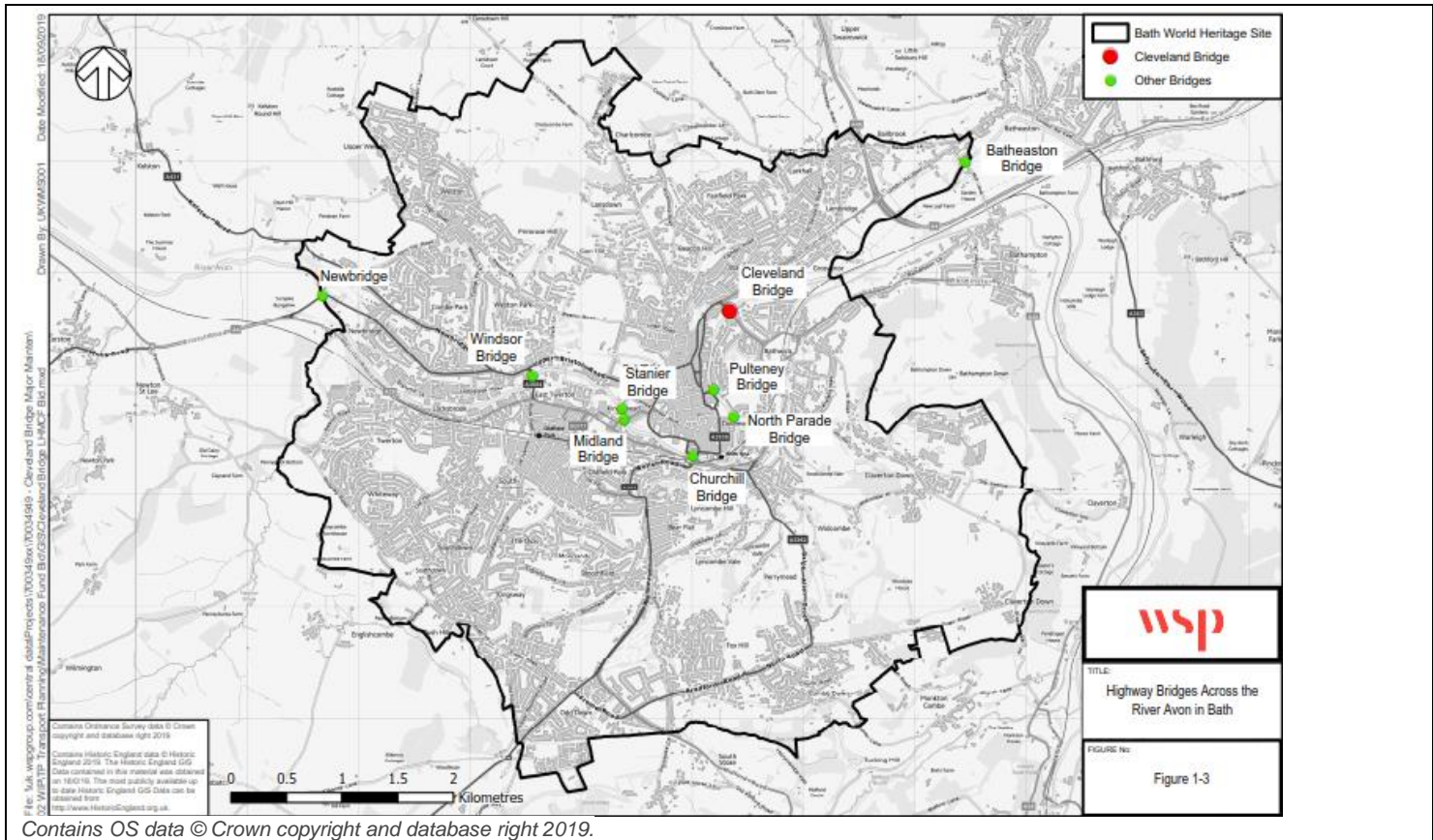
Please provide a short description of the location referred to in the bid (in no more than 50 words)

Cleveland Bridge is located in the Bath World Heritage Site and the Bathwick Character Area of the Bath Conservation Area.

OS Grid Reference: **ST753656**

Postcode: **BA1 5DH**

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



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

DfT funding of up to £5 million in 2019/20

Structural maintenance, strengthening or renewal of bridges, viaducts, retaining walls or other key structures, footbridge or cycle bridge renewal

Major maintenance, full depth reconstruction of carriageways, structural maintenance of tunnels

Resurfacing of carriageways including improvements to footways or cycleways that are within the highway boundary

Renewal of gullies and replacement of drainage assets

SECTION B – The Business Case

B1. The Financial Case – Project Costs and Profile

Before preparing a proposal for submission, bid promoters should ensure they understand the financial implications of developing the project (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the Department's maximum contribution.

Please complete the table below. **Figures should be entered in £000s** (i.e. £10,000 = 10).

Funding profile (Nominal terms)

£000s	2019-20	2020-21
<i>DfT Funding Sought</i>	£ 3,560	<i>DfT funding not available in 2020-21</i>
<i>LA Contribution</i>	£110	£250
<i>Other Third Party Funding</i>	£ 0	£ 0

Notes:

- 1) Department for Transport funding will be granted in the 2019-20 financial year but local highway authorities may carry that funding over to following financial years if necessary.*
- 2) There is no specific amount for a local contribution by the local authority and/or a third party but if this is proposed please state what this is expected to be.*

B2. Local Contribution / Third Party Funding

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

- a) The non-DfT contribution may include funding from the local authority or a third party. This should include evidence to show how any third-party contributions are being secured, the level of commitment and when they will become available.

The Council will make a local contribution of £360,000 from the Council's Capital Funding.

- b) Please list any other funding applications you have made for this project or variants of it and the outcome of these applications, including any reasons for rejection (e.g. applications made through any similar competition).

None

B3. Strategic Case (sections (a) to (g) below)

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

a) What are the current problems to be addressed by the proposed works? (Describe economic, environmental, social problems or opportunities which will be addressed by the scheme).

The historic bridge requires structural works to repair, refurbish and restore the structure to maintain its strategic and local function. Weight and/or access restrictions to some or all traffic would have significant economic impacts locally and in the West of England. Until repairs are completed, a weight limit is required on the bridge that will result in the diversion of vehicles over 18t.

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

Key structural components of the bridge are life expired and in need of maintenance, repair or replacement. The cost of these works is more than one year's full Structural Maintenance Block Grant funding and utilising this funding in whole would be to the detriment of many other priority maintenance improvements across all asset categories.

The proposed refurbishment works include repairs to the deck slabs and masonry abutments, repainting the footway beams, waterproofing, installing protective coating systems to support the ongoing safe use of the bridge, repair damage and conserve the structure to maintain its structural integrity and heritage values.

An 18t weight limit is required on the bridge which will require the diversion of around 950 HGVs crossing the bridge each day. These vehicles cannot be directed through Bath city centre due to 7.5t weight restrictions on many city streets, road geometry and access restrictions. HGVs will need to follow one of two routes of 23 and 45 miles respectively to the west or to the east of Bath. An extended period of weight restriction, and the disruption, mileage and journey time costs arising, would have significant negative impact of the local and regional economy.

The bridge is also a Grade II* listed structure within the Bath World Heritage Site and needs to be protected from further deterioration.

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

Options considered were to Do Nothing and to undertake repairs to the bridge as and when issues arise. Given the bridge's strategic and historic importance within Bath and in the West of England, there is no alternative option but to repair the structure in line with the proposals detailed here and forming this LHMC application.

d) What are the expected benefits / outcomes?

Continuation of the bridge's role in the local and strategic highway network, and the restoration of a Grade II* listed structure.

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

Because of the strategic and historic nature of the bridge, there is no lower cost alternative to restoration, strengthening and repair of the existing structure. An extended period of repairs would not address the underlying need to strengthen the structure and remove the 18t (or even a 7.5t) weight restriction and the additional costs of diversion and extended journey times to businesses and the local and regional economy.

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

On completion the bridge will maintain its key strategic role in the route forming the A36 between Bristol and the South Coast ports, and will remove the widespread economic and environmental effects and impacts of diverting a significant volume of traffic onto other (perhaps less appropriate) routes. It also provides an important route between the north and south parts of Bath and the University to the benefit and relief of the historic city centre.

B4. Equality Analysis

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

B5. The Commercial Case

This section categorises the procurement strategy that will be used to appoint a contractor and, importantly for this fund, set out the timescales involved in the procurement process to show that delivery can proceed quickly.

What is the preferred procurement route for the scheme? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

Framework contract

Direct labour

Competitive tender

**It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department with confirmation of this, if required. An assurance that a strategy is in place that is legally compliant and is likely to achieve the best value for money outcomes is required from your Section 151 Officer below.*

B6. Delivery of project

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

Yes No

Details of statutory procedures before works can commence

The Council has prepared a Heritage Statement to accompany an application to seek Listed Building Consent for the proposed refurbishment works to Cleveland Bridge.

SECTION C: Declarations

C1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Cleveland Bridge, Bath, I hereby submit this request for approval to DfT on behalf of Bath & North East Somerset Council and confirm that I have the necessary authority to do so.

I confirm that Bath & North East Somerset Council will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name: **Mandy Bishop**

Signed:

Position: **Director of Environmental Services**

C2. Section 151 Officer Declaration

As Section 151 Officer for Bath & North East Somerset Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Bath & North East Somerset Council:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- will allocate sufficient staff and other necessary resources to deliver this scheme on time and on budget
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested
- has the necessary governance / assurance arrangements in place
- has identified a procurement strategy that is legally compliant and is likely to achieve the best value for money outcome
- will ensure that a robust and effective stakeholder and communications plan is put in place

Name:

Signed:

Submission of bids:

The deadline for bid submission is 5pm on **31 October 2019**

Successful bids for Challenge Fund Tranche 2B are to be funded in 2019/20.

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

roadmaintenance@dft.gov.uk copying in Paul.O'Hara@dft.gov.uk