

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: Nick Twaite

Bid Manager Name and position: Infrastructure Asset Manager

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

Contact telephone number: 07795 603064 **Email address:**
ntwaite@worcestershire.gov.uk

Postal address: Directorate of Economy and Infrastructure
Worcestershire County Council
County Hall, Spetchley Road,
Worcester, WR5 2NP Postcode

Combined Authorities

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

Name and position of Combined Authority Bid Co-ordinator:

Contact telephone number: **Email address:**

Postal address:

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:

http://www.worcestershire.gov.uk/info/20055/strategies_plans_and_bids

SECTION A – Description of works

A1. Project name: Sabrina Bridge, Worcester - Major Refurbishment

A2. Headline description: Refurbishment and strengthening of footway/cycle bridge

Proposed start date: April 2020
estimated Completion date: October 2020

Brief description

Strengthen the 'at risk' cable stayed structure & minimise disruption to users by prefabricating & painting strengthened deck units offsite, allowing existing units to be replaced in one operation drastically reducing time for completion

A3. Geographic area:

Please provide a short description of the location referred to in the bid (in no more than 50 words)
Sabrina bridge is dedicated for pedestrians and cyclists (part of national cycle network) and crosses the Severn between Pitchcroft and the Westside of Worcester. It's a vital crossing point for students & other users linking the University with the city
OS Grid Reference: **SO 84259 55167**
Postcode: **WR1 3EJ**

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>	2,500	<i>DfT funding not available in 2020-21</i>
<i>LA Contribution</i>	500	
<i>Other Third Party Funding</i>		

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.

Funding will from be from the Local Authority

- 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).

It is a vital crossing point for the University and other users into the city but has safety issues with crowd loading and a parapet that isn't compliant for cyclists. Many asset components need replacing as they are near the end of the lifecycle.

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

Following a detailed structural assessment by the County's professional services provider, Jacobs, the structure is now categorised as an immediate risk structure in accordance with BD79/13 with inadequate structural capacity and associated safety factors.

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

A full option appraisal was executed; from continuing to manage loading and minor maintenance only to complete replacement of the structure. These were rejected as they didn't meet the strategic long-term needs or weren't cost effective or practicable

d) What are the expected benefits / outcomes?

Strengthened bridge is a vital link between 3 University campus'. Full & safe access to users, avoiding 900m alternative route alongside a multi lane A road enhancing safety and reducing exposure to pollution

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)?

Continue to manage the bridge through reactive maintenance, along with a risk management approach to loading. However, this will not solve the imminent issue of many components nearing the end of their life cycle

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

Linking University Campus' on each side of the river, forming a 'traffic free' access to the City for a national cycle route, allowing users to travel to the City centre who might otherwise drive causing congestion & pollution. Huge benefit to the Uni.

B4. Equality Analysis

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

Existing layout will remain and is compliant

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

It has been confirmed that the proposed works can be carried out under permitted development

SECTION C: Declarations

C1. Senior Responsible Owner Declaration

As Senior Responsible Owner for [*Sabrina Bridge Refurbishment*] I hereby submit this request for approval to DfT on behalf of [*Worcestershire County Council*] 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: Nick Twaite

Signed:

Position:

Infrastructure Asset Manager



C2. Section 151 Officer Declaration

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

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

Name:

Michael Hudson

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