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: Rochdale Borough Council

Bid Manager Name and position: Andy Collins, Team Leader Bridges, Asset Management & Flooding

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

Contact telephone number: 01706 924546    Email address: andy.collins@rochdale.gov.uk

Postal address: Rochdale Borough Council, Floor 2, Number One Riverside, Smith Street, Rochdale, Postcode OL16 1XU

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: Mike Purcell

Contact telephone number: 01612441121    Email address: Mike.Purcell@tfgm.com

Postal address: 2 Piccadilly Place, Manchester M1 3BG

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.rochdale.gov.uk/parking-roads-and-transport/Pages/bridges-and-highway-structures.aspx](http://www.rochdale.gov.uk/parking-roads-and-transport/Pages/bridges-and-highway-structures.aspx)

Highways Maintenance Challenge Fund 2019/20 Application Form
SECTION A – Description of works

A1. Project name: Queens Park Bridge Refurbishment: Rochdale Borough Council

A2. Headline description:

Proposed start date June 2020

Estimated Completion date March 2021

Brief description
Rochdale MBC have been monitoring the deteriorating condition of Queens Park Bridge for many years.
The results of the historic assessment have been addressed short term by the installation of a
temporary concrete vehicle restraint barrier on the kerb line.
However, should the poor condition of the bridge not be addressed the reinforced concrete will
continue to deteriorate leading to weight restrictions being imposed on the bridge in the short term
and the potential closure of the bridge in the long term.
A closure of the bridge would have significant impact on local business success and the lives of local
residents causing delay and increased journey times. While the obvious diversion route is only a short
detour via Bamford Road this route is not suitable for HGV’s or high volumes of traffic. The required
diversion route is approximately 8 miles.

The following works are considered necessary to enable the bridge to remain open without weight
restrictions being put in place;
1. Concrete repairs throughout including the installation of sacrificial anodes.
2. Re-waterproofing of the deck.
4. Installation of a permanent vehicle barrier along the kerb line to protect the footways from
vehicle loading.
5. Restrict the carriageway width to 7.5m, ie 2 notional lanes, which limits the live loading carried
by the bridge.
6. Replacement of the parapets with a pedestrian parapet fabricated to mimic the existing
appearance.

A3. Geographic area:

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

Queens Park Road Bridge carries Queens Park Road over the River Roch and its valley (Queens
Park). The bridge is located approximately 1km north of Heywood town centre. The bridge was
constructed circa 1933 and is identified as a very significant transport and heritage feature of the
town.

OS Grid Reference: SD 85730 11808
Postcode: OL10 4AN

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.

Highways Maintenance Challenge Fund 2019/20 Application Form
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)

<table>
<thead>
<tr>
<th>£000s</th>
<th>2019-20</th>
<th>2020-21</th>
</tr>
</thead>
<tbody>
<tr>
<td>DfT Funding Sought</td>
<td>£3,960</td>
<td>DfT funding not available in 2020-21</td>
</tr>
<tr>
<td>LA Contribution</td>
<td>£440</td>
<td></td>
</tr>
<tr>
<td>Other Third Party Funding</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.

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).

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).

1. Introduction

Queens Park Bridge is a five span bridge constructed in early reinforced concrete which carries Queens Park Road, B6220, over the River Roch and adjacent park land in Heywood Rochdale, see Appendix A for Location Plan. The bridge is not listed. It is however considered to be an important heritage feature of the town.

Queens Park bridge has been identified by the Rochdale MBC as a strategic route which is used by over 12,000 vehicle users per day. The bridge provides access to Rochdale and Manchester for the high population areas of Norden and Bamford with Queens Park Road providing an important link to the Key Route Network.

Strategically the bridge provides a vital link to the motorway (M60) network for the residential developments to the north of the bridge providing access to Manchester City Centre, Manchester Airport and other important public transport hubs.

The bridge also provides an important route for local travel with St Michaels C Of E Bamford Primary School located directly to the north of the bridge.

Queens Park Road has recently been re-classified as the B6220 to account for its strategic importance.

Rochdale is closely connected to the economic growth centres of Manchester, Leeds and Liverpool. One of Rochdale MBC’s Transport Strategy objectives is to “ensure the transport network supports the Greater Manchester economy and improve the life chances of residents and business success;”

Rochdale MBC are seeking £3.96 million of funding from the Local Highways Maintenance Challenge Fund – Tranche 2b, an additional £440k will be funded by Rochdale MBC to provide the full value of the estimated works (£4.4 million).

2. Current Structure Condition

The bridge was constructed in the 1930’s. It is currently in a poor condition following a lack of investment to maintain the reinforced concrete structure.

Queens Park Bridge has been subject to a number of complex structural assessments. These assessments have concluded the following:

a) the cantilever beams which carry the footways are not adequate to carry accidental wheel loading.

b) The existing parapets are not adequate to contain an errant vehicle

c) The carriageway width needs to be restricted to ensure that the bridge is not overloaded.

The most recent Principal Inspection shows that the condition of the bridge is deteriorating over time and clearly reaching the end of its serviceable life. In addition to the natural ageing process, the asset is starting to deteriorate at a faster rate as a result of past under-investment. The presence of chlorides from de-icing salts is leading to spalling concrete and corrosion of the reinforcement which is compounding the problems.

The current bridge condition indicator (BCI) score for the bridge is 55.25 average value and 55 for the critical elements confirming when benchmarked nationally against other highway structures that the bridge is in a poor condition.
Temporary interventions are currently in place to protect elements of the bridge which are not capable of carrying highway loading. This includes a concrete vehicle restraint barrier which has been placed along both the northbound and southbound carriageway kerb lines. The barrier was installed in 2000 as a temporary mitigation measure following an assessment in 1997 but is still in place.

Since this time the bridge has continued to deteriorate. Intrusive investigations and concrete testing have been undertaken and identified the presence of chlorides within the reinforced concrete caused by the use of de-icing salts on the highway and the poor condition of the deck waterproofing and expansion joints. Exposure of reinforced concrete to chloride ions is the primary cause of premature corrosion of steel reinforcement.

The bridge has been subject to a number of previous concrete repair schemes which have addressed localized defects, however, deterioration of the concrete is ongoing.

The major defects that need to be addressed are as follows;
1. Understrength reinforced concrete elements.
2. Spalling concrete and corroding reinforcement to all five spans.
3. Water ingress through the bridge deck.
4. Failing expansion joints.
5. Existing parapets are in a poor condition and not capable of containing an errant vehicle.

How the current problems are to be addressed?

The following works are considered necessary to enable the bridge to remain open without weight restrictions being put in place;
1. Concrete repairs throughout including the installation of sacrificial anodes.
2. Re-waterproofing of the deck.
4. Installation of a permanent vehicle barrier along the kerb line to protect the footways from vehicle loading.
5. Restrict the carriageway width to 7.5m, ie 2 notional lanes, which limits the live loading carried by the bridge.
6. Replacement of the parapets with a pedestrian parapet fabricated to mimic the existing appearance.

The council is currently investigating means of minimizing procurement costs by utilizing existing regional framework agreements which are accessible to Rochdale MBC. The use of existing frameworks would allow early contractor involvement (ECI) and value engineered solutions to be developed and implemented. Use of established Framework Contract also reduces the risk of construction inflation through the utilization of previously tested rates.

Through the successful delivery of recent capital projects Rochdale BC understand the importance of the following;
- The importance and relevance of early contractor involvement (ECI);
- Consultation and liaison with stakeholders, residents and elected members from an early stage;
- Sound project and programme management structure and arrangements;
- Elected member engagement;
- Well planned procurement strategies;
- Risk management;
- Communication and stakeholder plans;
- Minimising road closures through phased working

4. Why the asset is in need of urgent funding?
Rochdale MBC have been monitoring the deteriorating condition of Queens Park Bridge for many years. The results of the historic assessment have been addressed short term by the installation of a temporary concrete vehicle restraint barrier on the kerb line. However, should the poor condition of the bridge not be addressed the reinforced concrete will continue to deteriorate leading to weight restrictions being imposed on the bridge in the short term and the potential closure of the bridge in the long term. A closure of the bridge would have significant impact on local business success and the lives of local residents causing delay and increased journey times. While the obvious diversion route is only a short detour via Bamford Road this route is not suitable for HGV’s or high volumes of traffic. The required diversion route is approximately 8 miles.

The high cost of the works required to refurbish Queens Park Bridge is such that these works cannot be funded through the annual Capital Budget alone and would have proved to be difficult to fund through the usual formula needs element allocations received from government. To deliver the works via funding currently available would lead to the project being undertaken piecemeal over a number of years leading to a higher out turn cost. In addition, and more importantly, it is not feasible to deliver the project in this manner without detriment to the Borough’s committed priorities for urgent repair work on other parts of the network.

Rochdale MBC prioritise structures based on their condition score, size and strategic importance. Queens Park Bridge currently sits in the worst 7% of bridges maintained by Rochdale MBC.

5. What options have been considered and why have alternatives have been rejected?

The following options have been considered as part of a high-level feasibility study to inform this challenge fund bid:

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
<th>Cost Estimate</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option 1</td>
<td>Do Nothing</td>
<td>£0</td>
<td>The bridge condition continues to deteriorate leading to weight restrictions in the short term and closure in the long term</td>
</tr>
<tr>
<td>Option 2</td>
<td>Refurbishment</td>
<td>£4.4m</td>
<td>The bridge can remain open with no restrictions. Ongoing maintenance will be required.</td>
</tr>
<tr>
<td>Option 3</td>
<td>Bridge Replacement</td>
<td>£15m</td>
<td>New structure with 120 year design life</td>
</tr>
</tbody>
</table>

While Option 2 is the preferred option this cannot be undertaken without significant funding. The annual capital budget allowance does not provide adequate funding to undertake a project of this size and value.

The high-level Feasibility Report considers the alternative options of Do Nothing or Full Bridge Replacement. The option to do nothing has been rejected on the grounds that the bridge condition would deteriorate until such time that weight restrictions would be implemented in the short term and the bridge would be closed in the long term. The option of a full bridge replacement has been discounted on the grounds of the high estimated construction cost.

6. What are the expected benefits / outcomes?
Once the refurbishment is complete the strategic route will be maintained with no detrimental effect on the travelling public. Connections to the economic growth centres of Manchester, Leeds and Liverpool will be maintained and Rochdale MBC’s Transport Strategy objective to “ensure the transport network supports the Greater Manchester economy and improve the life chances of residents and business success;” will be satisfied.

7. 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)?

Should funding not be secured then the condition of Queens Park Bridge would continue to deteriorate due to the Council’s committed priorities for urgent repair work on other parts of the network. There is no lower cost alternative as the defects affect the whole of the structure and need to be rectified to ensure the ongoing use of the bridge. Without additional funding weight restrictions will be imposed in the short term and the bridge will need to be closed in the long term. A closure of the bridge would have significant impact on local business success and the lives of local residents causing delay and increased journey times.

Diversion routes of a significant length would need to be put in place since the adjacent Bamford Street is unsuitable for HGV’s or high volumes of traffic.

A closure of the bridge could potentially lead to reduced levels of active travel due to the necessary diversion routes.

8. What are the economic, environmental and social impacts of completing this project?

Once the refurbishment is complete the strategic route will be maintained with no detrimental effect on the travelling public. Without investment a bridge closure is likely, which would have significant impact on local business success and the lives of local residents causing delay and increased journey times.

The intervention prevents the continued deterioration of the bridge which in time would restrict integration and accessibility of transport for all members of society.

The refurbishment of the bridge will ensure that the existing resilient network will be maintained and also provide a reliable highway network.

B4. Equality Analysis

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

Bridge Refurbishment Scheme to ensure load carrying capacity

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 ☒
<table>
<thead>
<tr>
<th>Direct labour</th>
<th>☐</th>
</tr>
</thead>
<tbody>
<tr>
<td>Competitive tender</td>
<td>☐</td>
</tr>
</tbody>
</table>

*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
SECTION C: Declarations

C1. Senior Responsible Owner Declaration
As Senior Responsible Owner for Queens Park Bridge I hereby submit this request for approval to DfT on behalf of Rochdale Borough Council and confirm that I have the necessary authority to do so.

I confirm that Rochdale Borough Council will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name: Donna Bowler
Position: Assistant Director (Place)

Signed: [Signature]

C2. Section 151 Officer Declaration
As Section 151 Officer for Queens Park Bridge I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Rochdale Borough 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: Julie Murphy
Signed: [Signature]

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
Rochdale MBC – Challenge Fund Submission

Queens Park Bridge Refurbishment

Figure 1 – Location Plan