

Cabinet

11 June 2020

Historic Bridge Maintenance Programme - Capital Programme Entry

Recommendations

That Cabinet recommends that Council:

- 1) Approves the addition of the Historic Bridge Maintenance Programme to the capital programme at an estimated cost of £6.30m, funded from the Capital Investment Fund (CIF) and the Department for Transport (DfT) Challenge Fund

Subject to the approval by Council of the recommendation above that Cabinet:

- 2) Approves the submission of applications for planning permissions, any other requisite consents and any other agreements with landowners or agencies.
- 3) Authorise the Strategic Director (Communities) to invite tenders, where the expected individual contract value requires and enter into the appropriate contracts on terms and conditions acceptable to the Strategic Director (Resources)

1. Executive Summary

- 1.1 In November 2019 Cabinet approved the allocation of £1.322 million from the CIF to fund a three year programme of Historic Bridge Maintenance conditional upon additional funding being secured from the DfT.
- 1.2 In February 2020 DfT confirmed the award of £4.978m to Warwickshire County Council through the Challenge Fund.
- 1.3 The Historic Bridge Maintenance Programme (HBMP) has received a total of £6.300m which now needs to be included in the Council's capital programme.
- 1.4 The HBMP scope is to repair eight historical structures to ensure the continued support of the highway network and to minimise the requirement for future access restrictions. These structures are expensive to maintain and repair and the DfT funding to support this programme is welcomed.
- 1.5 Delivery of this programme will reduce the need for unplanned/reactive lane and/or road closures, reduce the use of both temporary and permanent weight

restrictions and minimise the likelihood of major long-term disruption to the highways network.

2. Supporting Information

2.1 The eight structures as part of the proposed programme for maintenance are:

- A428/002 Bretford Bridge, near Rugby
- B4117/001 Cole End River Bridge, Coleshill
- C33/001 Baginton Mill Bridge,
- A3400/037 Clopton Bridge, Stratford
- B4085/006 Bidford on Avon River Bridge
- A425/004 Castle Bridge, Warwick
- C46/005 Binton Bridge South, Welford-on -Avon
- C53/017 Honington Bridge, near Shipston-on Stour

2.2 Works to these structures will focus on the significantly deteriorated and damaged stonework of these predominantly multi-span arch structures, that date as far back as the 14th Century.

2.3 Detail of the proposals for the individual bridges can be found on the Warwickshire website:
<https://www.warwickshire.gov.uk/majorconstructionprojects/challengefundbid>

3. Financial Implications

3.1 The applications submitted for CIF and DfT Challenge Fund set out that the reason for approval is that over the last decade, the condition of Warwickshire's historic bridge structures, supporting both the main highway network and adjoining roads have steadily declined. If the condition of these prestigious landmarks continues to decline in this manner, structural weight restrictions, the use of road closures and costly emergency works will need to be implemented until such time as maintenance and strengthening works can be undertaken. If the programme did not proceed it is likely many of the eight structures and more historical structures would require new weight restrictions that will place a limitation on the free movement of freight traffic and therefore have an adverse impact on the local economy. The current estimated financial implications of this programme of works would therefore provide more cost benefit than it would if the bridges were left to deteriorate any further.

3.2 The budget of £6.3 Million will be spread across the 8 structures over the three year programme and the budget consists of 'total works plus fees cost' and a 20% contingency as can be seen in Table 3.1.1. The HBMP therefore has a risk/contingency sum totalling £1,050,000 for the three year programme. It is proposed that where actual project costs are less than the current estimates, and where contingency sums are not spent, the remaining

sum is to be retained as a reserve for the remaining HBMP. This in effect can improve the probability that the HBMP can be delivered in its entirety.

- 3.3 The detailed delivery programme, including estimated project costs and expected start dates are shown in Table 3.2.1.

Table 3.2.1 – HBMP programme detail

Structure Reference	Structure Name	Estimated value	Expected start
A428/002	Bretford Bridge	£0.550m	2020/21
B4117/001	Cole End River Bridge	£0.320m	2020/21
C33/001	Baginton Mill Bridge	£1.101m	2020/21
A3400/037	Clopton Bridge	£0.990m	2021/22
B4085/006	Bidford on Avon River Bridge	£1.020m	2021/22
A425/004	Castle Bridge	£0.920m	2022/23
C46/005	Binton Bridge South	£0.630m	2022/23
C53/017	Honington Bridge	£0.860m	2022/23

- 3.4 Table 3.3.1 shows the proposed spend profile for the programme period.

Table 3.3.1 – Proposed HBMP spend profile

Funding Source	2020-21	2021-22	2022-23	Total
DfT Challenge Fund	£1.4852m	£1.5879m	£1.9040m	£4.978m
WCC CIF	£0.3948m	£0.4221m	£0.5060m	£1.322m
TOTAL	£1.880m	£2.010m	£2.410m	£6.300m

- 3.5 Formal confirmation has been received from the DfT regarding the award of this funding, and these funds have now been transferred to the Council.
- 3.6 The estimated costs for each project, which include for the design, supervision and a 20% contingency will be reviewed during the development of the programme. Any variations to the use of the funding or the phasing as the programme progresses will be reported to Cabinet as part of the quarterly financial monitoring reports.
- 3.7 Decisions may be taken by the Programme Board to move projects between years in response to design and delivery issues, and should either the funding be exhausted or funding remain at the end of the programme then the scope will be reduced or further historic bridges will be included as appropriate and with no recourse to the DfT.

4. Environmental Implications

- 4.1 An environmental impact assessment of the HBMP was completed and submitted with the successful Capital Investment Fund and Department for Transport Challenge Fund applications.
- 4.2 The development of the HBMP will include the review of environmental impacts for each of the eight projects, and the project design and implementation will include mitigation for environmental and ecological impact.

5. Timescales associated with the decision and next steps

- 5.1 Subject to the recommendations being agreed, the individual bridge maintenance project design will be prepared, and delivered according to the programme.
- 5.2 This work will include the interface with key stakeholders including:
- Local Members
 - Residents and businesses
 - Environment Agency
 - Local planning authority and/or Historic England

Appendices

None

Background Papers

Not Applicable

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The report was circulated to the following members prior to publication: Councillors Jeff Clarke and Peter Butlin.