

# 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:** Essex County Council

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

**Bid Manager Name and position:** Andrew Cook, Director Highways & Transportation

**Contact telephone number:**

**Email address:** andrew.cook@essex.gov.uk

**Postal address:** Essex County Council  
Attn. Mr Andrew Cook  
Director Highways & Transportation  
Room C232  
County Hall  
Market Road  
Chelmsford  
Essex

**Postcode** CM1 1QH

### **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:** N/A

**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:***

<https://www.essexhighways.org/transport-and-roads/highway-schemes-and-developments/bids-and-funding/Challenge-Fund-Bid>

## **SECTION A – Description of works**

### **A1. Project name: Oasis Bridge Maintenance Scheme**

### **A2. Headline description:**

Oasis Bridge Major Refurbishment & Cycleway Maintenance Scheme

**Proposed start date**                      2019/20

**Estimated Completion date**        2021/22

### **Brief description:**

Oasis Bridge is owned and maintained by Essex County Council. The bridge was constructed in 1970 and comprises a four-span continuous deck slab of voided reinforced concrete. The major refurbishment scheme includes:

- Bearing replacement
- Expansion joint replacement
- New waterproofing
- Installation of inboard N2 safety barrier on the bridge central reserve and verges
- Installation of high containment safety barrier in front of intermediate piers
- Removal of drainage blockage
- Concrete repairs
- Construction of new bearing inspection access platforms and stairs
- Cycleway maintenance scheme to restore condition of deteriorated

### **A3. Geographic area:**

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

Oasis Bridge is located in Chelmsford, approximately 2.8 km north east of the City Centre and 1.7 km south west of the A12 interchange at Boreham. The bridge carries the A138 over the B1137 Springfield Road.

OS Grid Reference: TL72964 08382

Postcode: CM2 6PN

*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.*

For location map information please refer to Appendix A - 'Challenge Fund Phase 1 Bid Oasis Location Map.docx' which includes a photo of the bridge.

### **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)**

<b>£000s</b>	<b>2019-20</b>	<b>2020-21</b>	<b>Total</b>
DfT Funding Sought	4,834	<i>DfT funding not available in 2020-21</i>	<b>4,834</b>
Essex County Council (ECC) Contribution	264	1,918	<b>2,182</b>
Other Third Party Funding	None	None	None
<b>Total</b>	<b>5,098</b>	<b>1,918</b>	<b>7,016</b>

#### **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.*

Please note that the above financial information is a combined total for Structures and Cycleway elements which are shown on individual pro forma spreadsheets, as requested.

For the Challenge Fund Financial Tracker, please see Appendix B (for bridges) and Appendix G (for cycleway maintenance).

For the Challenge Fund Toolkit, please see Appendix C and associated Appendices D1 to D3 (for bridges), as well as Appendices G and H and associated Appendix I (for cycleway maintenance).

### **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.*

No third party funding, but this will support the planned new infrastructure to be constructed from the Housing Infrastructure Fund award (HIF Bid).

- 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.***

**Oasis Bridge is a critical transport link to new development and is integral to delivering a robust transport network in Mid Essex for the reasons outlined below.**

Essex County Council was recently awarded £317.9m following a bid to central government relating to the 'Housing Infrastructure Fund' (HIF). £218m million is to be allocated for the building of a new railway station at Beaulieu, and the remainder for the delivery of a North-East bypass connecting the A12 with the A131, helping unlock up to 14,000 new homes, of which, 10,500 are in North East Chelmsford. It is estimated that this will create 2,500 more jobs at the Beaulieu development with 25,000m<sup>2</sup> of additional commercial floor space.

The new Beaulieu railway station on the outskirts of Chelmsford will provide access to the Great Eastern Main Line, relieve crowding at Chelmsford station (the country's busiest 2-platform station) and support the construction of thousands of new homes at Beaulieu Park and the Channels estate. The station will be located only 800m north of the Oasis Bridge.

Chelmsford plays a vital role in the heart of Essex as the county city. It is the driver of the regional economy for future growth, providing homes, jobs, shopping, healthcare, education, leisure and recreational opportunities for those in Essex, East Anglia and beyond. As well as people commuting to and within the city, strategic road and rail links make Chelmsford a particularly attractive base for people commuting into and out of London.

The planned Chelmsford North East Bypass will enhance access to and increase the catchment area of the planned new railway station. It will run between the A12 and A131 and will complement Highways England's A12 Junction 19 to 25 Improvements. These combined works will help to relieve traffic congestion on local roads, providing a strategic link between Chelmsford, Braintree, London Stansted Airport and the wider east and southeast of England, including South Essex and the Lower Thames Crossing.

Traffic in Chelmsford is already at 96% capacity and it is essential to maintain all major arteries, such as the A138 with the Oasis Bridge, flowing well, in and out of the city centre. The Army & Navy roundabout, at the end of the A138, is an air quality area and, clearly, any help in maintaining the movement of traffic out of this area is beneficial to air quality management.

The A138 is a major artery heading north out of Chelmsford City, leading to the A12 and the ports of Harwich and Felixstowe. The A138 over the bridge is also part of the diversion route for the A12 Chelmsford Bypass when it is closed. Average daily flows on the A138 are currently running at 27,000 vehicles with an HGV percentage of 2.0%. Without this road and a fully functioning bridge, all these vehicles would have to find alternative routes in and out of Chelmsford on already over-congested roads.

**Oasis Bridge is a critical transport link to this development.** This much needed life-enhancing refurbishment work will need to be completed in order to sustain transport links to the

Beaulieu Park and Channels housing developments, the City Centre and University and the A12, as well as provide links to the planned Chelmsford North East Bypass and new Beaulieu Railway Station scheduled for completion by end 2025. Oasis Bridge is also adjacent to 'Chelmsford Business Park', 'Springfield Business Park' and 'Dukes Park' industrial areas, where a number of major distribution depots operate from – Aldi, Royal Mail, Parcelforce, DPD, and Woodland Group.

**The cycleway maintenance element of the bid will improve the condition of deteriorated assets along the same critical transport link**, restoring key routes from the A12 Boreham interchange to the industrial area in North East Chelmsford as well as to the Beaulieu Park housing development, the City centre and the University. Improving the condition of these key cycle routes will significantly increase the attraction of alternative transport. This will contribute to alleviating traffic volumes which will have a positive impact on air quality through reduced CO2 emissions, especially at the air quality area at the Army & Navy roundabout. It will also have positive health benefits for users through increased physical exercise. It is anticipated that the planned new Beaulieu Railway Station will link with these cycleways.

The Oasis Bridge project is estimated to cost £7m (including the cycleway maintenance element). Bridge refurbishment works are currently in the design stage, but the cost would be extremely problematic to deliver from the annual Highways Maintenance Block Funding grant, as competing demands would result in the proposed works being phased over several financial years which would prolong the period of disruption. Indeed, the award of additional funding via the Challenge Fund would provide targeted investment to deliver this project in a way which minimises disruption and will deliver the required maintenance prior to the construction works for the planned new infrastructure.

This project supports ECC's Asset Management Policy and Strategy by prioritising investment needs on sound data and evidence and by placing people at the heart of what we do by considering the expectations of the travelling public and residents of Essex. It also delivers the County Council's strategic priorities by supporting the commercial needs and economic growth desired in the County through ensuring its Highways assets are safe, accessible and serviceable.

*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).*

Essential refurbishment works to Oasis Bridge are required to ensure safety, serviceability and accessibility for transport links to the Beaulieu Park and Channels housing developments as well as to the planned new Beaulieu Railway Station and Chelmsford North East Bypass. It is also essential in order to sustain the free flow of traffic on the A138 which is a major artery heading north out of Chelmsford City, leading to the A12 and the ports of Harwich and Felixstowe. The HIF bid states that Beaulieu Station will open in December 2025, but is predicated on the Local Authority implementing adequate road infrastructure improvements.

Recent planning consents have harnessed developer funding to contribute to these required road improvements. For example, as part of Channels Housing Development, the developer was required to widen the southern side of Colchester Road from one lane to two lanes from the A12 Boreham interchange to the roundabout with White Hart Lane which provides access to Beaulieu Park. The scheme helps to alleviate the queuing that currently affects the A12 off-slip at Boreham as well as improve capacity for vehicles both heading into Chelmsford City Centre and vehicles accessing the Beaulieu Park development. The Colchester Road Scheme forms part of a package of schemes that also includes improvements to the Lawn Lane Roundabout on the Chelmer Valley Bypass and widening of the Chelmer Valley Bypass from Allan Cherry Drive to

**Rectory Road. Undertaking Oasis Bridge refurbishment works will make a key contribution to delivering these essential road improvements.**

Traffic in Chelmsford is already at 96% capacity and it is essential to maintain all local network routes, such as the A138, in optimum condition to avoid serious congestion issues. The cycleway maintenance scheme will improve the condition of deteriorated assets to restore key cycle routes from the A12 Boreham interchange to the industrial area in North East Chelmsford as well as to the Beaulieu Park housing development, the City centre and the University. This will significantly improve the attraction of alternative transport which will contribute to alleviating traffic volumes. This will have a positive impact on air quality through reduced CO2 emissions, especially at the designated air quality area at the Army & Navy roundabout.

*b) Why is the asset in need of urgent funding? (Please see Appendix E)*

Oasis Bridge was originally constructed in 1970 and strengthened in 1995. Whilst Oasis Bridge is currently in a 'fair' condition, recent principal inspections and related option studies have identified the need for major refurbishment works. Targeted investment is now required to complete refurbishment promptly in order to avoid potential disruption during the construction of the new Beaulieu Railway Station and Chelmsford North East Bypass.

The cycleway maintenance element is needed to improve the condition of deteriorated assets to restore key cycle routes. This will make alternative travel more attractive, contributing to modal switch, thereby alleviating traffic volumes, reducing CO2 emissions and providing health benefits to users through increased mobility from physical exercise.

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

An alternative approach would be to fund works from the routine Highways Maintenance Block funding allocation, but because of the magnitude of costs and competing demands, this would result in works requiring to be phased over several financial years. This would lead to the works potentially clashing with the building of the proposed new infrastructure.

Alternatively, refurbishment works could be postponed to beyond the major infrastructure development. However, the likely result would be that the condition of Oasis Bridge would deteriorate so that a future scheme would be more costly. In the interim the bridge would not be able to support the increase in use anticipated from the increased housing in Beaulieu Park and Channels and from the planned new Beaulieu Railway Station and Chelmsford North East Bypass from when it opens.

*d) What are the expected benefits / outcomes?*

Ensuring safety, accessibility and serviceability for Oasis Bridge will support the increase in use anticipated from the Beaulieu Park and Channels housing developments and from the planned new Beaulieu Railway Station and Chelmsford North East Bypass. This will support the new infrastructure required to unlock up to 14,000 new homes and the creation of 2,500 jobs in Beaulieu through 25,000m<sup>2</sup> of additional commercial floor space. The cycleway maintenance element will improve the condition of deteriorated assets to restore key cycle routes from the A12 Boreham interchange to the Beaulieu Park housing development, the City centre and the University. Restoration of these key cycle routes will make alternative travel more attractive, will encourage modal shift, reduce CO2 emissions and will provide health benefits to users through increased mobility from physical exercise. It is anticipated that the planned new Beaulieu Railway Station will link with these cycleways.



*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.)*

Lower cost refurbishment works cannot be considered for Oasis Bridge if risk is to be managed effectively. The recent Option Studies and Principal Inspections indicate that the full remedial measures for Oasis Bridge is the best value option to address current bridge condition concerns under statutory duty of care. Cancellation of the proposed cycleway maintenance would reduce the appeal of alternative travel, which would result in increased traffic volumes and increased CO2 emissions. If funding is not secured, then major refurbishment works to the Oasis Bridge will need to be phased over several financial years, lengthening the period of disruption, which would then clash with the planned new infrastructure.

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

Essential maintenance will ensure the safety, serviceability and accessibility of Oasis Bridge, improving transport links to the Beaulieu Park and Channels Housing developments as well as to the planned new Beaulieu Railway Station and Chelmsford North East Bypass. These essential works will also sustain the free flow of traffic on the A138 which is a major artery heading north out of Chelmsford City, leading to the A12 and the ports of Harwich and Felixstowe. Refurbishment of Oasis Bridge will make a significant contribution to the development of the County, unlocking up to 14,000 new homes and creating 2,500 new jobs at Beaulieu. The cycleway maintenance element will improve the condition of deteriorated assets to restore key cycle routes, making an attractive modal choice of travel to residents. This will contribute to alleviating traffic volumes and reducing CO2 emissions. This will have a positive impact on air quality, especially at the designated air quality area at the Army and Navy Roundabout, and will also have health benefits for cycle users through increased physical exercise.

#### **B4. Equality Analysis**

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

Please see Appendix F - Refer to 'Oasis Equality Impact Assessment.docx'.

The proposed maintenance works will benefit all groups of people, without prejudice, as everyone uses the transport network daily to access or receive essential goods and services.

#### **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

The Oasis Bridge Project will be delivered within the existing Essex Highways procurement framework. Essex Highways is a partnership between Essex County Council and Ringway Jacobs which commenced in 2012/13. Works will be tendered to a list of approved contractors in order to acquire best value. Ringway Jacobs will be the principal contractor for the works which will be delivered via a tendering process to choose the most appropriate Supply Chain Partner (SCP). Routinely, the tender process involves three or four SCP's. Essex Highways has a proven track record of delivering works in order of this magnitude. Recent examples are Catholic Bridge, Witham (£1.7m) and Marks Tey Road Bridge (£0.75m).

*\*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 required before works can commence*

No planning permission or statutory consents are required. Works will all be within the highway boundary therefore no land purchase is required.

The Project Management and supervision of the scheme will be undertaken by the in house team. As previously stated, Essex Highways does have a proven track record of delivery of works of this type, and through its annual delivery planning process the team has already made provision for delivery of this scheme over the coming financial years. However, planning includes a contingency for additional resources in the event that the bid is successful, consequently we are very confident that we will be in a position to complete works by end of quarter three in 2021/22 in accordance with the high level time period profile in Appendix B. For example, design will be ready for tendering early in the new calendar year.

## **SECTION C: Declarations**

### **C1. Senior Responsible Owner Declaration**

As Senior Responsible Owner for the **Oasis Bridge Major Refurbishment & Cycleway Maintenance Scheme**, I hereby submit this request for approval to DfT on behalf of Essex County Council and confirm that I have the necessary authority to do so.

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

Name: Andrew Cook

Signed:

Position: Director, Highways & Transportation

### **C2. Section 151 Officer Declaration**

As Section 151 Officer for Essex County Council, I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Essex 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: Nicole Wood

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@df.gov.uk](mailto:roadmaintenance@df.gov.uk) copying in [Paul.O'Hara@df.gov.uk](mailto:Paul.O'Hara@df.gov.uk)*