



Report for:	CABINET MEMBER SIGNING – 25 March 2014	Item Number:	
Title:	Strengthening/Replacement of Wightman Road Bridge		
Report Authorised by:	Lyn Garner, Director, Place & Sustainability		
Lead Officer:	John Yiangou		
Ward(s) affected:	Harringay/Stroud Green	Report for Key/Non Key Decisions:	Key

1. Describe the Issue Under Consideration

This report seeks Members' approval for entering into an agreement with Network Rail Infrastructure Ltd (Network Rail) for payment of a contribution towards improvements to Wightman Road Bridge.

- 1.1 Network Rail are the owners of the bridge and Haringey are responsible as the relevant highway authority for the road, as part of the principal road network in the Borough, that goes over the bridge.
- 1.2 The bridge has been assessed to 17T load capacity and is showing severe deterioration. In order to update the structure in line with current EU Regulations, to 40T live load capacity, we have made a successful bid to TFL and secured funding for these works.
- 1.3 It is envisaged that the current environmental weight restriction of 7.5T will remain in place. The strengthening works will provide a safe structure and will be designed to accommodate vehicle protection by the parapets in line with Rail Incursion requirements.
- 1.4 Network Rail have stated that the bridge has B4 liability, which means that they require it to have a load capacity of 24T, however since the bridge is on a principal road network, Haringey requires the bridge to have a load bearing capacity of 40T (in line with EU Regulations and TFL requirements). Increasing the load bearing capacity to 24T equates to 20% of the overall cost of the



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replacement (40T load bearing). In addition to achieving load bearing capacity of 40T, the parapets will also be constructed to withstand vehicle impact.

- 1.5 Since the annual bridge inspection in 2005 when the load bearing capacity of the bridge was reduced to 17T, Haringey have been trying to obtain funding through LoBEG (London Bridge Engineering Group) and ultimately TFL to replace the bridge.
- 1.6 The Council and Network Rail have agreed to share the cost of the reconstruction of the bridge, with the Council contributing 80% and Network Rail 20% of the total cost of the work which is estimated at £3.295M - the Council's contribution thus equates to £2.636m, which TFL have agreed to pay. At the Council's request, Network Rail will arrange for the design and execution of the works in accordance with the agreement between the two parties.
- 1.7 TFL confirmed on 12 February 2014 that:

TfL will provide funding for the Wightman Road bridge works from the LIP's Bridge strengthening programme. This funding is available for LB of Haringey on condition that;

 - All LIPs and LoBEG guidance are followed;
 - LoBEG makes recommendations to TfL for the funding; and
 - LB Haringey's assurance that processes and procedures are in place to ensure value for money for the project.
- 1.8 Building Control will follow LIP and LoBEG guidance and LoBEG have already recommended to TFL that funding be provided. Building Control will also be project managing the project on behalf of the Council and TFL to ensure that all relevant processes are followed with particular regard to the budget.
- 1.9 Formal confirmation of funding has been provided by TFL and Network Rail have confirmed a programme of works. This entails detailed design to be carried out during financial year 2014-15 and implementation during year 2015-16.
- 1.10 TFL further confirmed in their email dated 12 March 2014 (appendix 1) that:

If there is a time when you report that the scheme will overspend and you require additional funding, this will be made available. We will of course require an exception report from you why the increase has occurred. This report to be submitted to LoBEG as soon as possible after an increase in cost has become known.

2. Recommendations

- 2.1 This report is recommending that:
- 2.2 Members grant approval for the Council in its role of highway authority to enter into an agreement with Network Rail Infrastructure Ltd for payment of a contribution to Network Rail as the owner of Wightman Road Bridge towards the costs of improvement works on the bridge;



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- 2.3 Members approve a contribution by the Council consisting of the actual costs of the works excluding Network Rail's capped share of 20% (i.e. £659,000) of the current total estimated costs of £3,295,000; and
- 2.4 The approval in paragraphs 2.1 and 2.2 should be subject to satisfactory confirmation that full funding is available to meet the Council's maximum contribution to the Wightman Road Bridge works, including in the event of an overspend.

3. Alternative options considered

- 3.1 The other option available in order to maintain the structure's integrity is to carry out maintenance works in situations where the structure can be repaired to achieve its load carrying capacity.
- 3.2 In this case the structure has deteriorated to an extent that extensive strengthening or replacement is necessary to achieve the above requirement.
- 3.3 As a temporary measure, two options are available to reduce the load passing on the bridge, namely a weight restriction or a width restriction. A 7.5T weight restriction is in place at present, however further deterioration of the structure due to water ingress and corrosion will reduce further its load carrying ability.

4. Background information

- 4.1 The attached load Assessment report carried out in 2005 by Richard Jackson PLC (appendix 2), commissioned by Network Rail summarises the deficiencies of the bridge. Subsequently, a weight restriction was implemented and bidding for funding for the strengthening works was submitted to TFL concurrently.
- 4.2 An allocation was made this financial year to begin talks with Network Rail, Highways and LoBEG in order to agree a programme for these works. It was agreed that funding will be provided for the design of the bridge replacement in 2014-15 and implementation in 2015-16.
- 4.3 The work to replace this bridge is key in maintaining and enhancing the road network in Haringey and removing a relatively low weight restriction.

5. Comments of the Chief Finance Officer and financial implications

- 5.1 The cost of the works is estimated to be £3,295,000 of which the Council's share would be £2,636,000.
Transport for London has agreed in principle to fund the Council's share via LIP bridge strengthening funding.
Before the works commence the Council should assure itself that the costing of the works is robust and that arrangements for funding any overspend are agreed and reported to Cabinet if there is a risk the Council could be liable for additional costs.



6. Head of Assistant Director of Corporate Resources and legal implications

- 6.1 The report is recommending that the Council agrees to make a contribution towards the reconstruction of Wightman Rd bridge which is owned by Network Rail.
- 6.2 The Council as the highway authority for Wightman Road has the power under sections 94 & 95 of the Highways Act 1980 to pay a contribution towards improvement or reconstruction works on the bridge to the owner of the bridge.
- 6.3 By entering into the agreement with Network Rail the Council would be discharging its obligation under the Highways Act 1980 for maintaining in a safe condition highways for which it is the responsible highway authority.
- 6.4 Legal Services have been consulted by the Directorate for Place and Sustainability on finalising the terms of the agreement. These provide for Network Rail to meet a share, capped at 20% (£659,000), of the current estimate of the total costs of the works (£3,295,000). The Council would be liable under the agreement to meet the actual costs of the works excluding Network Rail's capped contribution, whether the actual costs are greater or less than the estimated sum. As a result, the Council's contribution could increase beyond its currently estimated share of £2,636,000 or 80% of the estimated total costs if the actual costs increase over the current estimate.
- 6.5 It is advisable that satisfactory confirmation should be in place that full funding is available, whether from the TfL funding grant or else from the Council's own budget, to meet the Council's maximum contribution to the bridge works, including in the event of an overspend.
- 6.6 The Assistant Director of Corporate Governance confirms that there are no legal reasons preventing Members from approving the recommendations at paragraph 2 of the report.

7. Equalities and Community Cohesion Comments

- 7.1 Policy and Equalities Team have been consulted in the preparation of this report and they comment that the Council's equalities impact screening has been applied to the report and has found that the report carries no obvious adverse effects on persons or groups that may have any of the characteristics protected under sections 4 – 12 of the Equality Act 2010. It therefore has no specific obvious implications for the Council's public sector equality duty at this stage.



8. Head of Procurement Comments

8.1 The Head of Procurement notes the need to commission Network Rail Infrastructure (Network Rail Infrastructure Ltd are a subsidiary company of Network Rail Ltd a statutory corporation created as a "not for shareholder dividend" private company limited by guarantee) to strengthen Wightman Road Bridge as owners of the structure as the structure has deteriorated to an extent that extensive strengthening or replacement is necessary to achieve its load carrying capacity.

9. Reasons for Decision

9.1 To seek Members' approval to enter into an agreement to with Network Rail Infrastructure Ltd to pay a contribution towards the strengthening of Wightman Road Bridge to have a load bearing capacity of 40T as required on the Council's principal road network.

10. Use of Appendices

10.1 Confirmation from LoBEG regarding funding;

10.2 Feasibility report.

11. Local Government (Access to Information) Act 1985

11.1 This report contains exempt and non exempt information. Exempt information is contained in Appendix 2 and is not for publication. The exempt information is under the following category: (identified in the amended schedule 12 A of the Local Government Act 1972 (3)) information in relation to financial or the business affairs of any particular person (including the authority holding that information).

Appendix 1

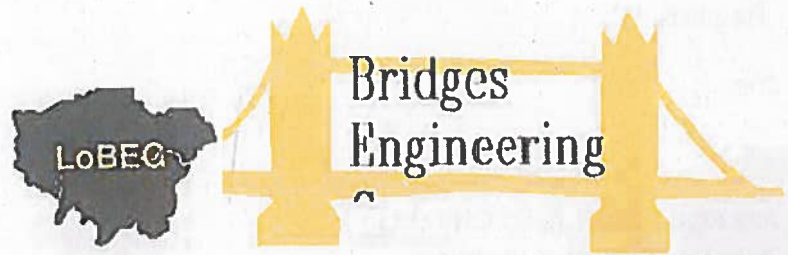
From: Joe Figurado [Joe.Figurado@projectcentre.co.uk]

Sent: Wednesday, March 12, 2014 10:15 AM

To: Yiangou John

Cc: Richard.McFarlane@rbk.kingston.gov.uk

Subject: Wightman Road Bridge



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LoBEG - Central Sector Leader
& Deputy Package Leader
LoBEG/Network Rail Working Group - Chair

Millicent Williams

Contracts and Procurement

Haringey Council, Corporate Legal Services

Further to your recent email and previous correspondence LoBEG confirm once again and finally that the proposed strengthening of the Network Rail owned bridge at Wightman Road is a LoBEG committed scheme and will be funded to completion.

The strengthening of Wightman Road Bridge is a committed scheme within the LoBEG package of bridge assessment and strengthening schemes in London and has been recommended for TfL funding. All expenditure, both actual and predicted is reported to LoBEG

- All LIPs and LoBEG guidance are followed
- LB Haringey's assurance that processes and procedures are in place to ensure value for money for the project

If there is a time when you report that the scheme will overspend and you require additional funding, this will be made available. We will of course require an exception report from you why the increase has occurred. This report to be submitted to LoBEG as soon as possible after an increase in cost has become known.

I hope this is now makes the position clear regarding the funding of this scheme, both this year and next. LoBEG look forward receiving conformation from Haringey that you have signed the works agreement in order that this scheme to proceed.

Regards

Joe

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