



Structures Fund template

This template is for local authorities proposing schemes for investment from the Structures Fund. Before completing the template, local authorities should read the [Structures Fund guidance and associated documents](#). Alongside the template, local authorities must also complete the economic toolkit for the proposed scheme.

Part 1 – Details of the Structure Being Promoted

1.1 Scheme Information

This section captures the key information on the scheme that is being proposed to the Structures Fund.

- a) Local highway authority (LHA) name: Wigan Council
- b) Scheme / structure name and LHA bridges number: 0661 Boars Head Footbridge
- c) Location (OS Grid Reference) of the scheme/structure (to identify location on map):
- Easting: 357730
- Northing: 408925
- d) Name of Project Manager: [REDACTED]
- e) Email address: [REDACTED]
- f) Phone number: [REDACTED]
- g) What type of eligible structure would your scheme address? (select all that apply)

☒	Bridges	☐	Cutting/embankment
☐	Fly-overs	☐	Tunnels
☐	Retaining walls	☐	Local highway repairs due to landslip
☐	Culverts	☐	Local highway repairs due to collapse
☐	Other structure type (please specify): Click or tap here to enter text.		

- h) Provide an overview of the structure proposed for intervention and the nature of the problem. (Maximum 250 words)

This could include, for example, the age, construction type, feature carried and feature crossed of the relevant structure and if the structure has listed heritage status.

Boars Head Footbridge (0661) carrying the footway of Chorley Road (A5106) over the West Coast Mainline, approximately 3 km to the north of Wigan town centre. It runs parallel and adjacent to the highway bridge structure (see image below). This three span bridge consists of steel beams (which form the primary deck element) with precast reinforced concrete planks (which form the secondary element). The planks are supported by steel angles which are welded to the web of the

main beams. The steel beams are supported by steel trestles located adjacent the up and down lines and bank seat abutments located in the embankments. All are located within the Network Rail (NR) Boundary. The bridge is founded on spread footings. The bridge has a 12.6m, 13.4m & 12.6m square spans with 2.02m overall width of footway.

The existing structure has [REDACTED]

[REDACTED] but there are difficulties in accessing the underside of the structure, particularly with existing constraints on possession time.

If left unattended it could [REDACTED]

The structure was built in 1962 and has faced a steady decline and, with it first being identified for replacement in 2008.



i) Provide an overview of the proposed intervention and how the works will address the problem.

This should set out the method of resolving the issue that is to be addressed.

The proposed works are to remove the existing steel footbridge structure, refurbish the foundations and banking seats and install a new Corten steel footbridge and supporting trestles. The work includes installing an ACO type drain to the West end of the bridge and minor regrading of the approaches at the East and West Entrances of the bridge to ensure accessibility.

This will remove the need for any future track access to paint the structure, there would therefore be benefit in replacing the structure with a non-corroding low-maintenance footbridge constructed from Corten steel.

j) Is any part of the relevant structure owned by a third-party (e.g. the Canal and River Trust or Network Rail)?

No third-party owner. Within Network Rail Corridor.

k) If the structure is on a diversion route for the SRN provide a clear description/commentary.

N/A

1.2 Understanding the Condition of the Structure

Please set out the current condition of the structure in this section.

- a) Provide evidence that the relevant structure is in need of repair either now or by the end of the 2029/30 financial year. (Maximum 250 words)

Provide details of the process used for determining whether this structure is in need of repair and the timescale in which the repair is needed..

We have records on our Pontis Bridge Management system outlining the condition of this structure, it has been planned to replace the structure since 2008. The location of the structure over the West Coast mainline, makes access to carry out any repairs difficult and expensive, a feasibility report carried out in 2008 came to the conclusion that it would be better value to replace the structure, with a low maintenance alternative, rather than refurbish the current structure, due to the ongoing maintenance requirements and Network Rail restrictions.

Attached is a 2011 principal inspection which highlights

- b) Please indicate if the relevant structure is **currently** subject to traffic restriction as a result of its condition.

Reference should be made to closures, weight limits, width restriction, limits on use.

It is not currently subject to traffic restrictions

- c) Please indicate if the relevant structure is **not currently** but **by the end of the 2029/2030 Financial Year is expected** to be subject to traffic restriction as a result of its condition.

Reference should be made to closures, weight limits, width restriction, limits on use that are anticipated.

It is anticipated that within

, the adjacent highway bridge would then need to be reduced to one way working to allow for pedestrian access, this would lead to increased journey times and traffic congestion, during peak periods this could also impact the nearby A49 which forms part of Wigans Key Route Network.

, as the likelihood of this risk increases measure are required to be taken to protect the public, leading to

- d) If the answer to c) above is yes, then please estimate the likelihood of this occurring: (select box that applies):

- ☐ Low confidence in restriction occurring
☐ Medium confidence in restriction occurring

☒ High confidence in restriction occurring

e) Please indicate if the relevant structure is **currently** subject to other temporary measures to manage risk.

Reference should be made to measures such as propping, etc.

No current measures. The structure is monitored between General inspections, without track access we rely on NR to report back any other problems.

f) Please indicate if the relevant structure is **not currently** but **expected by the end of the 2029/2030 Financial Year** to be subject to temporary measures to manage risk.

Reference should be made to measures such as propping, etc. that is anticipated.

No feasible temporary measures, permanent measures only. It is anticipated that [REDACTED] Boars Head Footbridge will need to be closed to the public and demolished, due to its deteriorating condition, difficult access and risk to the railway line. The adjacent highway bridge would then need to be reduced to one way working to allow for pedestrian access, controlled by traffic signals, this would lead to increased journey times and traffic congestion, during peak periods this could also impact the nearby A49 which forms part of Wigans Key Route Network.

g) If the answer to f) above is yes, then estimate the likelihood of this occurring:

- ☐ Low confidence in temporary measures being required
☐ Medium confidence in temporary measures being required
☒ High confidence in temporary measures being required

h) If available and applicable, what is the current Bridge Condition Indicator score (average and critical) of the relevant structure?

BCI Crit: [REDACTED]

BCI Ave: [REDACTED]

i) Which elements of the structure are negatively contributing to the BCI scores and how has this changed in the last 5 years.

Reference should be made to recent inspections and highlight the type and extent of the defects.

Key factors contributing to the condition score of the structure are [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

j) Submit, alongside this submission template, the most recent, dated copy of the structural inspection proforma or a report summarising this.

Part 2 – Understanding the Case for Investment

2.1 Strategic Case

This section of the template captures the wider need for the scheme and how it aligns to the objectives of the Structures Fund.

- a) Provide a summary of how this scheme contributes to the Government's economic growth mission (Maximum 250 words)

Describe how the proposal will support economic growth (e.g. by creating jobs, attracting investment, improving productivity, or enabling new business activity) and set out the mechanisms through which these benefits will be delivered.

Although a small scheme the project will directly support the UK government economic growth mission, delivering continued productivity and connectivity for Wigan. Securing the future of Boars Head Footbridge will safeguard local connectivity, ensuring segregated reliable walking routes are maintained for everyday movement including access to employment and public transport networks. It will also remove the requirement for restrictions to be applied to the adjacent carriageway. This will ensure journey times are kept as low as possible and keep congestion to a minimum, maximising business productivity and profitability. Renewal of the footbridge will enhance the long term safety and reliability of the footbridge structure; reducing the likelihood of emergency works which may in turn cause severe service disruption to the West Coast Mainline rail corridor below the existing structure. The renewal of the bridge will ensure resilient, reliable, future-proof infrastructure critical to efficient economic activity.

The scheme will be procured with key social value targets integrated into the contract to ensure we deliver further tangible economic, social, and environmental benefits to community. We will aim to create new employment opportunities, support apprenticeships and education, and engage with local charities. We will use the National TOMs framework to measure and deliver this impact ensuring transparency, consistency and relevance to social value.

- b) Explain how the scheme supports other Government policy objectives. (Maximum 250 words)

Provide a summary of the scheme's alignment to UK Government policy objectives as represented by the remaining missions.

The project aligns with government priorities of infrastructure led growth, net zero transition and integrated transport networks, as well as Wigan's local transport plan and Greater Manchester Combined Authority strategies. It also supports regional growth targets, ensuring economic performance outside of major cities, reducing disparities in access to infrastructure across Greater Manchester.

Renewing the footbridge will secure the connectivity in the area, both for pedestrian usage and by keeping journey times low. This will ensure we maintain living standards for the community and create healthier and safer streets. By securing the segregated footbridge link this will encourage walking and utilisation of the public transport network which will have a positive health impact for individuals in the community. By maintaining the separate footbridge the adjacent road bridge can also operate without restrictions, which will reduce emissions caused by wait times and queuing at traffic signals and improve air quality.

c) Explain why this scheme is a local priority. (Maximum 250 words)

Provide a summary of the scheme's alignment to local priorities and policies.

The scheme is a local priority as it provides an essential route to and from Chorley into Wigan, [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The footbridge provides pedestrian access over the West Coast Mainline, [REDACTED]

[REDACTED]

[REDACTED] the road would need to be reduced to one way working to allow

pedestrian access over the adjacent road bridge, causing further congestion and pollution, for local road users and nearby residents. The impacts of allowing the structure to remain in the current deteriorating condition for several more years could cause major financial costs to the local authority and delay to the rail and road network.

d) Summarise engagement with local stakeholders, any joint-owners, levels of support for the scheme and explain any controversial elements. (Maximum 250 words).

Summarise support from relevant stakeholders such as the Local MP, Elected Members relevant combined authorities, National Highways, Network Rail, neighbouring LHAs, or important utility providers.

We have been in contact with the main stakeholder Network Rail for around six years, we have progressed the design, using discussions with NR to develop the design to an acceptable standard. It was agreed with them that a Corten steel footbridge, would be the better option due to the access problems for maintenance, and a reduction future maintenance liability.

The current design has been approved by NR, we have a BAPA in place and signed off forms A & B, we just lack the finance to progress further.

From engagement with utility companies and reviewing records no utilities are expected to be impacted.

e) Provide a summary of the local approach to prioritisation of structural maintenance work. (Maximum 250 words)

Set out any weighting, scoring or other methodology which explains why this scheme has not been subject to work prior to this point.

Wigan Councils approach project prioritisation using the asset management approach, assessing the condition, usage, and location of the bridge and value of the required maintenance, Three broad strategies are used to maintain structures:

- Enhancement – improves the condition or performance;
- Steady state – maintains current condition and performance;
- Managed deterioration – manages the deterioration such that the condition does not fall below a predefined level. Generally used if replacement is planned.

The condition is determined using the data in the bridge management system, and priority is given to the following: -

- structures with low BCI_{CRIT} values, i.e. those with structural defects which have a direct impact on their load-carrying capacity;
- structures with safety-related defects;
- structures with defects which, if not remedied, are likely to lead to more serious problems, for example failed waterproofing systems which will permit salt laden water ingress into decks, leading to corrosion of steel reinforcement and potential alkali silica reaction.

Funding is allocated to each of the above work-types on an annual basis to suit the importance or criticality of the works identified. This strategy is intended to deliver the identified levels of service. Precedence is given to highway bridges on higher group roads and on roads carrying higher volumes of traffic.

Currently, maintenance works are identified in an annual programme, with major schemes planned up to two years ahead. However, to assist with scheme delivery and financial planning, a three-year work programme is being developed.

f) Provide a summary of why this scheme has been selected for this application to the Structures Fund. (Maximum 250 words)

Provide a brief summary of the specific need for this structure is advanced to the Structures Fund.

The reason for selecting this scheme for the application to the structures fund, is both a financial one and a public safety issue, due to the cost of access to the railway, under the usual capital funding programme it would not be possible to fund a project of this value, given its location over the West coast mainline. A key element to the selection of this scheme

[REDACTED]

There are structures with lower condition scores however the interventions required for these are either at a lower cost or in a less critical location.

g) Summarise the impacts of not delivering this scheme (Maximum 250 words).

The response should consider the impact of not delivering the scheme, such as community severance, lengthy diversion routes or impacts on other infrastructure.

Failure to deliver the bridge replacement scheme could have substantial long-term economic consequences at both local and regional levels. By not delivering the scheme the footbridge would have to be closed and provision made for pedestrians on the road bridge, utilising signals. These constraints increase journey times and reduce reliability for commuters, freight operators, and public transport providers. Businesses dependent on efficient transport links may experience higher operating costs, delivery delays, and reduced productivity.

The scheme's non-delivery could also weaken the attractiveness of the area for investment and development. Reliable transport infrastructure is a key factor in supporting housing growth, commercial development, and inward investment. Poor connectivity and uncertainty regarding network resilience can discourage businesses from expanding or locating within the area, potentially limiting job creation and wider economic regeneration opportunities. Without the scheme drivers would face an increased journey time of ~30seconds in peak hours.

The cost of any delays to the West Coast Mainline should an element of the structure fail are unquantifiable, but would be extremely significant.

In addition, continuing to maintain ageing bridge assets through reactive repairs represents poorer long-term value for money than planned replacement. Frequent emergency interventions increase maintenance expenditure, traffic management costs, and disruption-related economic losses. Delaying replacement therefore, risks creating a growing financial burden while reducing the overall resilience and efficiency of the transport network.

Without intervention significant expense would also be required to remove the pedestrian bridge structure, as well as the knock on economic impacts of the delay.

- h) If applicable, explain how the scheme helps prevent the likelihood of community severance for all transport modes and the impact that this severance would have or already has. (Maximum 250 words)

Answers should explain the impact on connecting local people to facilities, services, employment, education and local communities. The response should also summarise the extent of diversions for communities, which modes are impacted and how. Applicants may wish to use the guidance in TAG A4-4 Social Impact Appraisal.

Without the scheme the pedestrian provision would be impacted. To avoid community severance the adjacent road bridge will be reconfigured to allow for pedestrian provision in the "do nothing" scenario for the structure. This will avoid community severance for pedestrians but increase journey times for vehicles.

- i) Summarise the volumes of traffic by mode that are impacted as a result of any community severance (Maximum 250 words).

Explain the impacts on non-motorised and motorised traffic flow. Describe how diversions may differ by mode.

The average daily traffic is 11,293 vehicles over the adjacent highway structure. Determined from a count undertaken 24/11/22 to 1/12/22. There was a 11.8% proportion of HGVs. No pedestrian count data is available for Boars Head Footbridge.

2.2 Economic Case

This section sets out the assessment for Value for Money of the project. Applications must use the provided economic toolkit, but if alternative methods have also been used to support the economic case, this section provides the opportunity for the results to be reported.

- a) Set out the key sources for the economic benefits (e.g. journey-time savings, carbon, etc.) of the scheme. (Maximum 250 words)

Describe the main benefits the scheme is expected to deliver.

The scheme would offer journey time savings, these are the only monetised benefit included in the economic case calculations. If failure of the existing structure occurred it would cause significant delays to the West Coast Mainline rail route causing large economic impact due to unquantifiable

The scheme would also remove the requirement for traffic lights which, due to the stop-start nature of vehicles queuing, would significantly reduce carbon and emissions. The replacement of the structure with weathering steel also reduces ongoing future maintenance which has monetary and associated carbon saving. If traffic signals are implemented on the current highway bridge there may be an increase in accidents as well as a negative impact on local air quality, noise, greenhouse gases and congestion.

- | | |
|------------------------------|----------------------|
| Present Value Costs (PVC) | ████████████████████ |
| Present Value Benefits (PVB) | ████████████████████ |
| Benefit to Cost Ratio (BCR) | 30.3 |

- Describe the basis of the costs input to the economic toolkit and provide justification for the risk and optimism bias values that have been used.*

Optimism Bias for capital cost utilises TAG A1-2 Table 7 - Fixed Links Stage 3.

TAG Stage 3 used as the scheme has past outline planning, option selection, and design and AFC drawings are available. If funding is secured the scheme can move to procurement and construction.

OMR Costs with scheme include a principal inspection every 10 years, utilising rail possessions. Repainting of the internal parapet is included every 20 years as per the specification. Externals of the structure will be weathering steel and therefore require less maintenance.

OMR Costs without scheme include one time removal of the existing structure and highways adjustments. Estimated using lifting costs for the removal of existing structure and comparative two way traffic lights schemes previously completed in Wigan. The do-minimum ongoing costs are negligible due to an existing maintenance of the carriageway bridge and TfGM retaining responsibility for traffic signals.

- OFFICIAL

Provide details of the source of all data and associated assumptions (e.g. provenance, data checks, etc).

Route length is between two key junctions on A5106 in which the bridge sits. Similarly this route, and Google journey time between it, have been used for current journey time. Traffic flow data comes from a count location within the route identified. Traffic count was undertaken by Greater Manchester Combined Authority between 24/11/22 to 1/12/22 but has not been factored for the scheme details. Evidence provided in toolkit Supporting Evidence for both.

Congestion Band calculation available in toolkit Supporting Evidence.

Journey time with diversion uses traffic signal phasings provided by Transport for Greater Manchester who have undertaken modelling to support this funding submission, see table below. The modelling shows that the required signals, should the restrictions be implemented, would have an optimum cycle time of 70 seconds in the AM peak and a journey time change of 31 seconds. This delay was selected for use in the toolkit from the modelling output as an average indication of the impact on the network.

		Chorley Road Eastbound			Chorley Road Westbound		
	Optimum Cycle Time (s)	Vehicle Count (vehicles)	Optimum Green Time (s)	Journey Time Change (s)	Vehicle Count (vehicles)	Optimum Green Time (s)	Journey Time Change (s)
AM peak (0800-0900)	70	488	23	31	493	23	31
Interpeak hour (13:00-14:00)	60	362	19	23	337	17	25
PM peak (17:00-18:00)	70	555	24	34	505	22	36
Saturday peak (12:00-13:00)	70	457	23	29	473	23	30

e) Describe significant non-monetised impacts of the scheme. (Maximum 250 words)

Consider any economic, environmental and social impacts that have not been monetised to fully describe the impacts of delivering the scheme.

The key non-monetised impact of the scheme is the improvement of safety and journey quality. This is both for bridge users and to the rail network below the structure. [REDACTED]

[REDACTED] Pedestrians will also be safer crossing the structure offering a segregated provision from the narrowed highway if restrictions were imposed. Removing the need to introduce single file traffic signals will also remove the risk of increase of vehicle accidents involving signal compliance. Other impacts include improved network resilience and improved air quality with less stop start of queuing vehicles at traffic signals. To the east and west of the structure there are also residential properties that would be directly impacted by an increase in noise and a decrease in air quality caused by vehicles queuing at traffic signals. By taking action now it is also possible to reuse existing concrete foundations, offering an overall carbon saving in comparison with a full new structure. Community connectivity will also be fully retained with minimal disruption for all users.

- f) Where an alternative economic assessment has been undertaken to support a case for investment, please summarise the data used, the assumptions made and the results obtained (in 2023 present values, market prices). (Maximum 250 words)

Some schemes may have been subject to economic assessment to support previous cases for investment. Summarise the key details of these here, including details of the data, assumptions and results (e.g. present value of costs and benefits and benefit cost ratio).

Click or tap here to enter text.

Present Value Costs (PVC)

Click or tap here to enter text.

Present Value Benefits (PVB)

Click or tap here to enter text.

Benefit to Cost Ratio (BCR)

Click or tap here to enter text.

To enable the assessment of the economic case, please submit the supporting information listed below to StructuresFundTAB@dft.gov.uk

- Economic Toolkit
- Any supplementary reports which support the economic case

2.3 Commercial Case

This section captures information on the commercial viability and procurement strategy for the planning and delivery of the scheme being promoted.

- a) Explain the LHA capacity and experience delivering comparable schemes. (Maximum 250 words)

Where capacity is challenging for local authorities, explain how any capacity gaps may be addressed to ensure delivery of the scheme.

Wigan Council Structures Team have great deal of experience in tendering and delivering comparable schemes to the one proposed, these include Pemberton Station bridge, which was a new bridge built as part of a new road, value £1.5-£2m and Morley's Bridge bearing replacement and repaint value £1.5m, which was funded through DFT Challenge Fund. [REDACTED] oversaw these schemes, and will also be acting as Project Manager for this scheme, having delivered numerous other similar schemes over the past 21 years. As this projects value would not normally be affordable within our capital budget, most of the planning has already been completed, including the design, Network Rail approval, and contract documents have been prepared, for the situation when such additional funding became available we would be in a well placed position to act.

Wigan Council has capacity to deliver the scheme with 4 full time staff members working within the structures team and no other major structural schemes planned for delivery in 2027 subject to funding. We also have support from the internal Major Projects team who deliver schemes from inception to completion using internal resource only on a continual basis with projects ranging from £500k – £20million.

- b) Explain the delivery plans and procurement strategy for the scheme. (Maximum 250 words).

This section should include explanation of the various stages of the scheme that are required for completion. This may include design, consents and construction processes.

As the detailed design is complete the scheme would go through single stage tender. The project would be advertised through The Chest procurement portal, this would be an open tender, with a 8 week window, open to Tier 1 Network Rail approved contractors. Tenders will be reviewed on a cost, quality and social value basis. We have also begun early engagement with contractors to ensure buildability and value for money.

Outline Delivery Plan dependent on funding approval from Dft

DFT Funding Submission with internal approval – 3rd Aug

Contract Preparation – [REDACTED]

ITT posted – [REDACTED]

Evaluation – [REDACTED]

Contract Execution and Governance – [REDACTED]

Pre Construction Period – [REDACTED] (mobilisation, precondition surveys, construction delivery plans)

Construction Phase – [REDACTED].

- c) Describe the delivery risks associated to the project delivery. This should include risks which may challenge the end date for the Structures Fund.

Explain what risks have been identified and how might these be mitigated.

Possession Risk - Early engagement with Network Rail and the possession planning team undertaken to confirm the required possessions and isolations. The construction sequence is developed to maximise productive use of each possession, with critical activities rehearsed and contingency arrangements prepared to reduce the impact of any shortened or cancelled possession. Additional Rules the Route possessions will be booked in advance to secure access in the event of delays, with agreement from Network Rail these can be cancelled in advance when required.

Traffic Management/Road Space - Early liaison has been undertaken with the Streetworks department to agree the restrictions. Traffic management has been developed and reviewed during detailed design to minimise disruption, maintain safe access for the public and ensure the required closures align with the construction and lifting sequence.

Fabrication risk will be mitigated by advanced site surveys and an early trial erection to verify dimensions of the fabricated structure. Network Rail access permission has been granted and no further private land access is required. Design approval delay risk has been mitigated with early engagement with Network Rail and contractors during design development and a signed Part A and B form is available. The current planned programme of works can be programmed to commence [REDACTED] We do not believe there are any remaining unmitigated risks that could challenge the end date for the structures fund.

- d) Explain whether liaison with any applicable third-party organisations present a particular risk to delivery and whether those organisations have agreed to support the scheme's delivery.
(Maximum 250 words)

In this section set out if the scheme requires support from other organisations, and the nature of any engagement undertaken to date.

We have been in discussions with Network Rail for several years, this has led to an approved BAPA and technical approval to the design. This signals their support of the scheme and has significantly derisked the projects delivery. We have also been in early stage discussions with multiple contractors to verify the feasibility of the design solution. We have had confirmation of

track possession windows we are awaiting funding confirmation before booking. Statutory undertakers have been consulted and there is no known impacted apparatus. Risk of unknown utilities impacting the scheme is low due to the limited levels of excavation required for the scheme.

2.4 Financial Case

a) Provide estimated outturn costs (£million) for the scheme in the table below. The table should be completed with total costs, requested DfT investment, LHA contribution and third-party contributions. Only capital funding costs should be included in the table.

To note, the prospectus sets out that:

- schemes should be delivered by end-2029/30.
- schemes with early delivery (i.e. in 2026/27) may be prioritised.
- schemes should not be affordable from existing LA budgets.
- local contributions are required for proposed schemes.
- preference will be given to schemes with higher local contributions and/or those where there is a high percentage of local contribution.
- preference will also be given where the local contribution is:
 - not from other central government funding sources.
 - partially funded from other third-party sources.

	2026/27	2027/28	2028/29	2029/30	Total
Requested DfT investment					
LA contribution					
Other contribution					
Total costs					

b) Outline how the LHA has sought to manage this scheme from existing budgets and why that has been unsuccessful.

Explain the local approach to managing the existing DfT contribution across its highway assets and what specific challenges have meant that this structure was not repaired earlier.

Wigan Council receives funding through Greater Manchester Combined Authority DfT Highways maintenance block funding. For 26/27 Wigan Council receives a base allocation of £4,807,000, with an additional incentive funding of £2,135,000. This budget must be split between all highways assets including, but not limited to, carriageways, footways, drainage, structures and street lighting. Wigan Council does this through a Needs Based Budgeting approach using criteria of legislative, safety, environmental, economy and customer needs.

Due to pressures to maintain the standards of the 1,160km of carriageway in the borough each year approximately [REDACTED] to works on footways and carriageways. Typically Highways Structures are allocated an average of [REDACTED] (based on previous 5 year period). [REDACTED]

[REDACTED] The remainder of the budget is allocated to maintaining existing critical assets, for example concrete repairs, waterproofing, plinth repairs on road bridges and retaining

walls that require urgent works to retain functionality and increase longevity. Over the previous 4 years Wigan Council has looked to find funding from internal budgets for the Boars Head Scheme. This was possible due to life cycle planning on the carriageway works [REDACTED]

[REDACTED] This budget was allocated to Structures for the Boars Head Scheme and accounts for the current LA contribution to the scheme. However alongside planned works, a large portion of the overall budget was used for an emergency repair to a retaining wall (Fourteen Meadows) due to a partial collapse, therefore this has impacted available funds. The opportunity to maintain the structures allocation of budget at this level has now passed due to the upcoming lifecycle stages of other highways assets. Due to the location of the bridge it is critical that action is taken as soon as possible before any failure of the structure.

c) Describe the whole life costs anticipated without the proposed scheme. Explain how the proposed scheme mitigates costs from a whole life perspective. (Maximum 250 words)

Explain maintenance considerations for maintaining the structure and compare these to the scheme cost to demonstrate the financial benefit of delivering this scheme.

The whole life costs anticipated without the scheme account for the removal of the existing pedestrian bridge and the installation of pedestrian provision and traffic signals on the adjacent existing road bridge. This is estimated to cost approximately [REDACTED] utilising estimated lifting costs for the removal of existing structure and signal costs for comparative two way traffic lights. In this scenario the ongoing costs after removal are negligible due to an existing obligation for maintenance on the carriageway bridge are included in existing allowances and TfGM retaining responsibility for traffic signals within Wigan. Therefore the whole life costs in the do minimum scenario are based on the one time demolition costs in 2030.

No alternative measures to removal are economically viable due to the current condition and location. The scheme removes the requirement for these costs in entirety. Proactively replacing the structure also removes the unquantifiable cost of [REDACTED]

[REDACTED] impacting on the West Coast Mainline [REDACTED]

[REDACTED] The new structure will largely be constructed using weathering steel which will reduce overall future maintenance costs.

d) Summarise how the cost estimate for the scheme has been developed.

Set out the basis for the estimate. For example, is it based on an estimate from similar work, developed by a quantity surveyor or a contractor quotation. Describe the inflation assumptions used and the rationale for these.

[REDACTED]
[REDACTED] The estimate was produced in June 2026 for [REDACTED] therefore no inflation allowance has been allocated. A BAPA agreement has also been signed with network rail which outlines associated fees and these have been accounted for. The estimate includes for preliminary verification surveys and mobilisation. An additional allowance has been made by Wigan Council for project identified risks.

Assumptions are: The works are to be undertaken with a half-road closure and pedestrian diversion for the duration of the project, together with weekend full road closures to facilitate major lifting operations. This has been developed internally with agreement from the streetworks department. The existing holding down bolts, trestle foundations and other interfaces are assumed to be generally suitable for the proposed works, subject to verification by further survey. [REDACTED]
[REDACTED]

██████████ but excludes abnormal scope changes arising from unknown site conditions or major third-party constraints. The budget excludes inflation beyond the pricing base date, statutory fees, land acquisition and any significant utility diversion work, however the risk of these items, as described previously, is low at this stage of project development.

- e) Explain the financial risks that have been considered and factored into the estimate and what contingency is allowed for.

Explain the key risks and their impact on the cost and programme, including how these link to the overall contingency allowed for in the estimate.

The main financial risk sits in programme overrun, in particular due to shortened or cancelled rail possessions. ██████████

██████████ The project requires minimal compound area therefore prelim costs are low and inclusive of traffic management are ██████████. Project staff costs ██████████ Due to the nature of the rail environment ██████████ allowance has been made within the risk allocation. The scheme has been designed to be completed under “Rules of the Route”, this limits exposure to long term delays awaiting new blockade dates should there be unplanned disruption to planned possessions. Further third party risk from Network Rail is limited due to a signed BAPA and Form A and B already being in place. There is no further 3rd party interface. A communication strategy is under development to ensure communication with stakeholders and the local community is considered at all stages. There is also a risk of the existing foundation condition therefore a risk allocation ██████████, based on similar historic scheme costs for concrete repairs. Statutory undertakers have been consulted and there is no known impacted apparatus. Risk of unknown utilities impacting the scheme is low due to the limited levels of excavation required for the scheme.

██████████ risk allocation has been made for the scheme, which is inline with optimum bias TAG A5.3 Table 4 Renewals – Level 4 ██████████ accounts for project specific quantified risk, and can be accounted for due to the difference in a standard rail renewal and the differences with a highways asset.

- f) Provide details of the local and other contributions, including the relevant funding sources and the certainty of whether these contributions are available. (Maximum 250 words)

Describe the various sources of funding and their availability.

The ██████████ contribution was budgeted using existing capital highways budget over a period of time. The contribution is currently ringfenced and available for the scheme.

2.5 Management Case

Outlines how the project will be delivered and managed effectively.

- a) Select the option which best describes the current stage of the project:

- ☐ No design, benchmarked against other schemes only
- ☐ Design concept only, no supplier yet engaged
- ☒ QS estimate / early supplier engagement, stable design

b) What is the anticipated start date for construction for the scheme?

██████████

c) What is the anticipated end date for construction for the scheme?

██████████

d) Summarise the approach to the management of the delivery of the scheme. This should be from the current point of development to completion.

This should include the management of resources, including the supply chain, to ensure delivery and an explanation of any evidence that provides certainty of delivery within the timescale.

The scheme is fully developed, we can commence the tender process, as contract documentation is prepared in draft. The tender process will take approximately ██████████ with a view to start the project in ██████████. The current programme will have a ██████████ duration, with the works programmed for completed by ██████████. The project will be managed by internal council resource, using an NEC 4 contract, with internal resource regularly acting Project Manager and supervisors on previous schemes. The BAPA agreement with Network Rail sets out the management constraints required under their standards. We would set up a ██████████ contingency fund, which would cover any delays on the project, however the procurement strategy is to ensure any key risks are with the contractor to give greater cost certainty. The scheme has been designed to allow delivery using "Rules of the Route" possessions over weekends and we have had provisional confirmation that these are currently available in the planned delivery dates. Being able to undertake the works under "Rules of the Route" also gives the scheme greatly flexibility should there be unforeseen delays. We will also book additional possessions to allow certainty of availability should they be required, and as per Network Rail procedure these can be cancelled in advance at a later date. We have undertaken high level discussions with potential supply chain who have confirmed that timescales and availability are suitable for a ██████████ start date.

e) Explain the key delivery risks and challenges and how the local authority intends to address them. Answers should also explain any financial risks and how any cost overruns will be addressed by the local authority. (Maximum 250 words)

Explain how key financial risks are being managed and mitigated. Explain how other risks are being managed (e.g. are there any points of complexity or requirements regarding planning or land ownership?).

Possession Risk - Early engagement with Network Rail and the possession planning team undertaken to confirm the required possessions and isolations. The construction sequence is developed to maximise productive use of each possession, with critical activities rehearsed and contingency arrangements prepared to reduce the impact of any shortened or cancelled possession. Traffic Management - Early liaison has been undertaken with the Streetworks department to agree the restrictions. Traffic management has been developed and reviewed during detailed design to minimise disruption, maintain safe access for the public and ensure the required closures align with the construction and lifting sequence. Trestle Foundation Condition - A detailed survey of the existing foundations will be undertaken at an early stage to verify condition, size and suitability for reuse. The detailed design will incorporate allowances for remedial works or replacement if required, and the programme will be developed to ensure any issues identified can be addressed before the main installation works commence. Weather Risk - Programme critical activities will be planned outside periods of adverse weather where practicable, with key lifting

operations and surfacing works monitored against forecast conditions. Allowances will be maintained within the programme to accommodate weather-related disruption, and contingency plans will be developed for resequencing activities if required. Network Rail permission has been granted and no further private land access is required. We have included a risk allowance in the project budget, which would cover any delays on the project, however the procurement strategy is to ensure any key risks are with the contractor to give greater cost certainty.

- f) Describe the key project controls that will be employed by the local authority to ensure that schemes are delivered on time and in budget. (Maximum 250 words)

Provide details of the methods that the authority uses to ensure timely delivery within budget.

The scheme will be delivered using a NEC4 contract and utilise the following key controls to ensure on time and on budget delivery.

- Programme Management – Baseline programme submitted by the contractor for acceptance including critical path activities and possession planning. Due to duration of the project this will be monitored weekly via progress meetings to ensure regular updates and identify slippage or float erosion. A trial erection of the structure will be critical to ensuring delivery within the possession windows.
- Cost Management - Monthly assessed applications and forecasts and cost value reconciliations, with Early Warnings integrated in to cost forecasts.
- Design and Scope Certainty – Project procured on detailed design with assumptions verified to reduce risk of design change increasing cost.
- Change Control – Engagement with Early Warning process, with regular meetings to discuss mitigations, implementing correct change control Compensation Event process using NEC.
- Risk Management – Regular risk workshops held with all stakeholders during preconstruction and construction to ensure collaborative approach to risk identification and mitigation
- Governance and Reporting – Weekly progress meetings with clear KPI's for tracking progress. Clear lines of decision making outlined from preconstruction to avoid delays. Project Manager allocated to the project and full time on site supervisor.
- Stakeholder Management – Early coordination with Network rail. Early community engagement and communication plan developed and implemented.

- g) Set out if the scheme requires permission from other bodies, and how this permission can be obtained to ensure delivery.

Provide details of the permission required, the likely timescale for obtaining permission and any potential barriers to obtaining that permission.

Network Rail permission required. This has already been secured in principal, with a BAPA in place. Once funding is secured track possessions will be booked, we have confirmed they are provisionally available and the scheme can be completed through rules of the route.

- j) If applicable, explain how the scheme development has included consideration of climate adaptation and ensures the future resilience of the highway network (Maximum 250 words).

Describe how climate related risks (e.g., flooding, heat, extreme weather) have been assessed and incorporated into design measures to improve the long term resilience of the highway network. This may include evidence of risk assessments, adaptive design features, and how the scheme will maintain network performance under future climate conditions.

The existing structure has suffered due to poor climate resilience. Increased levels of rainfall have sped up the deterioration of the steel structure. Furthermore, poor waterproofing has led to deterioration of concrete deck elements. Assessing the potential impact of future climate, it is expected that winter precipitation in Wigan could rise by 51% and temperatures by 4.4 degrees, in

worst case projections. Therefore, it is critical the new structure is designed for increased durability and resilience. The new structure will be weathering steel which develops a stable protective oxide layer that slows further corrosion. This reduces deterioration from rain, humidity and repeated wetting/drying cycles, helping the bridge withstand more extreme weather conditions over its life. The new structure will also remove concrete elements from the deck, removing the risk associated with waterproofing failure, increasing the expected lifespan of the structure in a wetter environment. The scheme keeps pedestrian provision segregated from vehicles, therefore allowing better protection measures for pedestrians being exposed to the impacts of extreme weather that occur on the carriageway, for instance water ponding and ice. These features will improve the reliability of the network in extreme weather conditions.

- h) Explain the considerations have been made or will be developed to account for the management of carbon for the development of the scheme.

This may include development of a carbon management plan dealing with whole life carbon (e.g. using low carbon construction measures to deliver the scheme or reducing emissions through reducing vehicle miles).

The management of carbon, and creating low carbon solutions was integrated in the scheme design from inception. This aligns with the councils target of net zero carbon by 2038, and the councils action themes of resilience and adaptation, sustainability and consumption, air quality and transport, and built environment. A key carbon reduction decision for the design of the scheme was to reuse the existing concrete foundations, saving the removal and disposal of material as well as the carbon generated from new concrete footings. The existing steel structure is also planned for recycling, reducing the asset's whole-life environmental impact and supporting decarbonisation objectives. A new traditional steel structure was also considered however the increased long term maintenance this type of structure would require meant this was discounted and weathering steel was selected. This reduction in maintenance requirements offers a long term carbon saving. The removal of traffic signals causing stop start congestion will also improve user carbon emissions. In order to deliver a low carbon construction a carbon management plan will be implemented including KPIs on locally sourced materials and labour. It will include measurement metrics for tracking materials used on the scheme and capturing their carbon outputs, including fuel used for vehicles. Alternative low carbon solutions will be incentivised through contract value engineering mechanisms to allow for ongoing carbon reduction opportunities as the scheme progresses through delivery and post construction.

- i) What statutory undertakers affect the proposed scheme? Has any engagement been undertaken and how has this been accounted for within the delivery approach?

Set out the relevant statutory undertakers, the impacts they may have on the programme – including planning – and how this part of the programme will be managed. If applicable, describe how deterioration of the structure has or may impact utilities services and the extent of this disruption.

Statutory undertakers have been considered, and records have been requested and reviewed. The existing Boars Head Footbridge carries no known utilities. All utilities run through the adjacent road bridge. As the scheme is a refurbishment on existing foundations there is minimal excavation and the risk of utilities is low. When planning the lifts consideration has been given to surrounding utilities to ensure crane set ups are feasible, safe and possible given the exclusion zones to utilities.

Part 3 – Governance and Declarations

3.1 Equality Analysis

a) Has analysis of the equality impacts of the scheme been undertaken by the LHA in line with the Public Sector Equality Duty? Select below:

☒ Yes

☐ No

b) Explain how the equality impacts of the scheme have been considered or will be considered. Identify the relevant affected groups with protected characteristics, and any planned measures to mitigate these impacts. (Maximum 250 words)

The scheme has considered the potential impacts on all protected characteristic groups throughout the design, construction and delivery phases. The objective is to ensure that the replacement bridge remains accessible, safe and inclusive for all users while minimising temporary disruption during construction.

Temporary closure of the footbridge may disproportionately affect disabled users, to mitigate this provision of clearly signed accessible diversion routes will be used with suitable gradients, widths and surface conditions and advance notification of closures through multiple communication channels. The completed scheme is expected to provide a positive long-term impact by improving accessibility and reducing barriers to movement ensuring step free access across the railway.

Regarding age as a protected characteristic older people may experience difficulty using diversion routes and young people travelling to schools may face altered travel. Therefore, routes are designed to minimise additional walking distance, safe crossing points will be maintained and clear communication with local schools, community groups and residents in planned. Long-term benefits include improved safety, structural reliability and accessibility for all age groups.

The scheme will deliver a positive impact overall, through the provision of a safer, more accessible and resilient crossing. The main equality impacts arise during the construction phase, particularly for older people and those with mobility constraints. These impacts are temporary and will be mitigated as highlighted. It is concluded that the scheme does not result in any unlawful discrimination and is expected to advance equality of opportunity through improved accessibility and inclusive infrastructure provision.

3.2 Public Sector Transparency

When LHAs submit proposals for funding to DfT, 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, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final proposal to DfT.

a) Please specify the weblink where this proposal will be published.

Click or tap here to enter text.

3.3 Declarations

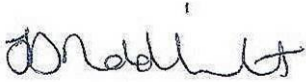
Senior Responsible Owner declaration

As Senior Responsible Owner for [Boars Head Footbridge], I hereby submit this request for approval to DfT on behalf of [Wigan Council] and confirm that I have the necessary authority to do so.

I confirm that [Wigan Council] will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in this proposal can be realised.

a) Name: Julie Middlehurst

b) Signed:



c) Date: 20.07.2026

d) Email: J



Section 151 Officer declaration

As Section 151 Officer for [Wigan Council], I declare that the scheme cost estimates quoted in this proposal are accurate to the best of my knowledge and that [Wigan Council]:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution.
- 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 and that no DfT funding will be provided after 2029/30.
- confirms that the authority has the necessary governance and assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

e) Name: Sarah Johnston



f) Signed:

g) Date: 22/07/2026

h) Email:

