

Subject:	Hareholme Viaduct	Status:	For Publication
Report to:	Full Council	Date:	13 th September 2023
Report of:	Facilities Manager	Lead Member:	Resources
Key Decision:	<input checked="" type="checkbox"/> Forward Plan <input checked="" type="checkbox"/>	General Exception <input type="checkbox"/>	Special Urgency <input type="checkbox"/>
Equality Impact Assessment:	Required:	No	Attached: Yes/No
Biodiversity Impact Assessment:	Required:	No	Attached: Yes/No
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1. RECOMMENDATION(S)

- 1.1 Full Council to approve the improvement works to Hareholme Viaduct.
- 1.2 Full Council approve the appointment of Lee Ashworth Excavations, the lowest bidder, to carry out the tendered works.
- 1.3 Full Council to approve the addition of a further £300k budget to the existing capital scheme to be funded by borrowing or capital receipts.

2 EXECUTIVE SUMMARY

- 2.1 The purpose of this contract is to carry out repair works to Hareholme Viaduct in order to keep the structure in a safe, serviceable condition.
- 2.2 Hareholme Viaduct is a nine arch masonry Victorian bridge spanning the River Irwell valley which originally carried the railway line running from Rawtenstall to Bacup. It is sited to the rear of the ex-electricity generation station now Lydall off Highfield Road / Bacup Road Hareholme.
- 2.3 The railway line was decommissioned in the early 1960s which then became the liability of the local authority along with its other associated assets including bridges and tunnels. The old railway line now forms part of the Rossendale cycle way which runs along the Hareholme viaduct between Stacksteads and Rawtenstall. The cycle way is also used as a bridleway and by walkers.
- 2.4 The centre of the 6 north facing arches and pillars are now significantly damaged with the masonry bulging and spalling causing the masonry to fall away from the structure. There are also some signs of damage on the other 3 arches. This has been caused over the decades because of water penetration from the pathway above and vegetation growth.
- 2.5 Following advice from Lancashire County Council Bridge Engineers, as a precaution the north side of the viaduct cycle way is fenced off only allowing access along the south side of the viaduct.

3. BACKGROUND

- 3.1 A civil engineering scheme has been designed by structural engineer M. Pooler Associates and was included in the tender.

3.2 The works tendered and required to be carried out -:

- Removal of trees and the installation of a temporary road for site access.
- North side of the viaduct to have full access scaffold with river crash deck.
- Removal of vegetation from the viaduct.
- Installation of galvanised steel bars and pattresses running through the width of the viaduct pulling the spalled and bulging pillars together.
- Repair the masonry using shotcrete spray cement method to match existing masonry.
- Install new surface and drainage to the carriage way to ensure water does not further penetrate the structure.

3.3 When tendered, the contract was advertised on the Contracts Finder portal and the Rossendale Council website. The tender was split 80% price and 20% quality with 5 % each for health and safety, references, social values and time scales

3.4 The Council received three tender submissions which were scored and evaluated. Details of the evaluation can be found at Appendix 1 (confidential). All tenderers scored a full 20% on the quality and tender prices were found to be correct.

3.5 Lee Ashworth Excavations has been scored as the lowest bidder at £400,330.25 and it is therefore proposed to award the contract to them.

3.6 It is anticipated that the works will take 12 weeks to complete and liquidated damages will be applied in the event of default.

4. RISK

4.1 If these works are not carried out on Hareholme Viaduct there will be further deterioration and potential collapse of the structure with a health and safety risk to the public and a subsequent possible closure of the structure.

5. FINANCE

5.1 A budget of £100k was approved for the Hareholme Viaduct remedial works scheme in the 2022/23 Capital Programme however at the time the full extent of the works was not realised with significant additional works required including site clearance, temporary access road, major scaffolding system required, install drainage and resurface to the carriage way.

5.2 Further inflationary pressures have also increased the contract sum due to increases in materials, labour and fuel costs.

5.3 It is necessary to add a further £300k to the capital scheme in order to progress the works.

5.4 The assumed life of the asset after carrying out the repairs is deemed to be 40 years, after factoring in the cost of borrowing and the minimum revenue provision (MRP) this will add an extra cost of c£24k per annum to the revenue budget. Giving a total extra cost of £626k. However officers will give consideration as to the optimum funding arrangements, which may

include: use of capital receipts, internal borrowing and any other requirements for PWLB borrowing.

6. LEGAL

- 6.1 The Contract Procedure Rules require Corporate Management Team and Cabinet to approve any contract with an expenditure of over £100k prior to going out to tender.
- 6.2 It was officers' reasonable belief that the contract price would be under this limit but as outlined in the body of the report, the full extent of the works necessary, along with inflationary pressures, has resulted in this tender coming in over the threshold for approval and budget provided. The tender exercise has been completed in line with the Contract Procedure Rules and is capable of being awarded to the proposed contractor.
- 6.3 It is important to approve this contract as soon as possible due to the nature of the works. It is therefore prudent and expedient for the matter to be considered by Full Council instead of Cabinet.
- 6.4 Full Council is therefore requested to consider the matter and authorise officers to proceed if they are minded to accept the position.

7. POLICY AND EQUALITIES IMPLICATIONS

- 7.1 No HR implication.

8. REASON FOR DECISION

- 8.1 Full Council to approve the works, the budget and award the contract to the lowest bidder Lee Ashworth Excavations to ensure the future safe use of the viaduct.

Background Papers	
Document	Place of Inspection
Appendix 1	Futures Park (Confidential – Not for Publication)