Department for Transport

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: Bolton Council

b) Scheme / structure name and LHA bridges number: Moss Bank Way Gabion Retaining Wall 0907

c) Location (OS Grid Reference) of the scheme/structure (to identify location on map):

Easting: 370078

Northing: 411210

d) Name of Project Manager: Mark Rowles

e) Email address: mark.rowles@bolton.gov.uk

f) Phone number: 07919697847

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.

The structure proposed for intervention is a 61m long Gabion Basket Retaining Wall that sits upon a steep embankment at the Juction of the A58 Moss Bank Way, Halliwell Road and Smithill Dean Road.Through Inspections and monitoring, it has become apparent that the wall has been slipping for a number of years and when sudden failure occurs and the road and statutory undertaker plant

is compromised, the main ring road (KRN) around Bolton will be closed to traffic at this location. Adjacent to the Retaining Wall is a busy junction that acts as a conduit for Bolton's main arterial route (A58), Halliwell Road (A6099) which feeds into the Town Centre and Smithills Dean Road which provides access to Smithills Dean Primary School, Smithills High School, Sports Centre and Smithills Hall. Intervention is preferable to a reaction to failure as disruption and programme would be controlled and minimised as would the scheme costs. Through experience of recent sudden failures in the same area, cost and time could be four times that expection from a programmed scheme.

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.

Bolton Council have already undertaken a feasibility and completed a scheme design along with all associated contract documents required to deliver the scheme. The proposed scheme is to replace the existing 61m Gabion Basket Retaining Wall with an 78m long contiguous piled wall. By being proactive and replacing the the wall prior to failure, Bolton Council can better control all risks including, Health and Safety, scheme duration, costs and the affect closures would have on the local highway and economy.

NOTE - Appendix: All supporting documents for both this submission and details of the proposed scheme are listed in the the Economic Toolkit, I-Supporting Evidence Section.

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

No

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

The structure is on the SRN/KRN and sudden failure of the structure would close the A58 Bolton Ring Road for an indeterminate time at this busy junction. It would cause all arterial traffic to be diverted towards the town centre creating congestion and impede access to adjacent schools and leisure facilities .

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..

Bolton Council have been monitoring the Moss Bank Gabion retaining structure from 2005 through Inspections and a photographic record of the movement cracking along the highway. The series of photos show continued movement and patching of the highway, also two reports indicating movement and condition. Bolton have recently suffered sudden failure of a retaining wall and as such have been made aware of the critical nature of early intervention and the residual risk if no action is undertaken, as mentioned in 1.1.

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.

There are no restrictions imposed at present.

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.

The indications of the structures current condition highlights the possibility of sudden failure, as experienced recently with another retaining wall in the same area. Risk of failure increases with time, however, Bolton have to consider the requirements of the KRN and local access requirements when evaluating the risk and as such Bolton have not implemented a restriction to date. If failure occurs it is expected that the minimum impact would be full closure of the East bound carriageway, with the maximum impact being full closure of both East and West bound Carriagways.

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.

Movement is evident through cracks appearing along the highway surfacing parallel with the retaining wall, monitoring is undertaken using tarmac fill as an indicator of continued movement. Due to the requirement of the KRN to be unrestricted, restrictions have been considered but not implemented at present. The closure of lanes would be the intial restriction that would be applied, albeit due to the nature of landslip a full closure of the highway may need to be implemented.

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.

If movements increase or failure occurs it is expected that the minimum impact would be full closure of the East bound A58 carriageway and footway, with the maximum impact of failure being full closure of both East and West bound Carriagways and the East bound footway of the A58.

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: *22*

BCI Ave: 62

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.

The gabion retaining wall is constructed on top of a steep embankment, both erosion of the slope and the deterioration and movement of the gabions are contributionng to movement and the highway surface cracking, indicating a risk of sudden slip failure of the wall. See appendix 1.4, 1.5, 1.6.

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.

The proposed replacement of the Moss Bank Way Gabions Retaining Wall (Structure 0907) directly supports economic growth by maintaining a critical section of the A58 corridor within Bolton, which serves as an important local transport route for commuters, businesses, and service providers. The structure retains the highway and footway above an embankment leading to Dean Brook, and its deterioration presents a risk to continued safe operation.

Recent inspections identify the structure as being in poor condition, with defects including bulging gabion baskets, footway deformation and potential foundation-related issues, which indicate ongoing deterioration.

Investment in a full replacement scheme will secure long-term network resilience, reducing the likelihood of future disruption and costly reactive maintenance. This supports economic productivity by ensuring reliable journey times for local residents, public transport, and commercial vehicles. It also protects access to surrounding residential properties and businesses, preventing delays and disruption that would otherwise arise from structural failure or emergency closures.

Additionally, the scheme will generate economic activity through construction works, supporting local supply chains and employment during delivery. The adoption of a durable replacement solution designed for a 120-year lifespan will minimise whole-life costs and provide long-term value, supporting sustainable infrastructure investment aligned with Government objectives.

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 scheme aligns with wider Government objectives relating to infrastructure resilience, safety, and environmental sustainability. It contributes to the levelling up agenda by improving the reliability of local transport infrastructure in Bolton, supporting connectivity between communities, employment opportunities, and services.

The intervention addresses identified health and safety risks associated with structural deterioration, including risks to highway users and pedestrians. This directly supports Government priorities around public safety and the maintenance of essential infrastructure assets.

The scheme also aligns with climate resilience objectives. Replacing the existing gabion wall with a modern contiguous pile retaining wall will provide a more robust and durable solution capable of withstanding long-term environmental pressures, including ground movement and weather-related impacts.

Environmental considerations have also been taken into account, including constraints associated with Tree Preservation Orders (TPOs), with the preferred option enabling construction largely from the highway side to minimise ecological impact.

Furthermore, by reducing the need for repeated maintenance interventions and associated traffic management, the scheme will reduce disruption, emissions, and resource use over the asset lifecycle, supporting sustainable transport and net zero ambitions.

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.

Moss Bank Way (A58) is a key local route within Bolton's highway network, and the retaining wall forms an integral element in maintaining its safe operation. The structure supports the highway and adjacent footway, making it critical to both vehicular and pedestrian movements.

Inspections have confirmed that the structure is in poor condition, with visible deformation and defects indicating potential structural instability. A Intervention report in 2023 identified a risk score of 44. The Data Management System used by Bolton identified a BCI Critical rating of 22 in 2026, reinforcing the urgency of intervention.

Without intervention, there is a credible risk of further deterioration leading to safety incidents or emergency restrictions, which would significantly impact the local transport network and nearby residents. Early proactive intervention avoids escalation to more severe and costly failure scenarios.

The scheme aligns with Bolton Council's asset management approach, which prioritises interventions based on risk, condition, and whole-life cost considerations. The combination of structural defects, strategic location, and associated risk has resulted in this structure being prioritised for replacement over other assets that currently require only minor maintenance.

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.

The scheme will require engagement with a range of stakeholders, including local residents, statutory undertakers, and regulatory bodies. The feasibility report highlights the need for early consultation with affected residents to ensure continued access to properties and to manage construction impacts.

Utility providers have been identified within the footway, including Electricity North West, with further engagement required with United Utilities. This engagement will be critical to coordinating works and minimising disruption.

The Environment Agency is also identified as a stakeholder requiring consultation, given the proximity to Dean Brook and potential environmental considerations.

While temporary traffic management will be required during construction, including lane narrowing and potential closures, the long-term benefits of improved safety and reduced disruption provide strong justification.

Overall, the scheme is expected to receive support from stakeholders due to its focus on improving safety, reliability, and long-term performance of the highway network.

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.

Bolton Council adopts a risk-based and condition-led approach to prioritising structural maintenance, supported by inspection data, condition indices, and risk assessments. The Moss Bank Way Gabions Retaining Wall has been identified as a priority due to a combination of poor condition, structural defects, and elevated risk rating.

The structure has been assessed through multiple inspections, including Principal Inspection and General Inspection and Intervention Report processes, which have identified progressive deterioration, including bulging gabions, cracking, and footway deformation.

The risk assessment categorises the structure as high risk, indicating a need for intervention to prevent further deterioration and potential safety issues.

This prioritisation approach ensures funding is directed toward assets where intervention will deliver the greatest benefit in terms of risk reduction, safety improvement, and whole-life cost efficiency.

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.

This scheme has been selected for the Structures Fund due to the scale of intervention required and the associated costs, which exceed what can be accommodated within existing maintenance budgets. The preferred solution (full replacement) represents a significant capital investment but delivers long-term value and risk reduction.

The structure plays a critical role in supporting the A58 and adjoining footway, and its deterioration presents a clear case for investment. The feasibility report identifies full replacement as the preferred long-term solution due to its ability to eliminate ongoing defects and provide a durable asset with a 120-year design life.

Without access to external funding, the Council would likely need to continue with reactive maintenance approaches, leading to higher cumulative costs and increasing risk over time.

The scheme meets the objectives of the Structures Fund by targeting an asset that is demonstrably in poor condition, poses safety risks, and requires intervention within the funding period to avoid more severe impacts.

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 this scheme would result in continued deterioration of the retaining wall, increasing the likelihood of structural failure or partial collapse. This could necessitate emergency closures or restrictions on the A58, causing significant disruption to both vehicular and pedestrian traffic.

Existing defects, including bulging of the gabion baskets and deterioration of the footway, are likely to worsen over time if not addressed. This would increase maintenance costs and could require unplanned, reactive interventions with greater disruption and cost.

There is also an increased risk to public safety, particularly for pedestrians using the adjacent footway and residents accessing nearby properties.

Emergency works or restrictions would result in diversion routes, increased journey times, and reduced accessibility, impacting local businesses and residents.

Ultimately, delaying intervention would reduce cost efficiency, increase long-term financial liability, and undermine the resilience of the local transport network.

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.

The retaining wall supports a key section of the A58 and adjacent footway, which provide essential connectivity for local communities. Failure of the structure or imposition of restrictions would result in reduced accessibility and potential severance between residential areas and local services.

The footway is particularly important for pedestrian connectivity, and its deterioration already presents usability issues. Continued degradation could restrict safe use, disproportionately impacting vulnerable users.

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 A58 supports both vehicular and pedestrian movements. Any restriction or closure resulting from structural failure would affect all transport modes, including cars, public transport, and pedestrians. Currently there is a daily average of 25,688 vehicles passing through this junction which would need to be diverted elsewhere on Bolton's busy highway infrastructure.

Temporary traffic management during works is anticipated, but planned intervention minimises long-term disruption compared to emergency works or structural failure scenarios.

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 will generate economic benefits primarily through avoided disruption and maintenance costs, improved network reliability, and enhanced safety. The retaining wall supports the A58 corridor, and its deterioration risks closures or restrictions which would impact journey times, local business access, and commuter reliability. Inspections confirm the structure is in poor condition with defects including bulging gabion baskets and footway deformation, requiring intervention. The proposed replacement will eliminate ongoing defects and reduce future maintenance frequency, improving productivity and reducing reactive repair costs. Construction activity will also generate short-term economic benefits through local employment and supply chain engagement.

b) Summarise the estimate of the present value of costs and benefits (in 2023 present values, market prices) and the benefit cost ratio of the scheme from the economic toolkit.

Present Value Costs (PVC)	£
Present Value Benefits (PVB)	£
Benefit to Cost Ratio (BCR)	£

c) Explain assumptions used in the economic toolkit to estimate the present value scheme costs. (Maximum 250 words)

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.

Cost estimates are based on feasibility-level assessments provided within the Moss Bank Way Retaining Wall Feasibility Report, including construction activities such as demolition, piling works, reinstatement, traffic management, and utility protection. The estimates reflect comparable schemes and include allowances for traffic management and environmental constraints. Further refinement will be undertaken through detailed design, with appropriate contingency and optimism bias applied in line with DfT guidance.

d) Explain the sources of data and assumptions used to complete the Scheme Details section of the economic toolkit. (Maximum 250 words)

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

The scheme is supported by inspection data from 2023 and 2025 inspections, which confirm deterioration of the structure and identify required remedial works including ground stabilisation and footway reconstruction. Risk assessments and condition data form the basis for determining intervention need, while feasibility study data supports cost and option appraisal. Assumptions include continued deterioration if no intervention is undertaken and increasing maintenance costs over time.

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.

Non-monetised benefits include improved safety for pedestrians and highway users, controlled short term disruption to the adjacent schools and leisure facilities on Smithills Dean Road, reduced risk of sudden structural failure, enhanced visual appearance following refurbishment, and reduced disruption from reactive works. Environmental benefits include reduced lifecycle emissions due to fewer maintenance interventions and minimised disturbance to protected trees through construction from the highway side.

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).

No alternative economic assessment beyond the Structures Fund economic toolkit has been undertaken at this stage. The economic case will be supported by the toolkit outputs, which will quantify benefits such as avoided closure impacts, reduced maintenance costs, and improved network reliability

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.

Bolton Council Highways and Engineering Development Services Section has extensive experience in the delivery of highway structures and retaining wall schemes. The service operates within an established asset management framework supported by routine inspections, risk-based prioritisation, and programme delivery. The Council regularly delivers comparable maintenance and capital schemes across its structures stock, including retaining walls, bridges, and highway infrastructure. Where necessary, specialist technical support and design services are provided through appointed consultants, as demonstrated in feasibility, inspection and design activities. This ensures that the authority has sufficient technical and delivery capability to progress the scheme. Any capacity gaps will be addressed through external professional services and contractor frameworks

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.

The scheme will follow a standard staged delivery process comprising feasibility, detailed design, statutory approvals, procurement, and construction. The feasibility stage has been completed and identifies a preferred option involving replacement of the existing retaining wall with a contiguous piled wall. Detailed design has been undertaken and completed, this is to be followed by procurement of a contractor utilising Bolton Council's establisted Construction Framework Contract. Construction activities will include provision of a piling mat, installation of piles, utility protection, and full reinstatement of the highway and footway. Temporary traffic management, including lane localised closures, will be implemented throughout the works as required.

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.

Key delivery risks include the presence of statutory undertakers' apparatus within the footway, including Electricity North West assets and United Utilities infrastructure, which may impact programme and construction methodology, albeit these risks have been minimised in the scheme design. Additional risk relate to the acquisition of a 1.5m strip of land behind the existing wall, traffic management requirements, and environmental constraints including Tree Preservation Orders (TPOs) near the structure. These risks have been mitigated through early engagement with utility providers, careful design development, and contractor methodology selection. The landowner has been identified and the location of the strip required is at the top of the unstable slope and cannot be developed, with purchase would be undertaken upon funding award. Traffic management will be planned to maintain network operation wherever possible.

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.

Engagement with third-party organisations will form a key part of the delivery approach. Statutory undertakers, including Electricity North West and United Utilities, will require coordination to manage apparatus within the works area. The Environment Agency is also identified as a relevant body that requires consultation due to the proximity of Dean Brook. Feasability studies and site investigations has ensured that requirements are clearly understood with the design option taken to minimise risk risk to third party organisations. Land ownership is divided by the Local Highway Authority and private land owner. The scheme requires Bolton Council to undertake a small amount of land acquisition to enable the construction, at present there is no issues with a purchase proceeding.

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.

Bolton Council has sought to manage this structure through routine inspection and maintenance programmes. The structure, along with others on Moss Bank Way, has historically been maintained through minor works where feasible. However, inspection and feasibility findings identify that the Moss Bank Way Gabion Retaining Wall (0907) now requires full replacement rather than continued maintenance. The scale and nature of the works exceed typical maintenance allocations within existing highway structures budgets, which is less than £600k per annum to inspect and maintain all Bolton Council's highway structures. As a result, continued reliance on local funding would likely result in further deterioration and complete failure rather than intervention with a permanent solution.

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 feasibility report identifies that while lower-cost options such as monitoring or minor remediation are available, these do not address the root cause of deterioration and are likely to result in recurrent maintenance costs. The preferred replacement option provides a durable solution with an anticipated design life of approximately 120 years, reducing the need for repeated interventions. Without the scheme, ongoing maintenance costs, inspection requirements, and the risk of reactive repair following further deterioration would result in higher cumulative costs over the asset life. The proposed scheme therefore represents a more efficient long-term investment. The proposed design mitigates the need for large excavations, expensive utility diversions, minimising intervention with Tree Preservation Orders and allows for easier access for the piling plant by leaving the current gabion wall insitu and constructing a slender contiguous piled wall in front of the existing wall.

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.

The preferred option for replacement of the Moss Bank Way Gabion Retaining Wall has an estimated cost of approximately £2,200,000.00. This estimate is based on the completed design and typical construction activities including, installation of a contiguous piled retaining wall, reinstatement works, traffic management, and protection of statutory undertakers' apparatus. The estimate is derived from comparison of a similar contiguous piled wall scheme completed by Bolton in 2021.

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.

Financial risks include the cost of the challenging site conditions such as restricted access, statutory undertakers plant and steep embankments. These risks have been addressed through the detailed design, early engagement with stakeholders, and appropriate contingency allowances in the programming of the construction phase of the scheme. Additional risks include potential delay associated with the acquisition of land and environmental constraints including Tree Preservation Orders. Foreseen delay risk regarding the purchase of the land has been included in the delivery forecast and Bolton have already obtained an initial permit from the Environment Agency and do not see issue obtaining a second.

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.

Bolton Council contributions would be taken from the Highway Structures annual Capital Maintenance settlements over the three year delivery period.

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?

July 2027

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 delivery of the Moss Bank Way retaining wall scheme will be managed by Bolton Council Highways and Engineering Development Services using established project management and governance processes for highway structures.The scheme includes full replacement of the Moss Bank Way Gabion Retaining Wall (0907). Delivery will be structured across design, procurement, and construction phases.The scheme has progressed through feasibility, Approval in Principle and detailed design, supported by ground investigation and technical design development. Construction procurement will be undertaken through Bolton Council's Construction Framework Contract with a tender process between our approved contractors which includes a pricing exercise, programme and methodology comparison, therefore ensuring the engagement of suitably experienced and best value contractor. Construction will include installation of a contiguous piled retaining wall, protection of statutory undertakers' apparatus, and reinstatement of the highway and footway. Temporary traffic management will be implemented to maintain network function.Delivery will be overseen by a designated Project Manager supported by appropriate technical, commercial, and stakeholder management resources to ensure delivery within the anticipated programme.

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?).

Key risks associated with delivery of the scheme included utilities, traffic management, ground conditions, environmental constraints, public safety land acquisition. Utility risks arise from the presence of underground services. These have been mitigated through early engagement, thorough site investigations, and protective measures.Traffic management risks arise due to the location on a key A-road. These will be managed through phased construction, compliant traffic management arrangements, and stakeholder communication. Ground conditions present a risk to construction. This risk has been minimised through ground investigation data and conservative design assumptions.Environmental constraints, including protected trees, has been managed through design choices that minimise impact and through appropriate permissions. Public and workforce safety risks will be addressed through secure site management, safe working practices, and compliance with health and safety standards. Land acquisition is a residual risk which has only the potential to slightly delay the proposed start date as the estimated cost is included within the proposed budgets.

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.

Robust project controls will be implemented to ensure delivery on time and within budget.These include defined governance arrangements, programme management with key milestones, and regular progress reviews.Financial controls will include budget monitoring and reporting. Risk management will be maintained through an actively managed risk register. Technical assurance will be achieved through adherence to standards and approval processes. Change control procedures will ensure that

any variations are properly assessed and managed.Quality assurance will be maintained through inspections and contractor performance monitoring

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.

The scheme requires approvals from relevant authorities and stakeholders. Permissions will be required for works adjacent to protected trees, primary arrangements have already been approved. Traffic management approvals will be required for lane closures and pedestrian diversions and obtained through the Greater Manchester GMRAPS system and the Local Highway Authority. Further engagement with United Utilities will be required to monitor impact throughout the construction phase. Environmental considerations will be managed in consultation with relevant regulatory bodies, Bolton have already undertaken preliminary Ecology appraisal with the only constraint envisaged being adherence to nesting seasons. All permissions will be obtained through standard application processes supported by early engagement to reduce programme risk.

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 scheme incorporates measures to improve resilience and adapt to future climate conditions.The replacement structure will have a design life of approximately 120 years, providing a durable long-term solution.Design measures include improved drainage, reduction of hydrostatic pressure, and enhanced structural stability to account for environmental conditions.The scheme reduces the need for future interventions, thereby maintaining network performance and resilience over time.

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 though reducing vehicle miles).

Carbon management has been considered through material selection, construction methodology, and lifecycle efficiency. The use of low carbon materials, recycled content, and efficient design contributes to reduced embodied carbon.Local sourcing of materials and efficient construction processes will reduce transport and construction emissions.The long design life of the structure reduces the need for future maintenance and associated carbon impacts. The impact of these choices has been measured by the use of the National Highways Cabon Tool.

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.

The detailed design has considered all adjacent stutory undertakers plant and has been developed to minimise impact and remove the requirement for diversions. Monitoring maybe required for the adjacent

plant which includes, a high and low voltage cable, a water main and a trunk water main. Further liaison with the providers will be required to approve any system of monitoring.

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 equality impacts of the Moss Bank Way Retaining Wall Replacement Scheme have been considered in accordance with the principles of the Public Sector Equality Duty. While the primary purpose of the scheme is to maintain the safe operation of the highway network and prevent structural failure, consideration has been given to potential impacts on people who share protected characteristics.

The A58 Moss Bank Way corridor provides access to residential areas, schools, leisure facilities, local businesses and public transport services. Groups potentially affected during construction include older people, disabled people, children and young people attending nearby schools, pregnant women and those with caring responsibilities who rely on the route for access to services and facilities.

Temporary construction activities, including traffic management arrangements, lane restrictions, closures and pedestrian diversions, may create short-term access and mobility impacts. To mitigate these effects, Bolton Council will ensure that pedestrian routes remain available wherever practicable, with appropriate signage, accessible diversion routes and advance notification of works. Engagement will be undertaken with local schools, residents, public transport operators and other stakeholders to minimise disruption and maintain access throughout the construction period.

In the longer term, the scheme is expected to deliver positive equality outcomes by maintaining safe and reliable access for all users of the highway and footway network, reducing the risk of unplanned closures, emergency restrictions and community severance that could disproportionately affect vulnerable groups, including disabled people and those without access to private transport.

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.

Highway maintenance funding – Bolton Council

3.3 Declarations

Senior Responsible Owner declaration

As Senior Responsible Owner for [Moss Bank Gabion Retaining Wall], I hereby submit this request for approval to DfT on behalf of [Bolton Council] and confirm that I have the necessary authority to do so.

I confirm that [Bolton 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: Dwayne Lowe

b) Signed: 

c) Date: 31/07/2026

d) Email: Dwayne.Lowe@bolton.gov.uk

Section 151 Officer declaration

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

f) Signed: 

g) Date: 31-July-2026

h) Email: graeme.wilson@bolton.gov.uk