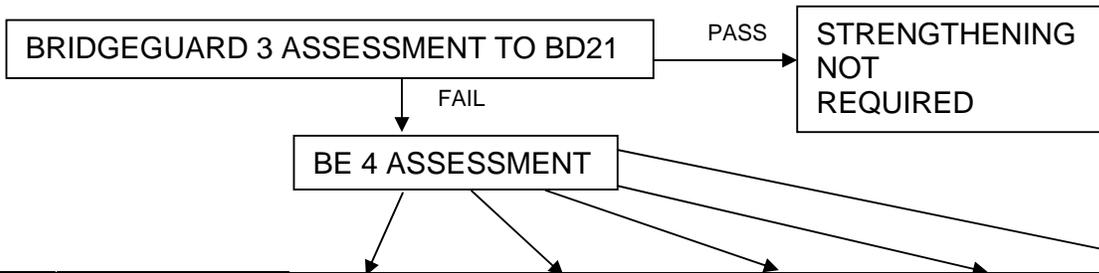


# BRIDGEGUARD THREE PROGRAMME

## DIAGRAMMATIC SUMMARY OF ALTERNATIVES AND COST LIABILITIES FOR STRENGTHENING OF RAILTRACK HIGHWAY BRIDGES WHICH FAIL ASSESSMENT TO BD 21†



FIRST CONSULTATION STAGE		SCENARIO	1.	2.	3.	4.	5.	
		<b>BRIDGE CAPACITY IN RELATION TO RAILTRACK OBLIGATION (1968 TRANSPORT ACT/BE4)</b>	FAILS BE4	FAILS BE4	FAILS BE4	MEETS OR EXCEEDS BE4	MEETS OR EXCEEDS BE4	
		<b>LOCAL AUTHORITY REQUIREMENTS</b>	WEIGHT RESTRICTION ACCEPTABLE TO LOCAL AUTHORITY	STRENGTHENING TO MEET RAILTRACK OBLIGATION ONLY	STRENGTHENING TO HIGHER CAPACITY THAN RAILTRACK OBLIGATION	NO STRENGTHENING WEIGHT LIMIT ACCEPTABLE	STRENGTHENING TO HIGHER CAPACITY THAN RAILTRACK OBLIGATION	
		<b>FUNDING WORKS AGREEMENT</b>	RAILTRACK - NO WORKS AGREEMENT	RAILTRACK - NO WORKS AGREEMENT	JOINT - WORKS AGREEMENT 3 OR 4.	LOCAL AUTHORITY - NO WORKS AGREEMENT	LOCAL AUTHORITY - WORKS AGREEMENT 1 OR 2.	
<b>ALTERNATIVES TO BE CONSIDERED AT SECOND STAGE OF CONSULTATION</b>								
SECOND CONSULTATION STAGE		a.	b.	c.	d.	LOCAL AUTHORITY FUNDS FULL SCHEME		
		<b>ALTERNATIVES</b>	BRIDGE CAN BE STRENGTHENED USING THE SAME METHODOLOGY TO MEET BOTH THE RAILTRACK LOAD BEARING OBLIGATION AND LOCAL AUTHORITY LOAD BEARING ASPIRATIONS	BRIDGE MUST BE RECONSTRUCTED TO MEET BOTH RAILTRACK LOAD BEARING OBLIGATIONS AND LOCAL AUTHORITY LOAD BEARING ASPIRATIONS	BRIDGE CAN BE STRENGTHENED TO MEET RAILTRACK LOAD BEARING OBLIGATION BUT MUST BE RECONSTRUCTED TO MEET LOCAL AUTHORITY LOAD BEARING ASPIRATIONS			BETTERMENT IS REQUIRED TO MEET EITHER RAILTRACK OR LOCAL AUTHORITY ASPIRATIONS (i.e. IMPROVEMENTS FOR ROAD OR RAIL FACILITIES)
		<b>COST SHARING</b>	LOCAL AUTHORITY CONTRIBUTION TO BE FIXED PERCENTAGE OF FINAL SCHEME COST, BASED ON ASSESSED COST OF ADDITIONAL STRENGTHENING MATERIAL AND ANY EXTRA COSTS DUE TO EXTENDED CONTRACT DURATION	FOR SIMPLE REDECKING* LOCAL AUTHORITY CONTRIBUTE 5%  FOR OTHER SCHEMES LOCAL AUTHORITY CONTRIBUTION TO BE FIXED PERCENTAGE OF TOTAL FINAL WORKS COST, TO BE AGREED FOR EACH SCHEME	LOCAL AUTHORITY CONTRIBUTION TO BE FIXED PERCENTAGE OF TOTAL FINAL WORKS COST, BASED ON MARGINAL COST DIFFERENCE BETWEEN FEASIBILITY ACCURACY ESTIMATES			AS FOR (c) BUT ACCURATE ASSESSMENT OF MARGINAL COSTS FOR EACH OPTION REQUIRED
<b>OPTIONS FOR RAILTRACK MODEL WORKS AGREEMENT TO DEFINE FUTURE LIABILITIES</b>	WORKS AGREEMENT OPTION 3.  WORKS AGREEMENT OPTION 4.	LOCAL AUTHORITY TAKES OVER BRIDGE AND MAINTAINS IT  RAILTRACK RETAIN OWNERSHIP AND MAINTAIN BRIDGE			1. LOCAL AUTHORITY TAKES OVER BRIDGE AND MAINTAINS IT. 2. RAILTRACK RETAINS OWNERSHIP AND MAINTAINS IT			

\* SEE FULL DEFINITIONS OF 'REDECKING' CONTAINED IN THE AGREEMENT DOCUMENT  
 † THIS DOCUMENT SUMMARISES THE 1998 AGREEMENT BETWEEN RAILTRACK AND THE CSS BRIDGES GROUP CONCERNING BRIDGE STRENGTHENING PROCESS FOLLOWING ASSESSMENT TO BD21.