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: Westmorland and Furness Council

b) Scheme / structure name and LHA bridges number: Replacement Underbarrow Bridge SL221 and Brigsteer Bridge SL240

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

	Underbarrow	Brigsteer
Easting:	349925	350292
Northing:	492443	491919

d) Name of Project Manager: Martin Hardman

e) Email address: martin.hardman@westmorlandandfurness.gov.uk

f) Phone number: 07825 755098

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.

Both bridges comprise of a central suspended span (18m), supported through half-joints by cantilevered abutment spans. The cantilevered abutment spans are post-tensioned longitudinally.

The central suspended spans are composed of longitudinally prestressed, pre-tensioned concrete beams and an in-situ reinforced concrete deck slab. The internal prestressed pretensioned beams are connected utilising transverse post tensioning in addition to the reinforced concrete deck slabs. The overall length of Brigsteer and Underbarrow bridges are 53m and 54.5m respectively.

These bridges were constructed in early 1970's and carry C classification roads over the A591 which is part of the tactical diversion route for M6 motorway closures between junctions J36 and J39. It is also a key tourist route into the heart of the Lake District. Following level 2 Structural assessments in 2024/25, which were subject to Category 3 checking procedures, 7.5t weight restrictions were imposed at both bridges. In May 2026 6ft 6 width restrictions were imposed at both bridges following breaches of the weight restrictions.

The concern with these two bridges is associated with potential hidden defects within the half-joints, which cannot be monitored, thereby putting road users at risk should a catastrophic collapse occur.

At this stage the post-tensioning in the cantilevered abutments have not undergone any intrusive investigations, however due to their form it is anticipated that the inspection of the post-tensioning will present a challenge.

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.

Demolition and replacement of both bridges, constructed on the line of the existing highway, and within highway land.

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 A591, which these two bridges cross, is the tactical diversion route for closures of the M6 Motorway between junctions J36 Crooklands and J39 Shap and is a key strategic link to communities within the central Lake District.

In the event of a closure of the A591, at the time of an M6 closure, traffic would have to be diverted eastwards via the A1(M), adding significant mileage and travel time to journeys.

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..

Both bridges are in reasonable condition as described in 2018 Principal Bridge Inspection Reports, as well as in a 2022 Special Inspection Report. Concrete spalling, cracking and corrosion of reinforcement exists in the vicinity of the half-joints. There is water ingress, staining and leachate at these joints.

To determine the condition of the internal faces of the half-joints a borescope survey could be undertaken, although this may not necessarily be conclusive due to the limited space and poor lighting conditions. It would be difficult to extract concrete samples and to determine levels of reinforcement corrosion. This was attempted in 2022, but with limited success.

There would also be a need to undertake intrusive investigation to confirm the presence and condition of the post tensioning in the cantilever end spans and abutments in each bridge, this will be particularly challenging due to the location of tendons and the critical nature of the post tensioning system as well as the half-joints.

The half-joints are vulnerable to water ingress and chloride attack. Sudden failure is considered to be the most likely mode of failure, however monitoring is unlikely to detect any distress before such a situation occurred. These bridges have been classified as being ‘not monitoring appropriate’.

It is envisaged that significant benefits, and reduced disruption will be realised by replacing both bridges simultaneously. Cost savings would include shared traffic management and preliminaries as well as benefits associated with repeat fabrication of similar structural forms.

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.

Both structures are currently subject to 7.5t weight restrictions with 6 ft 6 width restrictions in place at both bridges.

As well as advance and immediate signage, the council has installed physical width restrictions to prevent vehicles in excess of 7.5t from crossing the bridges.

Unfortunately this does prevent the crossing of these bridges by some vehicles that are less than 7.5t, including ambulances. The restrictions also prevent fire engines from using the bridges.

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.

Not applicable, refer to answer to question b above.

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.

None

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.

None anticipated

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: 31 both bridges

BCI Ave: 73.8 Brigsteer, 71.7 Underbarrow

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 BCI Crit score is sensitive to the assessment of severity and extent of defects of the half-joints. From limited visual inspections, an extent of defects of less than 5%, coupled with defects associated with shear, results in a score of 31. However, if the defects are not considered to be related to shear, and the defect category associated with crack widths of approximately 1mm is selected, the BCI Crit score increases to 58. The BCI Ave score has remained fairly static over the last 5 years, as the bridges are generally in fair condition apart from the identified issue. The latest General Bridge Inspection Inspection proforma is included in Annex 1 of this submission.

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 project is to demolish and rebuild the two bridges to enable heavy vehicle access to the rural areas to the west of Kendal.

The project aligns with the Government's mission to kickstart economic growth, as both bridges support travel associated with Westmorland and Furness' nationally important agricultural and visitor economy economic sectors.

Agricultural businesses to the west of Kendal in Underbarrow and Brigsteer rely on heavy goods vehicle access. This includes agricultural vehicles travelling to and from fields and tanker loading/deliveries. There are also tourism businesses in these areas, including visitor accommodation, caravan parks, pubs and restaurants. These all require deliveries and servicing, and for the caravan parks the width restriction forces caravans to also use the diversion route despite being within the weight limit.

Cumbria's agriculture, land-based and visitor economy employs around 60,000 full-time equivalent jobs. The Lake District National Park attracted around 18 million tourists in 2023, generating £2.3 billion in revenue. The agricultural and tourism sectors form a key plank of Westmorland and Furness' contribution to economic growth and without support there is a risk of damaging the sustainability of Westmorland and Furness' economy.

This project will ensure the ongoing sustainability of the effected rural businesses and provide more opportunities for continued economic growth in these sectors. It also removes any potential for there to be wider impacts affecting the key A591 strategic M6 diversion and maintains the key route to Lake District communities.

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 the priorities set out in 'Better Connected', the government's integrated transport strategy. The scheme will help provide safe and dependable journeys, and to create healthier communities.

The removal of the weight and width restrictions, and hence the diversion route, would have a positive impact on the environment of Kendal. The diversion route runs through a residential area in Kendal, with narrow roads and on-street parking, and the route has had existing weight limits removed to provide an alternative route for goods vehicles. The route also runs through junctions with existing safety issues. This creates negative impacts for severance and safety through the increase in heavy vehicle movements.

In the rural area, the diversion route is along narrow single-track country lanes with no passing places. This causes both delays and safety issues for local residents and businesses using these

roads, as well as creating a significantly worse environment for walkers and cyclists on what were previously quiet country lanes.

The proposed scheme will reduce traffic in Kendal , directly benefiting these government priorities for safe and dependable journeys and healthier communities.

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 weight and width restrictions on the two bridges directly impacts the viability of local businesses and the use of the diversion route contributes towards a worsening of accessibility for residents of Kendal.

The diversion route for both bridges runs through Kendal. Kendal experiences both seasonal and incident-driven congestion, particularly due to its role as a regional hub for the Lake District, and its location on a key M6 diversion route between Junction 36 to Junction 39.

Traffic data for Kendal indicates significant congestion during all peak periods, particularly along Windermere Road on the diversion route.

In addition, there are collision clusters at the A5284 Windermere Road/Queens Road junction and on Blackhall Road, and at Plumgarth's roundabout on the edge of the town on the diversion route.

Underbarrow bridge is also located adjacent to land allocated for employment and mixed-use in the adopted Lake District National Park Local Plan. The weight and width restrictions on the bridge will constrain the development of this site.

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 bridges were temporarily closed in June 2024 following initial assessments of the half-joints.

There was extensive engagement with the MP, Elected Members, Parish Councils, local businesses and residents, including public meetings. There was very strong feeling against closures, with stakeholders expressing the impacts on rural connectivity, agricultural, hospitality and tourism businesses, the length and suitability of the diversion routes, and increased response time for emergency services.

Following further enhanced assessment work, the bridges were reopened in March 2025 under a 7.5 tonne weight limit. The associated CS470 report considered alternative mitigation measures including lane restrictions, propping and possible temporary structures, all not considered to be beneficial or viable. An increase to the weight limit via further analysis is not possible.

Following monitoring of traffic, the weight limits were being regularly breached by vehicles connected with the local community. The Council implement physical width restrictions to enforce the weight limit, which had the effect of also restricting some vehicles that are under the weight limit, e.g. emergency ambulances and some agricultural trailers. The weight limit and enforcement have been subject to mixed feedback, but primarily community opposed, who expressed the need for the bridges to be replaced.

Replacement of the bridges will necessitate prolonged closure of the roads crossing the bridges, and traffic management on the A591 for specific construction activities. These may require some periods of suspension of existing environmental weight limits in the town.

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.

The last Principal Bridge Inspections at both bridges were undertaken in 2018. Low to medium priority recommendations included concrete repairs to exposed reinforcement, repair of carriageway surfacing, resurfacing of footways and monitoring of half-joints. As part of the prioritisation process risk assessments are undertaken which considers the likelihood of structural collapse and associated consequences. Consequences considered include functionality, cost, sustainability, environment, reputation, constraints, and community costs.

In 2020 the Authority commenced a programme of half-joint assessments. In 2022 a contract was let for the assessment of Brigsteer and Underbarrow bridges, including a Post Tensioned Special Inspection. Initially the bridges were found to have no live load capacity, however following further assessment work in 2024/25, both bridges were assessed as having a 7.5t live load capacity. As part of the 2022 assessment an Inspection for Assessment was undertaken which identified the need to resurface the carriageway and footways, replace the ashaltic plug joints and to monitor the half-joints. During that inspection, which included a limited borescope survey of the half-joints, some concrete cracking was noted, but was not considered to be a significant concern at that time. The Post Tensioned Special Inspection reports make recommendations to undertake site investigations at the half-joints where the post-tensioning terminates and at the end anchorages on the back of abutments to confirm the presence, type, details and condition of the post-tensioning. The inclusion of the weight restrictions at both bridges will present challenges to undertaking maintenance works, including planned, routine and winter maintenance.

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 project aligns with the Government’s mission to kickstart economic growth, and these bridges support travel associated with our nationally important agricultural and visitor economy economic sectors. Agricultural businesses to the west of Kendal in Underbarrow and Brigsteer rely on HGV access. There are also tourism businesses in these areas. These include visitor accommodation, caravan parks, pubs and restaurants.

These all require deliveries and servicing, and for the caravan parks the width restriction forces caravans to also use the diversion route despite being within the weight limit.

Cumbria’s agriculture, land-based and visitor economy form a key part of Westmorland and Furness’ contribution to economic growth and without support there is a risk of damaging the sustainability of Westmorland and Furness’ economy.

This also impacts Kendal and the surrounding road network and communities, with increases in congestion, queuing and delays in the town centre, negatively impacting on journey times and journey reliability for residents and businesses for Kendal

The two bridges are associated with potential hidden defects within the half-joints, which cannot be monitored, thereby putting road users at risk should a catastrophic collapse occur. The bridges cross the A591, which is the tactical diversion route for closures of the M6 Motorway between junctions J36 Crooklands and J39 Shap. In the event of a closure of the A591, at the time of an M6 closure, traffic would have to be diverted via the east coast, adding significant mileage and travel time to journeys and severing links to the central Lake District communities.

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.

The issues relating to the design of half-joint bridges mean there is no prospect of reopening these bridges to heavy vehicles without intervention.

The existing weight and width limits would remain, and there is a risk that these would have to be reduced further in the future, impacting more vehicles. Given the nature of the issue, only a full rebuild would resolve the issue, and the council does not have access to the required level of funding to undertake this project without government support.

The impact of the diversion routes would therefore remain. The routes are significantly longer and add up to 20 minutes to the journey time for affected heavy vehicles. The traffic using the diversion route will also contribute to worsening congestion and journey time reliability in Kendal town centre.

The Council is also monitoring deterioration of the rural roads being used as diversions and envisage costly interventions in the future.

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.

Travel for residents in the area is affected by the diversion route. There is now an increased chance of meeting heavy goods vehicles on the diversion route, which is mostly narrow country lanes with no passing places. These quiet, country lane routes were previously suitable for recreational walking and cycling, but the increase in heavy vehicle movements has significantly reduced their attractiveness for this purpose.

The road conditions are also being adversely affected by the diversions, with ongoing condition monitoring in place.

The removal of the diversion route would also reduce traffic flows through a quiet residential area and on a key radial route into Kendal. The introduction of the diversion route has increased traffic flows on Windermere Road, and at the Windermere Road/Queens Road junction and Plumgarths roundabout, both of which have existing safety issues.

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 weight and width limits directly affect heavy goods vehicles on both Underbarrow Road and Brigsteer Road.

In 2024, Underbarrow Road had a 24-hour AADT of 80 HGVs, of which 20% were classified as OGV2. In 2024, Brigsteer Road had a 24-hour AADT of 45 HGVs, of which 14% were classified as OGV2.

ATCs undertaken in 2023 give the following flows for key roads on the diversion route in Kendal:

Windermere Road: 11,900 with 6.0% HGV

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 key sources of economic benefits for this scheme are:

- Journey time and vehicle operating cost savings for HGVs
- External impacts on decongestion accidents, air quality and noise
- Infrastructure maintenance costs

The journey time and vehicle operating cost savings are derived from HGVs having direct access across the bridge, rather than travelling the length of the diversion route. The diversion route increases journey times and distances by up to an additional 14 minutes and 7 km to each heavy vehicle trip.

The external impact benefits include decongestion, safety, air quality, noise and greenhouse gas benefits. Due to the length of the route, a significant greenhouse gas saving is anticipated, which is greater than the estimated embedded carbon emissions in constructing new bridges.

The scheme will also provide non-monetised severance and safety benefits.

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) £7,394,883

Present Value Benefits (PVB)	£19,828,326
Benefit to Cost Ratio (BCR)	2.7

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.

The current delivery programme assumes an 11-month design period from May 2027 to April 2028 and a 14-month construction period from August 2028 to October 2029.

The total scheme costs are £5.1mm per bridge in 2026 prices excluding risk.

The £250k design fee per bridge will be funded by the council.

The design fees and construction costs have been apportioned equally over the relevant stages of the scheme based on the above programme assumptions.

Optimism bias of 55% has been applied to the scheme costs, to reflect a bridge scheme at Stage 1 of development. This is equivalent to the 55% risk allowance for both bridges.

More details on the cost of the scheme are provided in the Cost Plan at Annex 4. Also refer to Annex 6 for the Economic Assessment Report.

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 traffic flow figures and goods vehicle split are taken directly from two local traffic counts undertaken in August 2024 for Underbarrow bridge, and November 2022 for Brigsteer Bridge. The surveys have been adjusted for seasonality using traffic data from permanent traffic counts on the A591 Kendal Bypass.

Vehicle classifications are taken directly from the surveys.

Diversion route lengths and times have been taken directly from digital mapping datasets (Google Maps).

As the majority of the diversion route is on rural roads, this area and road type has been selected. Congestion band 1 has also been selected for the whole route as there is no congestion for the majority of the route.

Carbon emissions are calculated using the DfT's Local Transport Infrastructure Carbon Benchmarking Tool.The new Underbarrow bridge will be a steel-concrete composite bridge with a 34 metre span. The carbon intensity was set at 95 with regard to benchmark ID RB4. The new Brigsteer bridge will be a steel-concrete composite bridge with a 26 metre span. As this is shorter than the benchmark bridge, the carbon intensity was therefore assumed to be 80.

The carbon benchmarking tool does not provide estimated for the demolition or replacement of a bridge. In the absence of more detailed information, it is assumed that the carbon impact of the demolition of the bridge would be equivalent to those for the construction process stage (transport and construction) of similar bridges. These are stages A4 and A5 in the carbon lifecycle.

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 increase in heavy vehicles on Queen's Road will have a negative severance impact on this residential area. The area has a large proportion of older people who will be negatively impacted by the operation of the diversion route. It is also noted that Kendal Nursery School is located on Queen's Road. Overall, it is considered that there will be a slight positive impact from the removal of the diversion route from Queen's Road.

The diversion route also passes through two junctions with existing safety issues: the A5284 Windermere Road/Queen's Road junction and the A591/A5284 Plumgarths roundabout. These two junctions have had eight and 29 collisions in the 10 year period 2015–2024. Overall, it is considered that the removal of the diversion route will have a slight positive impact on safety.

Agricultural and tourism businesses, including caravan parks and restaurants, to the west of Kendal rely on HGV access. This includes agricultural vehicles travelling to and from fields and tanker loading/deliveries, servicing and access for towed caravans.

In addition to the additional journey time and distance travelled by HGVs, diversion route increases the likelihood of HGVs and agricultural vehicles meeting other vehicles on narrow country lanes without passing places on the diversion route, further increasing delay and introducing new safety risks.

Finally, the weight restrictions mean that emergency vehicle access is also affected. This increases the response time of fire engines and ambulances to rural communities.

The proposed scheme would resolve all of these issues.

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).

N/A

Present Value Costs (PVC)	N/A
Present Value Benefits (PVB)	N/A
Benefit to Cost Ratio (BCR)	N/A

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.

Westmorland and Furness Council have significant experience of independently delivering the design and construction of bridge structures via utilisation of government Capital funding. Working alongside the authorities' highways service, the Council has a 45 strong 'Capital Programme' team, aligned to Association of Project Management (APM) best practice, who manage Council major infrastructure programmes.

The Capital Programme delivery in 2025/26 was £109m which included infrastructure development for Department for Transport, Department for Education, The Ministry of Housing, Communities and Local Government and Homes England. The team utilise the Councils own consultancy and capital works frameworks to identify the right suppliers to deliver at pace and to standards expected in rural Cumbria and the Lake District.

To exemplify, on behalf of DfT the Council has led and is about to open the £27m A595 Improvement Project at Grizebeck on time and on budget which encompasses five major structures encompassing an overbridge alongside major culverts, and bridge widening activity. The Council is embarking on the final year of its 10-year Infrastructure Recovery Programme which saw c. £125m of funding allocated to bridges, structures and highways across the Cumbria in response 2015 Storm Desmond. Of note the Council managed significant multi £m structure projects on some of the County's best known bridges including Victoria Bridge Kendal, Pooley Bridge, and Gooseholme Bridge, Kendal. The Council utilises nationally recognised professional consultants including WSP, Mott MacDonald, Jacobs and AECOM to support its technical approval processes to ensure the standards are met and to fill any resource gaps

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 delivery of the bridges will be led jointly between the Highways Bridges service and the Council's Capital programme team with a dedicated Programme Manager within its Capital Programme Team, who will define and oversee a Procurement Strategy and delivery programme. The Programme Manager will report into a senior officer Project Delivery Board consisting of directors, senior members of the highway service, technical experts and internal specialists (legal, finance, procurement). The Programme Manager will be supported by an internal team and externally procured specialists (land, legal, commercial etc). The Council will also onboard external consultancy support including an NEC Project Manager/Supervisor and Technical Approval Authority for structural approvals.

The project delivery will be governed through the Council internal gateway review process (Capital Delivery Group) which aligns with the project delivery stages of National Highways and the Government Commercial Agency. Specifically, stages are aligned to Preliminary Design, Consents

and Permissions, Detailed Design, Construction and Handover. Project business cases will be tested at each stage for viability with exceptions escalated to the Board.

All procurement will be governed through internal Westmorland and Furness Contract Procedure Rules (CPR) as well as the Procurement Act 2025. The Council will utilise its own Frameworks to quickly onboard suppliers to deliver the design and construction and will actively focus on suppliers with a focus on pace of delivery, safety, low carbon working and social value. The Council will utilise an NEC4 contract to manage the Detailed Design and Build stages incorporating Early Contractor Involvement.

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.

The risks for both bridges are well understood given previous investigation to assess conditions. External organisational risks are described in Commercial Case (d). All risks will be governed by a Risk Management Plan and recorded in a quantified Risk Register, with issues managed on an Issues Register.

The key risks are:

- **Working close to the A591 and Kendal**. Working over the A591 and on the local road network will disrupt traffic flows in the Kendal area, particularly when the need arises to close the road during specific construction activities that would otherwise put the public and contractor's workforce at risk. Mitigation is through Early Contractor Involvement with clear planning so as to limit impacts on the road network. A Stakeholder and Engagement Plan will be developed to manage this process.

- **Planning and Environmental Consents**. Gaining consents including the support of statutory environmental consultees requires additional conditions or assessment, delaying construction on one or both bridges. Mitigation is through early engagement with planning consultees in accordance with a Stakeholder and Engagement Plan.

- **Unforeseen Ground Conditions**. Unforeseen ground conditions are encountered requiring redesign leading to additional cost and delay. Mitigation is to undertake early ground investigation using consultancy partners to design the investigation and incorporate findings within the design.

- **Design Scope Creep**. Emerging design stage risks may lead to scope creep increasing the cost of the project and causing delay. This risk is mitigated through monitoring against both master and NEC programmes and adherence to a Cost Overrun Strategy. This Strategy and Cost Plan will promote early risk identification and proportionate approaches to mitigation. If overspend is forecast, 'monitoring', 'action' or 'escalation' approaches will be established with the Council being ultimately responsible for mitigating the overspend under the grant terms.

- **Poor supply chain performance resulting in delay, increased costs or quality issues.** The supply chain will be procured through the Council's own frameworks and contracts managed through the industry leading and collaborative suite of NEC contracts, which are in turn administered through contract management software (CEMAR) to ensure that all contractual communications are in place. The projects will have independent project control documentation including risk registers, MS project programmes, quality plans, cost plans,

cost overrun strategies, and stakeholder engagement plans to ensure that the project control is achieved

Refer to Annex 5 for the project Risk Management Plan and Risk Register.

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.

These bridges are located to the west of Kendal and cross A591, a major transport route into the Lake District National Park. The team has identified various stakeholders which the Council has existing working relationships with due to the bridge closures in 2024/25. Following the delivery of engagement and consultation sessions in 2024/25 there is significant support for the works from the local community. The Council has also developed working relationships with landowners and utility companies.

The Council has identified very few stakeholder risks and have engaged with the Lake District National Parks Planning team, who have indicated that, due to the proposed works being within the footprint of the existing bridges, and being visually unobtrusive, it is likely that they will be considered as 'permitted development'. This reduces the likelihood of programme delay that may otherwise result if planning consent were required.

The current weight and width limits that have been placed on these bridges is particularly unpopular with the local people and businesses. The Member of Parliament for the area, Tim Farron, has repeatedly called for funding for the bridges and other half joint bridges and fully supports intervention. A letter of support from Tim Farron is included in Annex 2. A summary of representations received from others, including members of the public, local businesses, Parish Councils, Town Councils and County Councillors is also provided. An example Stakeholder Engagement and Communications Plan associated with the closure of these bridges is included in Annex 7.

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	£	£4,013,683	£6,251,097	£5,055,532	£15,320,312
LA contribution	£267,857	£232,143	£	£	£500,000
Other contribution	£	£	£	£	£
Total costs	£267,857	£4,245,825	£6,251,097	£5,055,532	£15,820,312

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.

Westmorland and Furness Council adopts a risk-based approach to highway infrastructure maintenance. Our asset led approach intends to assist us to deliver a more efficient and preventative approach to management of highway infrastructure assets through longer term planning and ensuring that levels of service are defined and achievable within available budgets.

The Council has 2,699 miles of roads and is responsible for more than 2,300 bridges and other structures across the county consisting of around 1,075 highway bridges, 385 large culverts, 660 retaining walls, 9 sea walls, and 181 cattle grids. These are vital to maintaining accessibility, helping to connect communities and support the economy.

Maintaining these structures is a significant challenge, within the current funding, however, through a comprehensive programme of bridge inspections, including underwater surveys, a prioritised maintenance regime aims to mitigate the risk associated with this infrastructure. By carrying out maintenance works in a timely manner before defects become significant, budgets can be used more effectively to provide greater longevity.

The current Capital allocation is not sufficient to manage these major interventions with 10.8% of the overall highways settlement being allocated to bridges & structures assets. The current funding formulas do not allow the Council to invest in significant infrastructure repair or replacement work such as the case with Underbarrow & Brigsteer bridges and to do so would put the Councils overall Highways asset strategy at significant risk and the Council as Highways Authority would not be able to meet its other statutory duties.

At the time the grant funding application is made, the Council will have progressed a full feasibility study for both bridges and plan to progress to a Preliminary Design stage, at the Councils cost. This stage will demonstrate design limitations and an identified preferred option for both bridges with identified site constraints, risks, and opportunities, costs and programme.

The Preliminary Design will allow the project to pass into a Capital Delivery Group (CDG) Gateway 2 (Design stage) to enable the ongoing viability to be assured, and appointment of a Design and Build Contractor for the bridges, in addition to the other support services required including Technical Approval Authority

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.

Whole Life Costs to maintain the existing bridges over the next 60 years is not insignificant, at £2.928m for Underbarrow Bridge and £2.593m for Brigsteer Bridge. This includes for re-waterproofing, resurfacing, concrete repairs, joint replacement and parapet replacement works.

To date, a post tensioned special inspection investigation to determine the condition of the post tensioning systems in both bridges have not been undertaken. Depending upon condition, there may be a significant cost associated with any strengthening or improvement works.

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.*

Cost estimates have been prepared as elemental cost plan based on the available drawings, design information, and current assumptions by professional cost consultants at WSP. Pricing has been developed mainly using SPON's Highway Works / Civil Engineering 2025 rates uplifted to 3Q 2026, supplemented by market rates and benchmark rates from previous project data where required. The estimate separately identifies direct construction costs and key allowances, including preliminaries, traffic management, STATS diversions, professional fees, optimism bias / risk and inflation. Future inflation has been included separately and has been assessed using the BCIS All in TPI Price Index. Inflation movement has been assessed by comparing the forecast index at the construction mid-point (Q2 2029) against the base estimate index. The forecast movement is 7.19%. The Council has prepared a separate Cost Management Plan which can be found at Annex 4.

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 Council is experienced in dealing with significant Multi £m infrastructure project budgets within the Councils wider capital programme. Summarised at its most basic level, the core financial risk is the overspend of the available budget without availability of further funding. This risk could result in a reduction in deliverability of project outcomes (the built bridge structures), a reduction in quality of the build, project delay or ultimately a stop in delivery. The causes of financial risks are related to scope creep, poor quality estimating at project gateway stages and the underestimation of risk allowances and inflationary uplift periods. The core financial risk mitigations include provision of project cost estimates by a professional consultant team based on a sound estimating methodology. For Brigsteer and Underbarrow the Council have used estimates from WSP UK cost estimating teams, aligned to our own internal commercial model, to estimate the total cost of the scheme. The costs include allowances for contractor overheads profit, surveys, traffic management, fees and other ‘on costs’. The Cost Management Plan identifies the costing methodology. Of note a 55% optimism bias and risk allowance has been added to the estimate with inflation based on All in TPI index form BCIS forecast to a mid-point of construction. These allowances provide headroom within the project estimate to account for emerging constraints, which may have a financial impact whilst tracking the wider economic cost of deliver over a multi-year period. The Council will also prepare a separate Cost Overrun Strategy at project inception.

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 Council is committed to the delivery of the projects and is demonstrating this commitment through a local contribution for each bridge of £0.250m. (£0.500m in total). These contributions have been accounted for within the economic case. Whilst the contribution is intended to support the wider project, if required, and acknowledging that the exact receipt of funding timescales is uncertain application stage, the Council intends to utilise local contributions to forward fund the costs of the project delivery in its early stages to enable the project programme to be adhered to, and milestones to be met. This may include commissioning early GI / PTSI surveys, and supporting enabling procurement and project set up costs.

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?

Summer 2028

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

October 2029

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 Council has a dedicated Bridges & Structures department, who will work alongside a strong 'Capital Programme' team who manage its major infrastructure programmes. From the current point of delivery, Preliminary Design, the project team led by a programme manager and supported by supporting resources will administer the project through design, planning, construction, and handover stages. The management of project documentation will be within the Council in-house Project Management software 'Concerto' which will govern the entire project environment from the current stage to close out of defects. The project team will report to an internal officer's board who will maintain links to the DfT as funder with agreed terms of reference. The project will pass through the Council's internal 'Capital Delivery Group' Stages, which are aligned to Government Commercial Agency stages in particular Gateway 2 (design business case), Gateway 3 (construction business case) and Gateway 4 (closeout) to ensure continued alignment with project outcomes and consideration of costs and risks. The supply chain will be

procured through the Councils own frameworks and contracts managed through the industry leading and collaborative suite of NEC contracts, which are in turn administered through contract management software (CEMAR) to ensure that all contractual communications are in place. The projects will have independent project control documentation including risk registers, MS project programmes, quality plans, cost plans, cost overrun strategies, and stakeholder engagement plans to ensure that the project control is achieved. At the time the grant funding is received ('Autumn 2026') the Council will have progressed the scheme up to a Preliminary Design stage which has already been procured and is under delivery at the Councils cost. This stage will demonstrate potential design of an identified preferred option for both bridges with identified site constraints, risks, and opportunities, costs and programme. The Preliminary Design will allow the project to pass into a Capital Delivery Group (CDG) Gateway 2 (Design stage) in August 2026 to enable the ongoing viability to be assured and permit the procurement of a Design and Build Contractor for the bridges, in addition to the other support services required including Technical Approval Authority. Beginning in August/ September 2026, the Council will also undertake the procurement and delivery of some advanced surveys including Post-Tensioned Special Inspection (PTSI) tests and advances Site Investigations (SI) which will be made available to the incoming contractor to optimise the delivery process. On receipt of a grant funding agreement and following procurement throughout the Autumn 2026 and Spring of 2027, a main contractor will be appointed for the Design stage (Stage 1) of the project. The contractor will be managed to strict milestones to undertake any further necessary surveys, assessments and investigations to inform the detailed design of the scheme. Designs may also be used for submissions for consent applications to other statutory consultees. The programme management team will utilise progress meetings, highlight reporting, programme and schedule analysis and cost tracking to ensure that the contractor is delivering Stage 1 in accordance with the required timescales. The Council will engage with stakeholders throughout the design process via engagement events, social media updates and dedicated website space which will be guided by a Stakeholder Engagement Plan. On receipt of Stage 1 Design products, including the security of all necessary permissions and consents, the Council will take the project through its Capital Delivery Group Gateway 3 for construction in April 2028. A detailed Cost Plan, Programme, Risk Register and Programme will all be agreed as final which will be utilised to control the demolition and construction phase which typically carries the largest risk of delay and cost increase. The Council will ensure that the bridge designs have passed through the structural AIP process utilising the technical consultancy support as required and onboard specialist NEC contract project managers and supervisors to ensure that the demolition and construction phase has the best possible support. The demolition will start in August 2028 with construction completion in October 2029 with a project total float allowance which brings project completion to March 2030. Please refer to the project programme in Annex 3.As stated in Commercial Case (a) the Council has a strong track record managing its own dedicated supply chain to deliver structural projects over the past 10 years. The Council has a ~£0.5billion forward plan of capital programme spend for which it has a track record of delivery including specialist highways projects and delivery of projects and programmes within the highways maintenance block grant from the Department for Transport

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?).

External organisational risks are described in Commercial Case (d). All risks will be recorded in a quantified Risk Register, with issues migrating to an Issues Register. The key risks are:• Working close to the A591 and Kendal. Working over the A591 and on the local road network will disrupt traffic flows in the Kendal area. Mitigation is through Early Contractor Involvement to limit impacts on the road network and clear planning through a Stakeholder and Engagement Plan. •Planning and Environmental Consents. Gaining planning consents including the support of statutory environmental consultees requires additional conditions or assessment, delaying construction on one or both bridges. Mitigation is through early engagement with planning consultees in accordance with a Stakeholder and Engagement Plan. •Unforeseen Ground Conditions. Unforeseen ground conditions are encountered requiring redesign leading to additional cost and delay. Mitigation is to undertake early ground investigation using consultancy partners to design the investigation and incorporate findings within the design.•Design Scope Creep. Emerging design stage risks may lead to scope creep increasing the cost of the project and causing delay. This risk is mitigated through monitoring against both master and NEC programmes and adherence to a Cost Overrun Strategy. This Strategy and Cost Plan will promote early risk identification and proportionate approaches to mitigation. If overspend is forecast, 'monitoring', 'action' or 'escalation' approaches will be established with the Council being ultimately responsible for mitigating the overspend under the grant terms.

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 Council has a mature and recognised set of internal controls to ensure that cost and time and quality, elements are managed effectively. The Council appreciates that projects change through their lifecycle, primarily through the emergence of risks. The Council utilises programmes (schedules), risk registers, quality plans and cost plans to control its project information through its project management system Concerto and CEMAR. The Council will establish a Cost Plan at the start of each project which will include core construction elements but also considering risk, inflation, design, management and other costs. The Council will track the project costs weekly against the agreed budget enabling proactive intervention if an overspend if forecast via a Cost Overrun Strategy. The Council will establish a 'live' quantified Risk Register to record risks, mitigations, owners, treatment and timescales. Risks which become issues will be recorded on an Issues Register. The Council will establish a master Programme in MS project as well as utilising individual (c31) contract programmes within NEC contracts. Project change will be dealt with at contract level via compensation event processes, with major changes above agreed tolerances being escalated to board level. The Council utilises a board for monthly reporting, and gateway reviews (as described in other answers) to test the viability of the projects along the lifecycle. The Council will manage quality plans from its suppliers detailing the works to be undertaken and will appoint independent Technical Approval and supervisory consultants for the design approval, AIP and construction stages

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.

Both Brigsteer and Underbarrow Bridges are geographically close to Kendal. The sites are positioned over the A591, a major transport artery into the Lake District National Park. The team has identified numerous stakeholders which the Council has excellent existing working relationships with due to the bridge closures in 2024/25. Following the delivery of regular engagement and consultation sessions in 2024/25 there is a huge amount of support for the works from the community and organisations in the local area especially given the impact on transport links. The Council has also developed close working relationships with all landowners and key utility companies, albeit limited utilities are expected to affect the bridge developments. It may be necessary to obtain a licence from Natural England for the management of bats, which are known to be present within Brigsteer Bridge. We have extensive experience of bat management and mitigation, through numerous previous projects, and we will engage at an early stage a qualified and experienced ecologist to advise on management strategies and timescales. Given the nature of the bridges there is significant negative public sentiment concerning the current weight limit for use of the bridges which poses a risk to the Council. MP for the area Tim Farron has repeatedly called for funding for the bridges and other half joint bridges and fully supports intervention

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.

There are already increasingly intense weather events in Cumbria. These weather events can damage property and infrastructure, impact on the economy, harm wildlife and habitats and cause serious disruption to people's livelihoods, health and wellbeing.Data projections, included in Cumbria Climate Risk Analysis 2026 (CCRA), outline the changes that we can expect to see to our climate by 2090 (4°C rise in global average temperature) compared to the 1981-2000 baseline, including warmer wetter winters, more severe flood events and hotter drier summers.Cumbria's recent experience has shown that extreme weather events, like Storm Desmond in 2015, can have the biggest impacts. CCRA shows that peak rainfall during storm events could increase by 35% for example. The proposed construction of the replacement bridges will be of integral design which eliminates the current vulnerability associated with the half-joints. Integral bridge construction will provide greater durability, eliminating water leakage through joints, and resulting in lower maintenance requirements when compared with jointed bridges. The design of the new bridges will take account of the increasing temperature range associated with climate change. There will be an opportunity to design upgrades to the surface water drainage system so as to mitigate the potential effects of Cumbria's changing climate. The design proposal is to construct these 2 new bridges within the footprint of the current bridges, thereby minimising any impact on green spaces and the surrounding environment. The removal of the current weight limits will also improve network resilience and improve reliability for all forms of transport.

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).

Westmorland and Furness Council (W&FC), and the local supply chain partners, have an ambition to achieve carbon net zero by 2037. To help achieve this the Council have published its Carbon

Management Strategy 2024 – 2029, which enables carbon management and reduction at the forefront of the Council's decision making.W&FC Highways are certified on the ADEPT/DfT Carbon Leadership Programme to measure and manage the overall carbon footprint and develop best practice for its day-to-day maintenance operations. To drive the Council's carbon ambition forward tenderers are asked to detail how they would develop a climate change strategy for schemes. Contractors are encouraged to adopt the principles in PAS 2080 'Carbon management in buildings and infrastructure' which encourages a collaborative approach to carbon management throughout the lifecycle of a scheme.The current 7.5 tonne weight restrictions at both bridges results in significant diversions for larger vehicles that would otherwise use these bridges. As a result, some heavy traffic has to pass through the Kendal, adding to its already congested urban road network and increasing emissions. Replacement of these bridges will result in reduced traffic on the diversion routes, reduced emissions and reduced maintenance.The proposal to demolish these 2 bridges and construct smaller integral bridges, using less materials, will have the advantages of greater durability and lower maintenance requirements when compared with the current jointed bridges, helping to reduce the whole life carbon costs of the scheme. Locally sourced materials, including concrete, aggregate and road surfacing, will support a reduction in carbon.

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 only known services within the two bridges are telecom cables within the south verge of Brigsteer Bridge. There is an underground crossing of telecom cables immediately to the north of Underbarrow Bridge. Early engagement with Openreach will allow for any necessary diversion works to be undertaken in advance of demolition of the existing structures.

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)

No scheme specific consultation has taken place to date, however the likely impacts during construction of replacement bridges, have been based on comments received from local communities following the temporary closure of both bridges between 2023 and 2025. It is considered that this applies to some elderly and disability groups, there may also be an impact due to rurality of the area as well as the socio economic status of some families. Good signage of diversion routes, with adequate passing places should help alleviate concerns of anyone who may be anxious about using an unfamiliar diversion route. No other mitigation has been identified to date

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.

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3.3 Declarations

Senior Responsible Owner declaration

As Senior Responsible Owner for [the replacement of Brigsteer and Underbarrow bridges], I hereby submit this request for approval to DfT on behalf of [Westmorland and Furness Council] and confirm that I have the necessary authority to do so.

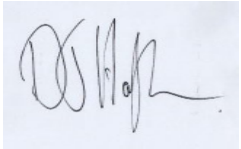
I confirm that [Westmorland and Furness Council] will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in this proposal can be realised.

a) Name: Dan Chalmers
b) Signed: D Chalmers
c) Date: Click or tap here to enter text.
d) Email: dan.chalmers@westmorlandandfurness.gov.uk

Section 151 Officer declaration

As Section 151 Officer for [Westmorland and Furness Council], I declare that the scheme cost estimates quoted in this proposal are accurate to the best of my knowledge and that [Westmorland and Furness 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: David Hodgkinson
f) Signed: 
g) Date: Click or tap here to enter text.
h) Email: david.hodgkinson@westmorlandandfurness.gov.uk