



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: Lancashire County Council
- b) Scheme / structure name and LHA bridges number: Withnell Station (1223)
- c) Location (OS Grid Reference) of the scheme/structure (to identify location on map):
- Easting: 363942
- Northing: 422866
- d) Name of Project Manager: Chris Wilding
- e) Email address: chris.wilding2@lancashire.gov.uk
- f) Phone number: 01772 535176
- 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.

Withnell Station Road Bridge carries the A675 Bolton Road, a Category 3a main distributor route forming part of the resilient route network, over the former Chorley–Cherry Tree railway line in Abbey Village, Lancashire. The structure dates from the mid-19th century and comprises a skewed, single-span arrangement with cast iron girders supporting brick jack arches.

The bridge has a clear square span of 8.44m and a clear skew span of 10.18m, resulting in a skew angle of approximately 33°. The structure is currently in poor condition and has been subject to a southbound lane closure, controlled by temporary traffic signals since July 2023. This restriction was implemented following the formation of a void within the brick jack arch at the south-east end of the bridge. In addition, there is extensive corrosion affecting the cast iron elements of the structure, including the parapets, further contributing to its overall deterioration and ongoing maintenance concerns.

The area covered by the railway to the west of the bridge is part of a private garden. Pedestrian access from the A675 to the route further west is maintained as part of the Withnell Local Nature reserve. The area to the east is occupied by a United Utilities pumping station. The M65 severed the route further to the east.

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.

Due to the deteriorated condition of the existing bridge deck, particularly the brick jack arches, the only feasible solution is to undertake a full deck replacement as the abutments remain in sound condition. The proposed replacement deck would be realigned to reduce the existing skew of the bridge and would also include the installation of new parapets to meet current standards. The scheme would provide a long-term sustainable solution and restore this key route within the Resilient Route Network and significantly reduce future maintenance requirements and associated costs.

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

The structure is currently owned by the Historical Railways Estate (HRE), although transfer of ownership to Lancashire County Council (LCC) is well underway, and the HRE support the transfer of the asset. A letter of support accompanies this application **[ANNEX A - HRE Letter of Support]**.

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

The structure is on the Resilient Route Network. It is not on a diversion route for the SRN.

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..

This bridge has not been in LCC ownership and therefore has not been subject to the usual General and Principal inspection regimes.

Previous bridge assessments, carried out for and by other parties, have been reviewed, especially the Jacobs Assessment and Inspection Report of August 2023 (Report No 0451486) **[ANNEX B - Assessment & Inspection Report]** in which they highlight the current deficiencies of the bridge.

The following faults / weaknesses need addressing.

- The internal deck girders are not strong enough for current design standards
- The brick jack arches are in a poor state of repair and have failed in some areas
- The parapets do not meet current design standards and in some places have completely failed

An initial review of this bridge pointed to a BCI Average score in the Poor to Fair range (a BCI Ave score 56), with closer viewing of some some critical elements revealing Poor to Very Poor condition, 31.

LCC Inspectors visited the site 26th May'26 and carried out a formal inspection which confirmed the opinion from the initial review **[ANNEX C - General Inspection]**.

The condition of the critical elements indicate a project is required to repair these substandard items. The bridge is of inadequate strength and the repairs required are urgent. The bridge has been under traffic restrictions for almost 3 years (see below) and LCC have already commenced a project to bring about safety repairs and maintenance works; works would take up to 2 years to deliver.

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.

On 27th July 2023 Lancashire County Council (LCC) took the decision that sufficient information had been provided by the Historical Railways Estate (HRE) to necessitate temporary measures being installed.

Two options were considered:

1. Keep the road fully open and install a 7.5 tonnes mgvw weight restriction
2. Close a single lane but keep the road open to all vehicles subject to a full review of the assessment report once that had been provided by the HRE

The A675 is on the Resilient Route Network, gritting route, bus route, and there are a number of businesses in the area that use 40 tonnes HGVs.

The decision made was to close a single lane but keep the road open to all vehicles, whilst ensuring that vehicles were redirected away from the area of significant concern.

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 structure has been subject to traffic restrictions for almost 3 years – Lancashire County Council (LCC) intend to remove the temporary traffic management system once the bridge has undergone significant improvements / repairs, and the bridge is at an acceptable standard. Without intervention a 7.5T weight restriction and on going monitoring would be required by the end of 2029/30.

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.

A project has already been initiated to implement further temporary measures to manage the associated risks. A range of options have been considered including propping or infilling. There is currently 1 lane working with Traffic Management to reduce loading. This is in combination with an enhanced inspection regime as part of a risk based management plan.

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.

The bridge is currently open but subject to temporary measures to manage risk, as above. A further restriction to 7.5 tonnes will be considered if there is no further intervention. It is expected to be implemented by 2030. If not adhered to a full closure will be considered.

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: 31.00

BCI Ave: 56.42

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.

All deck elements are contributing to the negative score.

The bridge was inspected for the Historical Railways Estate (HRE) by Jacobs in 2023 [**Annex B - Assessment & Inspection Report**] and was found to have deteriorated since the previous assessment was carried out in 2001. That deterioration has continued as shown by recent inspections by Lancashire County Council (LCC) Bridge Engineers.

In particular:-

The main deck beams are being subject to corrosion and pitting following failure of the protective paint system,

The brick jack arches are spalling and failing,

The cast iron parapet (which is inadequate by modern standards) is corroding following failure of the protective paint system and the timber elements (including main support sections) are rotting.

It is anticipated that the deterioration of the bridge deck would accelerate over coming years.

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.

Withnell Station Bridge carries the A675 Bolton Road, a Category 3a main distributor route forming part of Lancashire's Resilient Route Network, gritting route and bus network. The A675 provides a strategic intra-regional link between Bolton, Abbey Village and communities to the north, including onward access towards the M65. The proposed deck replacement will remove the current traffic restrictions, safeguard the route against further restriction or closure, and restore reliable movement for people, goods and services.

The scheme directly supports the Government's **Plan for Change** and its mission of **kickstarting economic growth**, which identifies productivity growth, good jobs and higher living standards across all parts of the UK as central national priorities. It also aligns with **UK Infrastructure: A 10 Year Strategy**, which positions resilient infrastructure as essential to connecting people to jobs, supporting public services and enabling growth. These are achieved as intervention at the bridge will maintain a strategic local road link; this will avoid diversion of HGVs and other traffic through Darwen, M65, Blackburn, Withnell and Brinscall; reduced delay and improved journey time reliability will support business productivity, operating efficiency and access to labour, customers and suppliers. This is particularly important for existing local economic activity served by the route, including the landfill operation, United Utilities reservoirs, stone quarry, wood yard, farms, hospitality businesses, local shops and services.

By preventing deterioration-led restrictions and maintaining reliable access to employment, education, public transport and recreation, the scheme supports the Government's growth mission through a targeted, asset-management intervention that protects existing business activity and reduces transport-related constraints on local productivity.

- 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.

Cleaner Energy: The **Plan for Change** mission to make Britain a clean energy superpower commits Government to accelerating net zero and securing cleaner, more resilient systems. The scheme contributes by avoiding prolonged restrictions, diversionary mileage and congestion associated with route closure or HGV diversion through Darwen, M65, Blackburn, Withnell and Brinscall. By restoring free movement on the A675 and reducing avoidable delay, the scheme supports lower fuel use, improved air quality and more efficient operation of the highway network. The proposal also aligns with **UK Infrastructure: A 10 Year Strategy**, which emphasises infrastructure resilience in response to a changing climate.

Healthier and Safer Streets: The scheme aligns with **Better Connected: a strategy for integrated transport**, which prioritises safe and dependable journeys, healthier communities and transport that works for all users. Current restrictions create congestion in Abbey Village, affecting

the environment for walking and cycling. The replacement deck will provide compliant parapets and footways, improving safety for pedestrians and vehicle users, while maintaining bus services.

Breaking Down Barriers: The scheme supports the **Plan for Change** mission to break down barriers to opportunity by maintaining access to jobs, services, education and recreation. Without intervention, a 7.5 tonne restriction or potential closure would sever key connectivity for Abbey Village and divert public service vehicles, HGVs and local traffic onto less suitable routes. Restoring unrestricted use of the bridge will therefore reduce community severance, protect access to public transport and local services, and maintain connections to the West Pennine Moors and Roddlesworth Reservoirs.

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 structure has been subject to traffic management and one lane working since 2023, causing delay to both through and local traffic. Intervention is required to allow the route to fully open and prevent further restrictions. The structure is on the Resilient Route Network and gritting networks. The structures life cycle plan for Lancashire classifies this structure as the highest of the 4 maintenance categories: Planned Targeted Strategy, focusing on early intervention and prioritising funds. As the structure is owned by Historic Railways Estate, Lancashire County Council have not undertaken any works on the structures. Successful award by the Structures Fund will allow transfer of the bridge to Highway Authority ownership and management, allowing the structure on an important strategic route to be managed effectively.

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 structure is owned by the Historical Railways Estate (HRE) who are willing to transfer ownership to Lancashire County Council (LCC), and have provided a letter of support [**ANNEX A - HRE Letter of Support**]. The structure has 3 land owners directly affecting it, all of which are in outline agreement for access for surveys and maintenance. The Estates team are working on finalising the agreements. The Parish Council and local County Councillor are kept regularly informed of progress. The Parish Council considered the proposed submission at their July meeting and have provided a letter of support [**ANNEX D - Parish Council Letter of Support**].

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 Highways Asset Management Plan (HAMP) and Structures Life Cycle Plan (SLCP) support investment in preventative maintenance which is not based on reconstruction of bridges but on intervention at the appropriate time. The cost of typical interventions is less than £1m. Cost of works significantly over this are considered to be outside of this and alternative funding sources are sought.

Bridge maintenance as stated in the HAMP: Capital works are focused on:

- Identifying appropriate preventative maintenance to prevent further deterioration.

- Continued investment in the understanding of high-risk structures - such as those that are scour susceptible, post-tensioned, have half-joints - and delivery of appropriate interventions before issues arise.
- Identifying high-risk bridges and producing management plans for each.
- Identifying those assets for replacement or large investment that fall outside of proposed capital allocations.
- Increased lifecycle planning using the Structures Asset Valuation Investment (SAVI) Toolkit to understand the asset condition better and prepare a work bank.

The SLCP classifies structures into 4 categories: Planned Targeted, Planned Preventative, Planned Do Minimum, Unplanned Reactive; focusing limited resources on the strategic structures.

The Withnell Station bridge is owned by the Historical Railways Estate (HRE) who do not classify structures for strategic maintenance and has not been subject to any maintenance activity for many years. Transfer of ownership to Lancashire County Council (LCC) has been agreed so that strategic significance of the structure can be recognised.

As the structure is not in the control of the Highway Authority it has not been possible to undertake works.

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 backlog of work for bridges and structures means that typically works under £1m can be funded from the normal capital allocation. The most appropriate solution for Withnell Station Bridge is deck replacement and associated works which is estimated at £5,993,778 is outside of this scope.

Work has been ongoing for some time to establish an appropriate solution. Short-term mitigation is to limit bending to internal beams by reducing traffic to a single lane as near to the west edge beam as possible. Combined with an increased inspection regime this has been introduced to allow HGV's to continue to use the bridge short term; preventing a significant restriction being applied that would severely affect through traffic and the local community.

The measures introduce an increased risk to the travelling public as well as having an impact due to the restriction. The additional measure introduced mitigates the risk in the short term whilst a suitable solution is introduced without significantly affecting access.

Measures such as propping the bridge or infilling have been considered as affordable medium term options but other issues (type and alignment of the deck, presence of a culvert through the bridge embankment, flooding, substandard parapets and footway width) add increased risk to the viability of these proposals, and would only offer an interim solution with a limited design life and are not a long-term solution.

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 existing restrictions, signal controlled one lane working, does increase journey times and causes congestion on the northern end of Abbey Village. A new housing development is currently being built with access directly onto the A675 near the bridge that is already impacted by lengthy

traffic queues, particularly at peak times. Full occupation of the site will add to this congestion and access\egress from the development will be impeded by queuing traffic.

Not delivering the proposed scheme would mean that interim solution of 7.5T weight restriction on the bridge would be imposed to allow the current lane restriction to be removed. This would mean that all buses, HGVs and Emergency Service vehicles would be diverted. Through traffic diverted along the A666 through Darwen and on to the M65 at Junction 4 with more local road diverting through Blackburn, increasing congestion and journey times in the Blackburn\Darwen area. With traffic local to Abbey Village seeking alternate routes along roads through Withnell and Brinscall. These local roads are narrower terraced streets with on street parking and unsuitable for increase in HGV and buses; with resulting impact on road safety and detriment to active travel.

However, these would not solve the fundamental issues with the structure, which would require an enhanced inspection regime and further intervention in the medium term. There is a risk of full closure if the 7.5T restriction cannot be policed or if further deterioration of the structure.

- 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 bridge is on the A675 2km from junction 3 of the M65 and intersection with A674 between Chorley and Blackburn and the A675 north to Preston and Leyland connecting south to Bolton.

The proposed scheme negates the need for any restriction.

Current restrictions mean increased congestion in the village and longer journey times along the whole route.

The interim solution of a 7.5T weight restriction would allow both lanes to open but would mean MGVs, HGVs and buses are diverted through the urban areas of Darwen and Blackburn affecting congestion and reducing economic and job opportunities. The restriction would mean that emergency services would not be able to use the route and would most likely divert through Withnell village for local emergencies. The gritting route would be severed and alternative arrangements for gritting the through route and the village of Abbey Village would be required. Refuse collection vehicles would also be restricted, alternative routing would be required. Through and local bus services would see immediate operational impact on this key Chorley–Blackburn corridor, leading to increased journey times and the loss of bus provision through Abbey Village.

Full closure which would dramatically impact the community of Abbey Village, cutting off their main access to the north. The main added negative impact of this would be through light traffic being diverted through Darwen and Blackburn and locally through Withnell and Brinscall adding to journey times, congestion and impacting road safety and active travel.

- 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.

Two traffic counts were conducted between 26th May'26 and 4th June'26, one at the bridge to the north of the village, near the bridge **[ANNEX Ei – Traffic Count NW]**, and the second to the south of the village **[ANNEX Eii – Traffic Count SE]**.

The count nearest the bridge has been used in the economic toolkit: AADT 6358m LGV 589, HGV 169, PSV 49. For the 7.5T weight restriction it has been assumed that all HGVs would use the diversion route through Darwen, M65 and Blackburn. The toolkit is not sensitive enough for more detailed assessment.

The route serves as a recognised recreational route for visitors, including motorcyclists, accessing the West Pennine Moors. The motorcycle volume on 30/05/26 was 239 vehicles over 12 hours. Full route closure would sever the access, pushing motorcycles on to less suitable routes through Tockholes. Pedestrian and cycle access would be maintained. Local traffic would also be diverted through Withnell, approximately 5km diversion length.

Bus services 2 and 2a both use the bridge. These operate on an hourly frequency in each direction, including evenings and Sundays, giving approximately 56 service bus movements per day. There are also 3 school services, so approx. 6 further buses per day. These services are operated by full-size buses (with school services often using double-deck vehicles) and exceed a 7.5 tonne weight restriction. Any such restriction would have an immediate operational impact on this key Chorley–Blackburn corridor, leading to increased journey times and the loss of bus provision through Abbey Village.

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.

1. TRAVEL TIME SAVINGS: £22.24m PVB

Based on 169 HGV and 49 PSV vehicles/day avoiding and additional 6km diversion over 60 years. The economic tool kit is not sensitive enough for more detailed assessment.

2. VEHICLE OPERATING COSTS: £5.28m PVB

Based on reduced journey distances of the diversion length of 19.5km compared with non-diversion route of 16km.

3. EXTERNAL IMPACT SAVINGS: £2.17m PVB

Based on avoided accidents on unsuitable diversion routes, decongestion, air quality, noise, greenhouse gases and indirect taxation.

4. OTHER BENEFITS: £0.195

Based on infrastructure carbon savings (£61k), and private sector capital costs (£133.4k)

Total PVB: £29.5m

The main non-monetised impacts are allowing services to access Abbey Village as normal, such as refuse collection, bus services, emergency services, and preventing community severance.

It is considered that other potential benefits are not proportionate to assess.

[ANNEX F – Economic Toolkit 7.5T restriction]

- 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)	£3,188,252
Present Value Benefits (PVB)	£29,512,531
Benefit to Cost Ratio (BCR)	9.3

- 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 estimate is based on costs across other projects delivered by Lancashire County Council.

The method and programme considered are based on allowing the road to re-open to traffic as soon as possible whilst work continues in order to minimise community severance.

Optimism bias of 40% has been applied to the estimate. It is within the range set out in Government guidance and takes account of uncertainty in cost, particularly for utility diversions, temporary works and potential required activities not identified at this stage. It is considered that the project submission falls conservatively between stage 1 and 2 in terms of alignment with the business case stages in the guidance.

A risk value of 5% has been applied on the basis that LCC has recent experience of this type of project and believes that key risks have been identified and are relatively well understood.

Replacing the superstructure only, with substructures remaining in place, eliminates the potential for unknown ground conditions and the need for novel or high-risk construction activities.

Optimism bias of 20% has been considered for the operating and maintenance costs as there is more certainty on those and they are less subject to market influence.

- 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).

Traffic counts were commissioned and carried out in May/June 2026 **[ANNEX Ei & Eii -]**. The traffic count conducted north west of Abbey village, nearest to the bridge has been used. The diversion route was confirmed by Lancashire County Council (LCC) Traffic Engineers in conjunction with National Highways and Blackburn with Darwen Traffic Teams. Journey times along the A675 and A666 have been obtained from NoHAM 2023 base model. The congestion band has been calculated in line with TAG A5-4 Appendix A. The traffic flows for this have been sourced from DfT counts. It is assumed with a 7.5t weight restriction HGVs would be diverted from

Bolton along A666 then on to M65 at Junction 4, with some local bound HGVs diverting through Blackburn. Works on the M65 would require all HGVs to be diverted through Blackburn.

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 main non-monetised impact is on severance of the community. The current restriction increased journey times and causes congestion. The interim 7.5T weight limit will have a large adverse impact on bus services with longer journey times and possibly less frequent services for both public and school buses. This would affect disproportionately young people, and others reliant on public transport to access to healthcare, education, employment and retail. There will also be a moderate to large adverse impact by limiting access by emergency services and waste collection.

Full closure would have a large adverse impact on the community with increased journey times for both some local and longer journeys and also disruption to the local economy of Abbey Village with fewer visitors accessing the Roddlesworth reservoir areas for recreation which is at the south end of the village. Full closure would have a large adverse impact on recreational access to the village and reduce visitor numbers, as well as access to services such as healthcare, education, employment and retail for residents.

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).

If the 7.5T weight restriction is not adhered to then it would be necessary on safety grounds to implement a full closure, allowing pedestrian and cycle access only. The bridge would still require ongoing maintenance and additional capital works would be required to permanently implement the closure, providing turning heads and diversion signage. Consideration has been given to dismantling the structure however this would be costly and would require pedestrian and cycle access to be maintained as well as service diversions. In modelling the effects of this it is assumed that all vehicles would use the M65 at Junction 4, in reality some would divert through Blackburn

A second economic toolkit is provided with this scenario modelled **[ANNEX G – Economic Toolkit Full Closure]**.

Present Value Costs (PVC)	£3,534,855
Present Value Benefits (PVB)	£352,095,683
Benefit to Cost Ratio (BCR)	99.6

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.

Lancashire County Council has a long established bridge design and project management team consisting of two teams of ten bridge engineers with additional support from geotechnical and roads design colleagues, and the wider highways establishment. Teams are led by experienced Chartered Engineers acting as a technical approval body and enabling cat 2 design and checking in house with a wide range of skills and experience across the team.

LCC has experience and skills in delivery of new, replacement and maintenance of bridges and retaining wall projects with values typically between £150k and £8m.

Recent examples:

Grimsargh Bridge Widening £2.2m widening of existing road bridge over a former railway line. Delivery 25/26. LCC role: Preliminary design, procurement and project management for design and build project.

Haslingden Old Road £3m reinstatement of collapsed retaining wall and embankment. Delivery in progress at the moment. LCC role: Preliminary design, procurement and project management for design and build project.

Burnley Road Laund Retaining Wall. £1m repair to collapsed retaining wall. LCC role: Design and project management for in-house rebuild project.

Hapton Station Footbridge. £650k repainting of footbridge over dual track railway. LCC role: Design, procurement and project management.

Old Tram Bridge replacement. £8m Levelling Up project on behalf of Preston City Council. Delivery 24-26. LCC role: Outline design, procurement and project management for design and build project.

A601M major maintenance project. DfT Challenge Fund £8.5m highway and structures refurbishment project. Delivery 2024/25. LCC role: Design, procurement and project management for major maintenance scheme.

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.

It is proposed that this project will be delivered through a design and build contract around an outline proposal using the NEC Engineering Construction Contract based on Option A, using an Activity Schedule as amended in accordance with the Council's own procedures and legal requirements.

The basis for award will be a combination of quality and cost with mandatory satisfaction of requirements across areas such as previous experience, health and safety, social value and regulatory conformance.

Lancashire County Council (LCC) has extensive successful experience using this model to procure projects with values between £0.5m to £9m.

LCC has several qualified and experienced NEC project managers and supervisors. The project will be managed and supervised by suitably experienced members of its in-house team.

The stages required for delivery of this project are as follows:

1. Secure agreement from LCC to pursue the project and agree match funding allocation
 2. Complete purchase or transfer of property in bridge
 3. Engagement with stakeholders including adjacent landowners and potentially affected parties
 4. Secure access and land for occupation by contractor
 5. Engagement with utilities, definition of requirements and entering into agreements
 6. Prepare and issue legal notices including traffic orders where necessary
 7. Preparation of contract for submission to procurement and legal team
 8. Completion of contract scope for design and build proposal
 9. Procurement of contract through external tender
 10. Formal contract award ahead of contractor engagement and design prior commencement of works.
- 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 following covers a number of the key identified risks associated with this project. They are as follows:

Risk item: Purchase of the property in the bridge.

This bridge is currently in the ownership of the Historical Railways Estate (HRE). In order to undertake the proposed project agreement with the owner or transfer of ownership is required.

Risk is delay to the project or potential for ownership to prevent project progressing.

Mitigation is that an outline agreement on a transfer of ownership has already been agreed and the process of acquiring the bridge has commenced with both legal and property teams on both sides working towards completion of this.

Risk item: Procurement process

In order to deliver the works, a detailed procurement process is necessary and requires involvement of Lancashire County Council's (LCC) procurement and legal team as well as the engineering teams.

Risk is lack of resources leading to potential programme delay.

Mitigation is to plan resourcing in advance with procurement and legal teams and for high level support in prioritising the project.

Risk item: Ecology

The existing bridge consists of masonry abutments with a degraded cast iron beam deck with brick jack arches. The land either side is heavily vegetated with trees directly adjacent to the bridge. This presents potential for a number of species and habitat constraints.

Risk is that ecology issues will delay the project, increase the cost of delivery and present potential additional statutory requirements.

Mitigation is for early investigation, agreement of precautionary methods ahead of procurement and interim risk mitigation measures to be implemented as soon as possible. Surveys are currently planned and cost allowances are made in the submission.

Risk Item: Utilities diversions

Replacement of the bridge deck will require diversion or in situ support of a number of services.

Risk is that the planning and third-party works required will increase cost and impact programme.

Mitigation is for early engagement with utilities and agreement of costs and advanced enabling works ahead of the main works programme. A suitable allowance has been considered in the costing based on knowledge from other similar recent projects carried out by LCC with an appropriate contingency.

Risk Item: Access to adjacent land and underneath the bridge

Any proposal will require access below the bridge from land on either side. This land is in private ownership.

Risk is delay to the project or potential for ownership to prevent project progressing.

Mitigation is that early engagement with adjacent landowners has already commenced with a view to agreeing suitable easements for access and maintenance. Legal powers are being actively considered alongside resolving the ownership of the bridge by LCC. The re-decking proposal reduces some of the risk in this area by allowing most of the works to take place from directly above the structure.

Risk Item: Sub structure condition

Whilst the abutments are visible, the bridge supports are obscured by the existing bridge deck, and the construction of the wall is not fully understood. Additionally, the foundations to the bridge are also obscured and their condition assessment is based on evidence in the visible elements above ground.

Risk: additional cost and extended construction programme.

Mitigation is undertaking detailed up to date inspection of all structural element and sufficient investigation work to understand condition, details of foundations and extent of required works. Additional risk allowances have been made both in the programme and the costings to allow for unforeseen issues based on experience on a recent project to widen a similar road over disused railway bridge.

Underestimating the cost and programme duration

Risk: additional cost and extended construction programme.

Mitigation is as above by undertaking detailed up to date inspection of all structural elements and sufficient investigation work to understand condition, details of foundations and extent of required works. Additional risk allowances have been made both in the programme and the costings to allow for unforeseen issues or changes in market conditions ahead of carrying out the works.

Political – Local Government Reorganisation / Priorities

LCC is one of a number of two tier Authorities currently identified as suitable for reorganisation under the current governments proposals. A decision on the outcome of proposals is imminent with a view to changes taking place in 2028.

Risk: Changes to Authorities will impact delivery of the scheme due to a number of factors including changes to procurement organisation, political and organisational changes and potential policy or priority changes as well as potential effects of changes to funding, availability of resource and changes to decision making bodies. The following covers a number of key identified risks associated with the project; which are:

Mitigation is to move to agree the works and issue a contract for the works prior to any change in authorities taking place through Local Government Reorganisation so that works can commence without undue delay. All contractual arrangements will be such that successor authorities will assume the same role in any contract and that similar arrangements will need to be in place to ensure that funding remains in place and in accordance with the profile agreed with the DfT under the rules covering the award.

- 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.

This bridge is currently in the ownership of the Historical Railways Estate (HRE). In order to undertake the proposed project agreement with the owner or transfer of ownership is required.

An outline agreement on a transfer of ownership has already been agreed and the process of acquiring the bridge has commenced with legal and property teams on both sides working towards completion of this.

The HRE supports the delivery of the project and has provided a letter of support to accompany this submission **[ANNEX A - HRE Letter of Support]**.

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	£450,000	£1,500,000	£2,500,000	£2,398,432	£6,848,432
LA contribution	0	£610,937	0	0	£610,937
Other contribution	0	£150,000	0	0	£150,000
Total costs	£450,000	£2,260,937	£2,500,000	£2,398,432	£7,609,369

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.

This structure is not a Highway Authority owned asset and belongs to a third party with responsibility for maintenance.

Whilst Lancashire County Council (LCC) was aware of the existence of the bridge, records provided by the owner suggested that the bridge was suitable for normal traffic and no restriction was in place. LCC was previously unaware of the condition, strength and structural adequacy of this bridge and attention to the issues relating to this bridge were only raised in 2023 following an assessment of both strength and condition by the bridge owner.

Following receipt of the assessment from the bridge owner, suggesting that a 7.5 tonnes restriction be imposed, LCC requested further analysis by the owner and acted to reduce the risk to the public whilst maintaining essential connectivity by imposing a restriction and implementing monitoring measures.

In the time since the issue was reported, further work has been carried out to agree a transfer of ownership, consider access and maintenance requirements, undertake investigations and surveys and consider potential options for remediation.

Additionally some funding has been allocated, however this falls a long way short of the funding required to address the issue but would be sufficient to maintain the imposed restriction in the medium term.

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.

A whole life costing model in the form of the DfT economic toolkit, **ANNEX F – Economic Toolkit**.

The current restriction is a temporary measure intended to be sustained for a limited period only. Maintenance "as is", would require further safety measures and replacement of the bridge deck is considered as the most appropriate means to address the situation.

In support of this approach two scenarios have been modelled:

1. Proposed scheme against a interim scheme allowing use of the bridge by cars and LGV's from 2030 with a diversion for HGV's.
2. The current use by HGV's follows a short term risk based approach. The assessed capacity under CS454 requires a restriction to 7.5t. Maintaining the diversion and preventing HGV's using the bridge would be difficult to enforce and maintenance would be difficult as normal gritting vehicles could not be used.

3. Proposed scheme against a closure to all traffic from 2030. This scenario requires investment for a permanent closure and establishing a diversion for all traffic.

Both options would impact local bus routes.

Under the proposed scheme, major maintenance would be required at intervals beyond 30 years with replacement required at some point beyond 120 years.

The model is based on an inflation value of 3% over the 60 year period covered.

The existing masonry substructures are considered low maintenance elements requiring ongoing minor maintenance.

Options considered but discounted include infilling, propping and reducing the span

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 basis for the costings in this submission are based on previous similar projects delivered by Lancashire County Council (LCC) under similar contractual arrangements proposed for delivery of this project. In particular the recent DfT supported delivery of a bridge widening project at Grimsargh near Preston as part of a Bus Service Improvement Plan. This involved widening an existing road bridge over a disused railway and involved demolition of a footbridge alongside the bridge in advance of the main works. The work included many of the elements associated with this project. It required maintaining access for traffic throughout the works. The route was a busy classified road, a key bus route and involved supporting and diversion of utility services.

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.

Optimism bias of 40% is considered across all costs for the capital element of the project. This is on the basis that whilst the scheme has a robust case for replacement, and initial costs have been developed, there is uncertainty around the full extent of works, cost of utility diversions and market forces.

Cost risk items (detailed description earlier in document)

Item: Ecology

Item: Utilities diversions

Item: Access to adjacent land and underneath the bridge

Item: Sub structure condition

Item: Underestimating the cost and programme duration

Item: Ecology

Mitigation

Allowance has been made in identifying likely sources of this risk and including activities for costing. A contingency has been considered for construction activities as well as additional risk allowance and optimism bias in order to provide a realistic envelope within which the project can be delivered.

Programme risk items (detailed description earlier in document)

Item: Purchase of the property in the bridge.

Item: Procurement process

Risk Item: Political – Local Government Reorganisation / Priorities

Mitigation

Allowance has been made in identifying likely sources of this risk and including activities for programming. A detailed breakdown of potential construction activities in order to provide a provisional programme. Whilst the programme is relatively tight, there is sufficient scope for additional work and for float allowances taking account of relative identified risks.

- 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.

It is proposed that Lancashire County Council's (LCC) contribution to this project will be 10% of the value of the total estimated project value with the DfT contribution being 90%. Part of the 10% contribution proposed will include a contribution to LCC by the current bridge owner as part of the transfer of ownership. The owner is Historical Railways Estate (HRE) and the current estimated proposed value of that contribution yet to be agreed is £150,000. This is shown in the cost breakdown above. The contribution from LCC will be made from the annual capital programme for Bridges Maintenance. This is based on a forward plan and whilst allocations are made on an annual basis, there is already provision in the plan for the contributions considered in this submission. Approval to proceed with the bid is made on the basis that LCC is prepared to commit to the funding proposed in line with our legal and financial operating procedures.

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?

April 2028

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

December 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.

Lancashire County Council (LCC) will employ an APM (Association for Project Management) style project delivery methodology, which is a flexible, principle-based framework focused on delivering tangible business value rather than rigid processes. It provides a standardised professional approach to initiating, planning, executing, and successfully closing projects of all types and scales. It is based around Governance, Leadership, Stakeholder Engagement and Risk

Management. The project will pass through the standard LCC phases of Prep & Brief, Preliminary Design, Procurement, Detailed Design and Construction. LCC have used this approach on many similar projects, including the recently completed A601(M) Refurbishment Project which was this year's CIHT Regional Project of the Year. It is anticipated that LCC will procure a Design and Build Contract to deliver this project. Gateway reviews will be held at regular intervals to ensure adherence to programme and budget. From the current point of development, the initial period will involve developing the concept design, working with utility companies and stakeholders to de-risk the project. A design and build contract will then be awarded and the contractor will be encouraged to use modern construction techniques, including modular construction, to ensure delivery by 2030. Please refer to the high-level programme appended to this submission [ANNEX H - 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?).

The key risks on this project are as follows: Utility Diversions, Ecological Issues, Asset Ownership, Land Access, Inflation, Condition of Existing Structure and, United Utilities Interface. These risks will be monitored monthly as a routine element in the LCC project monitoring and reporting cycle. All risks will be scored as part of this system and will be given a RAG status with the most severe risks being highlighted and treated accordingly. Any risks that become issues will be referred to senior management and, if appropriate, the project board. All these risks will be subject to regular review and appropriate action, during the early phase of the project, to minimise any risk to delivery. An initial Risk Register is appended to this submission [ANNEX I - Risk Register].

- 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.

As illustrated above, the project will have to pass through a number of gate reviews as part of the APM style delivery methodology. In addition, all projects at Lancashire County Council (LCC) are subject to a monthly review by Senior Management. The Project Manager produces a standard monthly report which incorporates a traffic light-style assessment. Under this regime, all key characteristics of the project (Cost, Quality, Programme, Risk, Safety) will be reviewed by management on a monthly basis. Any project indicating problems in any aspect of delivery are accorded the required attention until the issues are dealt with. A Project Board can be appointed to oversee the scheme if deemed necessary. This approach has worked well on some recent projects.

- 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.

Landowners – Lancashire County Council (LCC) have already met with all the adjacent landowners and do not anticipate any issues. United Utilities (UU) - LCC have established a good working relationship with UU at this site. There is a high level of cooperation illustrated by the fact

that LCC are using the UU compound during investigation works and are being allowed open access to the UU facility.

Conservation Zone – A conservation zone runs over the bridge and although no permissions are required LCC will take full regard of its existence and act accordingly regarding any bridge detailing. There are a number of details that will be considered for the bridge parapet to make it in keeping with the location including reuse of some details from the existing cast iron parapet.

Statutory Undertakers – Close liaison will be required with all the statutory undertakers in both the design and construction of the project. Any associated permissions required will be arranged in good time to ensure the smooth progress of the project.

- 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.

Flooding and extreme weather: There is a known flooding issue at the site of the bridge in the old railway station grounds. This issue is currently being investigated as part of risk assessment measures. If possible, a robust solution will be put in place that will solve the current problem in order to protect and deal with possible future increases in flow. As part of the Resilient Route Network the structure and the corresponding carriageway and footway surfaces are priorities for capital maintenance and subject to high standards of works to ensure climate change resilience.

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

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

Infrastructure carbon: Lancashire County Council (LCC) apply best practise in Carbon Management. With regards to this bridge, a number of solutions have been examined at concept design stage and a new deck, utilising the existing abutments, represents the lowest embodied carbon and whole life carbon solution. Alternative solutions such as infilling, or partial infilling around a formed arch, involved greater volumes of concrete and other materials. Having identified a solution best practise will be used to manage the carbon impact to a minimum. The Design and Build Contractor selection will involve carbon management criteria and, once the contract is awarded, the contractor will be incentivised to produce the most carbon efficient solution.

Vehicle miles: In order to minimise the time when the route would not be available, and diversion routes would be needed, we would look to an engineering precast modular solution to ensure that outages are kept to an absolute minimum. The estimated carbon entered into the tool kit is based on the footprint of the structure, anticipated depth of construction and an assumption that the bridge deck will be replaced in concrete. Typical embodied cost for concrete structures has been used and no allowance has been made for use of different materials. The value is considered to include all associated embodied carbon costs.

- 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.

Lancashire County Council (LCC) regularly deal with all statutory undertakers and have a great track record of dealing successfully with difficult issues on recent projects. These include major issues with Cadent on the A601M contract and with United Utilities on the Hapton Station Bridge. With regards to the Withnell Station Bridge, LCC have already carried out a search of all the statutory undertakers and have followed that up with specialist survey efforts at site to precisely locate the location of the various services. LCC have set up a good working relationship with United Utilities at this site and are currently using their compound at the adjacent Pumping Station. We have also established that two Cadent gas mains pass over the bridge and are in the process of establishing key contacts with Cadent. LCC recognise that managing the statutory undertaker services is a key element in managing risk on this project and will act accordingly throughout.

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 effect of the 7.5t weight restriction and full closure have been considered using Lancashire County Councils Equality Analysis Toolkit.

The advancing of equality of opportunity would be adversely impacted were this project not to proceed for people from a number of protected characteristics groups. From the disability protected characteristics group mobility impaired people or those whose disabilities mean they cannot hold a driving licence due to disruption to public and specialist transport access:

- From the age protected characteristics group young people, older people who are no longer able to drive would be adversely impacted. In addition to impacts on service buses, school buses would also be affected
- and those without access to a car accessing school and public transport.
- From the sex protected characteristic group possibly women including those who are pregnant or on maternity leave as their levels of bus usage are higher than some other groups.

Active travel also impacted in nearby Withnell and Brinscall due to increased traffic and congestion. May impact visual impaired and mobility impaired pedestrians and cyclists and motorcyclists who are over-represented amongst recreational users in the area compared to other parts of the county and are likely to be disproportionately male. **[Annex J- Equality Analysis Toolkit]**

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.

[Road maintenance - Lancashire County Council](#)

3.3 Declarations

Senior Responsible Owner declaration

As Senior Responsible Owner for [Withnell Station Bridge Deck Replacement], I hereby submit this request for approval to DfT on behalf of [Lancashire County Council] and confirm that I have the necessary authority to do so.

I confirm that [Lancashire County 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.

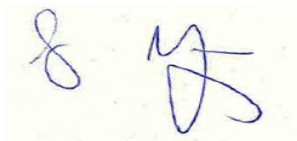
- a) Name: Paul Binks
b) Signed: 
c) Date: 31.07.2026
d) Email: paul.binks@lancashire.gov.uk

Section 151 Officer declaration

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

- 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: Gary Fielding



- f) Signed:
g) Date: 31.07.2026
h) Email: gary.fielding@lancashire.gov.uk