



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: [Suffolk County Council](#)
- b) Scheme / structure name and LHA bridges number: [A137, Stoke Bridge, Bridge Ref 677](#)
- c) Location (OS Grid Reference) of the scheme/structure (to identify location on map):
- Easting: [616338](#)
- Northing: [243946](#)
- d) Name of Project Manager: [Colin Godfrey](#)
- e) Email address: [REDACTED]
- f) Phone number: [REDACTED]
- g) What type of eligible structure would your scheme address? (select all that apply)

☒	Bridges	☐	Cutting/embankment
☐	Fly-overs	☐	Tunnels
☐	Retaining walls	☐	Local highway repairs due to landslip
☐	Culverts	☐	Local highway repairs due to collapse
☐	Other structure type (please specify): Click or tap here to enter text.		

- h) Provide an overview of the structure proposed for intervention and the nature of the problem. (Maximum 250 words)

This could include, for example, the age, construction type, feature carried and feature crossed of the relevant structure and if the structure has listed heritage status.

The structure is a single-span bridge carrying the south-bound lanes of the A137 over the tidal River Orwell in Ipswich Town centre. The bridge was constructed in 1924 and comprises a pair of insitu reinforced concrete arched Howe trusses that support an insitu reinforced concrete beam and slab deck with cantilever sections that support footways/cycleways. The bridge is supported on reinforced concrete and masonry abutments with a clear span of 18.3m.

The last Principal Inspection, undertaken in 2020 indicated that the bridge needs major refurbishment to extend its service life and ensure that this key crossing remains open to all vehicles, pedestrians, and cyclists.

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.

The last Principal Inspection, undertaken in 2020, incorporated additional testing/investigation from road-level to help determine the condition and issues that need to be addressed in a repair/refurbishment scheme. The Principal Inspection to be undertaken in 2026 will incorporate significant additional testing/investigation from the river to obtain a complete picture of the bridges condition to inform the details and scope of the refurbishment works required.

The exact details and scope of the refurbishment works will be dependent on the findings of the PI/investigation/testing that will be undertaken in 2026. From the information currently available this is likely to include:

- Widespread repairs to reinforced concrete elements including reinstatement of corroded reinforcement and possibly replacement of some of the worst affected members.
- Application of a protective coating to the elements where corrosion and condition are of greatest concern.
- Consideration of some form of cathodic protection to minimise the risk of ongoing deterioration to the reinforcement.

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

The bridge is owned/maintained by the highway authority, Suffolk County Council. The River Orwell is a navigable section of Main River and is under the jurisdiction of the Environment Agency and the Port Authority.

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

The bridge is one of only 3 road crossings of the River Orwell within Ipswich town centre, and one of the other crossings is already restricted to 18T. It is essential that the bridge is maintained such that it can continue to carry unrestricted traffic such that there is some resilience with respect to available routes through the town for HGV traffic.

In addition to providing one of the main access routes from the town centre to the A14 and A12 (Strategic Road Network) for vehicular traffic, the bridge also carries a footway/cycleway that provides a key crossing/route for non-motorised users to the town centre.

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.

The last Principal Inspection (PI), undertaken in 2020, indicated numerous defects in need of repair. There is a need for a wider refurbishment project to extend the service life of the structure, prevent further deterioration and the need for further weight restriction/interim measures, and to minimise whole life costs. The PI that will be completed this year will include additional testing and investigation works to inform the scope and details of the refurbishment that is required. The PI report will also incorporate a detailed investigation report that will review the findings and make recommendations on refurbishment/repairs required. A Lifecycle/Structure Management Plan will be developed for the structure based on the information collected and inspection/investigation reports.

The 2020 PI has already confirmed that repairs need to be undertaken to address known defects and to prevent deterioration. The 2026 PI will confirm the latest situation and enable more detailed proposals to be developed to confirm the scope/details of the refurbishment required. Design/investigation/assessment is programmed to be undertaken throughout 2027 & 2028, with works planned for 2029.

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.

Abnormal Indivisible Load movements are no longer permitted to cross the bridge due to its poor condition and the impact this is having on its ability to carry loading.

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.

Further weight restriction will be required if major repairs/refurbishment is not undertaken to improve the condition of the structure and address defects that are reducing its strength.

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.

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 Principal Inspection that is to be undertaken in 2026 might indicate that additional monitoring inspections may need to be undertaken at more frequent intervals than General Inspections and including accessing the underside of the bridge from the tidal river below as an additional interim measure.

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: 58 (Poor)

BCI Ave: 71.75

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 following elements are the key ones that are impacting on the overall BCI score (Previous 2015 scores in brackets):

Primary deck element (U Beams) – BCI Severity/Extent score 3/B (2/B)

Transverse beams – BCI Severity/Extent score 2/B (2/B)

Secondary deck element – BCI Severity/Extent 2/C (2/C)

Parapet beam/cantilever – BCI Severity/Extent score 3/B (3/B)

Abutments – BCI Severity/Extent score 3/B (3/B)

Superstructure drainage - BCI Severity/Extent score 2/B (1/A)

Waterproofing - BCI Severity/Extent score 4/B (4/B)

Painting substructure elements – BCI Severity/Extent score 2/D (??)

Parapets/safety barriers - BCI Severity/Extent score 2/C (2/C)

Carriageway surfacing - BCI Severity/Extent score 4/C (1/A)

Footway/verge surfacing - BCI Severity/Extent score 4/B (3/C)

Aprons - BCI Severity/Extent score 2/B (1/A)

River training works - BCI Severity/Extent score 3/D (3/D)

Wingwalls - BCI Severity/Extent score 3/C (3/C)

Retaining walls - BCI Severity/Extent score 4/E (4/E)

The following elements are the primary concerns:

- Cracks, spalling, rust staining, corroding reinforcement to the primary deck elements.
- Rust staining, corroding reinforcement, cracking and spalling in cantilever edge beams and slabs.

- Spalling and reinforcement corrosion in parapets.
- Rust staining and cracking in abutments.
- Extensive corrosion to sheet pile training walls.

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.

If refurbishment is not undertaken as a matter of urgency the condition of the bridge will continue to deteriorate with an imminent need to implement additional interim measures to ensure the safety of the public, including a structural weight restriction and traffic management to prevent loading on some structural elements, such as the cantilevered footway/cycleway. The bridge carries the A137 which is one of the primary links to the Strategic Road Network (A14) from Ipswich Town centre, and it also carries a key pedestrian/cyclist route in the town centre. The bridge is located adjacent to the Ipswich Waterfront area containing numerous retail and business outlets, the historic port complex, the marina, and the University of Suffolk Ipswich Campus.

Without progression of this bridge refurbishment scheme the area may become less attractive for developers and businesses to base their operations with potential impacts on economic sustainability and growth of the area. It's also possible that some existing businesses might close/relocate if there is no direct link to the A14 or access is restricted.

- 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.

Clean Energy

Maintaining the bridge and access to this route reduces the need for speed and weight restrictions and eventual closure and prolonged diversion routes which would increase journey times and fuel use, increasing carbon use, impacting on the governments net zero targets.

NHS Fit for the Future

The route is also a key route for emergency services with potential impacts on intervention and treatment timing if prolonged diversions were required through non progression of the scheme.

Safer Streets

Diversion routes may become less safe with increased numbers of vehicles and larger / heavier vehicle types using routes that are less suitable / adequate to cope with the diverted traffic particularly HGVs.

Breaking down barriers

Maintaining this key route maintains improved access to work for residents and business.

Progression of the scheme would maintain this key route supporting these key government policy objectives.

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.

In addition to the economic growth and government policy objective benefits which also have local benefit for local residents and businesses and therefore demonstrate local priority; Suffolk's Local Transport Policy has 4 key themes which are relevant to the progression of this scheme: -

- Decarbonisation of transport.
- Health, wellbeing, and social inclusion.
- A strong, sustainable, and fair economy.
- Creating better places.

In addition, Suffolk County Councils current key policy objectives are:

- Health & wellbeing of residents.
- Economic growth and prosperity.
- Environmental sustainability.
- Efficient, value-for-money public services.

There are clear benefits previously stated that overlap government, commercial and local priorities.

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 County Council and Borough Council both recognise the importance of the crossing and the need to maintain it to ensure that unrestricted access can be maintained.

Hauliers and their clients, including the promoters of NSIP's and other local business/developers, are supportive of the works being undertaken at the earliest opportunity such that the AIL restrictions can be lifted.

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 local approach to the prioritisation of maintenance works on structures is to focus on urgent safety-critical works first, and then to prioritise other maintenance works using a combination of the SAVI toolkit, route importance, whole-life cost implications, and consideration of deliverability. This bridge carries a key route and extensive refurbishment/repairs are required to extend the service life of this historic structure, significantly reduce whole life costs, and avoid the need to implement further interim measures/weight restrictions.

Due to the significant cost of the works required relative to normal annual capital budget allocations, a staged approach has had to be taken to progressing the works to date. This has

included undertaking supplementary investigation and testing alongside the Principal Inspection undertaken in 2020 and further supplementary investigation/testing will be undertaken alongside the PI that has been commissioned for 2026.

- 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.

Whilst regular inspections (biennial GI's and PI's every 6 years) have been undertaken, which have indicated that maintenance interventions are required, the cost of the works required are significant and are currently unaffordable when considered alongside all other maintenance needs throughout the County and the typical block funding allocation that SCC receives from DfT. In the absence of maintenance interventions, the condition of the structure is continuing to worsen and is imminently reaching the point where interim measures will need to be implemented (weight and traffic restrictions) to ensure the safety of the public.

Additional funding via the Structures Fund would enable the works required to be implemented which would negate the need for interim measures and significantly reduce whole life costs.

- 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.

If the major refurbishment works are not undertaken within the timescale of the Structures Fund further interim measures will need to be implemented (weight and/or lane restrictions).

Weight restrictions and traffic management will have a significant negative impact on businesses and communities. The alternative route being via the A137 and A1214 London Road and the A14, which are already heavily trafficked and subject to significant congestion.

Delaying delivery of the scheme would result in significantly higher Whole Life Costs.

The impacts have been explained in greater detail within parts a, b and c.

- 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.

Stoke Bridge is a significant sustainable transport connection in Ipswich, directly carrying a shared cycle and pedestrian link over the river to unify the town's residential areas in the south with its historic core, employment hubs, educational campuses, and waterfront leisure districts on the north side. Applying the appraisal frameworks set out in TAG Unit A4.1 Section 5, the asset's failure would trigger an immediate and 'Severe' community severance outcome for active travel modes. It would sever one of few crossing opportunities over the River Orwell in Ipswich.

The bridge provides a high-capacity route for all modes of transport to cross the river; the area has seen significant active travel improvements and funding from developments and Active Travel England. Failure of the asset significantly cuts the route capacity, reducing four carriageway lanes to two and two cycle paths to one; pedestrians and cyclists from the West would be required to cross the carriage way five times instead of none; under TAG guidance, the magnitude of severance is measured by the degree of hindrance to pedestrian and cyclist movement, this impact would be significant from a road safety, travel time and air quality reduction front due to the increased congestion.

This disruption would be felt most on vulnerable demographics, including low-income households and student populations who depend entirely on walking and cycling for economic and social mobility. The loss of this safe, dedicated active travel route would have negative consequences for sustainable travel in the town.

- 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 closest traffic survey counter location is on the A137 Wherstead road approximately 1.4km south of the bridge.

2025 AADT flow for south-bound traffic = 8034

The alternative route for vehicles is via the A137 (Grafton Way/Commercial Road/West End Road), the A1214 London Road, and the A14.

The nearest alternative route for NMU use is either via the north-bound section of Stoke Bridge (a separate structure), which involves numerous crossings of the A137 and Burrell Road, or via the next crossing of the river at Princes Street bridge, approximately 600m upstream.

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 main benefit of completing the scheme at the earliest opportunity is to avoid the need to implement further interim measures i.e. weight restrictions and traffic management, and to ensure the resilience/safety of the structure and enable the road to remain open in the longer term.

Undertaking planned works as soon as possible will also remove the need for reactive interventions, which will be more costly and disruptive to businesses and communities.

Weight restriction will result in a lengthy diversion via roads that are already heavily used and subject to congestion, which will be very disruptive, lead to significant delays, increase pollution, and increase the risk of accidents occurring on the diversion route.

- 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)	-3,539,907
Present Value Benefits (PVB)	108,399,479
Benefit to Cost Ratio (BCR)	-30.6

(NB – The Net Present Value of the proposed scheme is £3.54M greater than the Present Value Benefits)

- 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.

As advised in the economic toolkit guide, the optimism bias % is based on the guidance contained in Table 7 of TAG Unit A1-2. Due to the difficulty in determining what Risk % to use before the details/scope of the works have been confirmed, the same value as used for the optimism bias has been used.

- 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).

AADT traffic flow information is taken from SCC “permanent loop” traffic count data for the A137 just south of the bridge and is based on average values for 2025.

Journey time estimates are based on local knowledge of the alternative routes and likely average speeds/disruption that will be experienced if the diversion needs to be instigated.

- 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 scheme will:

- Reduce traffic flow on the diversion route used by National Highways when the A14 Orwell Bridge is closed due to incidents/high winds.
- Enable an appropriate route to be maintained avoiding the need for large numbers of vehicles to use already heavily used alternative routes with all the resulting delays, noise, pollution, and safety 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).

Click or tap here to enter text.

Present Value Costs (PVC)

Click or tap here to enter text.

Present Value Benefits (PVB)

Click or tap here to enter text.

Benefit to Cost Ratio (BCR)

Click or tap here to enter text.

To enable the assessment of the economic case, please submit the supporting information listed below to StructuresFundTAB@dft.gov.uk

- Economic Toolkit
- Any supplementary reports which support the economic case

2.3 Commercial Case

This section captures information on the commercial viability and procurement strategy for the planning and delivery of the scheme being promoted.

- a) Explain the LHA capacity and experience delivering comparable schemes. (Maximum 250 words)

Where capacity is challenging for local authorities, explain how any capacity gaps may be addressed to ensure delivery of the scheme.

Suffolk County Council (SCC) has a Highway Service Contract in place with MGroup. The contract commenced in October 2023, with a term of 10 years (extendable to 20 years) and includes for all highway services, including major maintenance and bridge reconstruction projects. The design and construction work required for this project are within the scope of the contract and there are no problems envisaged with delivery of either the design or construction works required. SCC undertakes the role of the Technical Approval Authority and Client and has a structures team, including experienced Chartered engineers, who are able to undertake this role. Key roles include:

- Client Representative – SCC, Structures Asset Manager, [REDACTED]
- Principal Designer Representative – MGroup, Principal Engineer, [REDACTED]
- Principal Contractor will be MGroup, named representative to be confirmed as the project progresses.

All three parties have considerable experience in delivering major structures construction, maintenance, and strengthening schemes, including major refurbishment works to bridges.

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 Highway Services contract has provisions within it for the procurement, delivery, and valuation of the works.

A Principal Inspection (PI), incorporating additional investigation and testing, has been commissioned via SCC's Highway Services contract with MGroup and is programmed to be completed in 2026. The findings of this PI will augment the findings of the previous PI undertaken in 2020 to inform the details and scope of refurbishment/repairs required. Design and any further assessment are to be completed in 2027/28 and 2028/29, with works to be completed in 2029/30.

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.

Consents will be required Environment Agency and Associated British Ports for working in/over the tidal section of the Main River. SCC and MGroup have previously undertaken work at this bridge which has involved gaining consents from these two organisations and we are aware of the processes/permissions required.

A network occupancy permit will need to be negotiated with SCC's Network Management team. These negotiations will be undertaken at the earliest opportunity such that any working restrictions can be discussed/agreed and any opportunities for coordination with other works taken.

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.

Negotiations are already underway with Associated British Ports, the Environment Agency, and the Network Assurance Team to facilitate the 2026 Principal Inspection works.

The third-party organisations will be consulted again once the scope/details of the refurbishment works have been developed further such that any further consents/permissions can be gained.

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	0	£186,000	£124,000	£1,860,000	£2,170,000
LA contribution	0	£46,500	£31,000	£465,000	£542,500
Other contribution	0	0	0	0	0
Total costs	0	£232,500	£155,000	£2,325,000	£2,712,500

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.

Based on the output from the SAVI toolkit, SCC's DRC as a % of GRC is circa 59%, with an accumulated depreciation of circa £400M and an annual depreciation rate of circa £14M/year.

(This only includes the group of structures within the scope of Whole of Government Accounting.) Overall structures stock condition has been declining for decades and there is now a considerable backlog of maintenance needs to structures across the County. It's not possible to address this ever-increasing backlog of maintenance needs alongside more significant projects, such as the ones being put forward for the Structures fund, which require significant funding in relation to normal maintenance funding allocations.

Due to the urgency of the works required at the bridge some of the total budget assigned to structures for 26/27 has been allocated to the scheme to progress elements of the works that are affordable and to progress the inspection/investigation required to inform the repair/refurbishment works. The typical annual allocation of funding assigned to maintenance of structures is circa £2.5M and is not sufficient to enable the repair/refurbishment works to be undertaken and would be to the detriment of circa 1,700 other highway structures throughout the County that also have significant maintenance requirements.

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.

Major refurbishment works are required in order that the bridge can remain open without restrictions.

Whole life costs will be significantly reduced by implementing the refurbishment works at the earliest opportunity.

Additional Whole Life Costs of circa £4.9M (over a 60-year period) are anticipated if the refurbishment works were to be delayed for 10 years.

Whole life cost comparison for “with” and “without” scheme scenarios is appended to the submission.

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 scope and details of the refurbishment works required will be dependent on the findings of the Principal Inspection and additional investigation and testing that is to be undertaken in 2026.

Whilst the exact details and scope of the refurbishment works required will be dependent on the findings of the PI/investigation/testing that will be undertaken in 2026. From the information currently available this is likely to include:

- Widespread repairs to reinforced concrete elements including reinstatement of corroded reinforcement and possibly replacement of some of the worst affected members.
- Application of a protective coating to the elements where corrosion and condition are of greatest concern.
- Consideration of some form of cathodic protection to minimise the risk of ongoing deterioration to the reinforcement.

The cost estimate for the refurbishment works has therefore been based on experience from similar works.

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.

An allowance for optimism bias has been applied to the cost estimates for the capital costs to reflect the uncertainty regarding the cost of the works before the exact scope and details have been confirmed. The optimism bias used is 55%, based on the guidance contained in TAG Unit A1.2 – Scheme costs.

It's acknowledged and understood that the risk of any costs incurred in excess of the estimates produced to support the Structures Fund submission will be owned by SCC.

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.

20% local contribution has been indicated which will be funded from SCC's normal Block funding allocation from DfT. Any additional funding required above the expected costs will be funded from the DfT Block funding allocation by adjusting the local apportionment undertaken by SCC of the funding that is received from the DfT.

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?

It's anticipated that design/assessment will commence in April 2027 if funding is secured.

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

Refurbishment works to be completed by end of 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.

A staged approach to the delivery of the works is being taken, focusing on the initial inspection/investigation aspects first, which are affordable using current budget allocations. Following this, design/planning and any other additional investigation/assessment are planned to be progressed over a 2-year period, which is a realistic timeframe to enable the works to be delivered in 2029.

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?).

Cost estimates will be developed/updated as the details of the works required are confirmed. Planning permission is not required for these works. Liaison has already started with third parties for the inspection works and will continue to be developed to facilitate the works as the design/details are developed. A risk-register will be prepared for the scheme, which will be regularly reviewed and updated to ensure risks are identified and mitigation measures implemented.

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 project will be delivered via SCC's Highway Service contract with MGroup. This is a term-services type of contract, based on the NEC contract, with provisions contained within it to

manage the successful delivery of schemes on time and within budget. This includes provisions for flexibility in procurement options to suit the requirements of the scheme, early warning notifications, managing change control, compensation events and programme management. A scheme of this value and complexity will be managed appropriately, with regular progress meetings and updates to the project risk register and programme.

- 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.

Specific permissions required from other bodies are limited to:

- Gaining consent/permission from the Port Authority for works that impact navigation on the river. The proposed works are relatively low-risk/low-impact with regards to navigation on this stretch of the river.

- Gaining network occupancy from SCC Network Assurance Team.

Discussions and arrangements have already taken place to facilitate the inspection works and this will continue as the scope/details of the refurbishment works required are developed.

- Gaining consent from the Environment Agency for any works over/alongside the River Gipping (Main River).

Consent application to be made in due course.

- j) If applicable, explain how the scheme development has included consideration of climate adaptation and ensures the future resilience of the highway network (Maximum 250 words).

Describe how climate related risks (e.g., flooding, heat, extreme weather) have been assessed and incorporated into design measures to improve the long term resilience of the highway network. This may include evidence of risk assessments, adaptive design features, and how the scheme will maintain network performance under future climate conditions.

The refurbishment works will be designed to current standards that take account of anticipated climate related effects. The bridge carries part of SCC's defined Resilient Road Network, which is additional justification for securing the additional funding required to ensure that the essential maintenance works required can be implemented at the earliest opportunity.

- 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).

Suffolk County Council are striving to become a Net Zero organisation by 2030. The Highway Services contract with MGroup is aligned with this ambition and there is a rolling programme of actions and initiatives being instigated across the contract services with a view to achieving carbon neutrality by 2030. A carbon reduction plan is in place and MGroup have achieved PAS2080:2023 Management of Carbon in Infrastructure standard certification as designer and constructor.

- 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.

Whilst there are statutory undertakers' apparatus located alongside and underslung from the bridge, they are unlikely to have a significant impact on the proposed works, and it's not anticipated that any diversions will be required. Any utilities affected by the works will be contacted and appropriate details/working practices agreed with them as the details of the refurbishment works required are developed.

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)

[Not Applicable](#)

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.

<https://www.suffolk.gov.uk/roads-and-transport/roads-pavements-and-verges/bridges-and-highway-structures>

3.3 Declarations

Senior Responsible Owner declaration

As Senior Responsible Owner for [A137 Stoke Bridge], I hereby submit this request for approval to DfT on behalf of [Suffolk County Council] and confirm that I have the necessary authority to do so.

I confirm that [Suffolk 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: Colin Godfrey

b) Signed: 

c) Date: 01/08/26

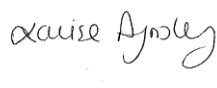
d) Email: 

Section 151 Officer declaration

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

f) Signed: 

g) Date: 30 July 2026

h) Email: 