Department for Transport

Structures Fund template

This template is for local authorities proposing schemes for investment from the Structures Fund. Before completing the template, local authorities should read the Structures Fund guidance and associated documents. Alongside the template, local authorities must also complete the economic toolkit for the proposed scheme.

Part 1 – Details of the Structure Being Promoted

1.1 Scheme Information

This section captures the key information on the scheme that is being proposed to the Structures Fund.

a) Local highway authority (LHA) name: Redcar and Cleveland Borough Council (R&C)

b) Scheme / structure name and LHA bridges number: Tees Dock Road Bridge Rehabilitation, Bridge Number 4120

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

Easting: 455537

Northing: 522414

d) Name of Project Manager: Sam Oxley

e) Email address: sam.oxley@redcar-cleveland.gov.uk

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 Tees Dock Bridge carries the A1053 Tees Dock Road over the ELR DSN2 and DSN3 railways. Tees Dock Road is an A road with three lanes that directly joins the SRN at the A66 roundabout. The

structure was constructed circa 1946/1947 and does not have heritage status. The structure is a two span simply supported bridge consisting of Preflex composite girders with a reinforced concrete deck supported on masonry abutments. The bridge is the only means of accessing Teesport, a central hub of employment for local residents.

The bridge is at risk of having 7.5t loading restrictions in the short term and closure in the long term due to ongoing material deterioration in the substructure, specifically in the Prefelx edge beams and the central pier underneath the bearings. These issues have been caused or exacerbated by long term failures in the deck waterproofing system that has led to corrosion of the steel reinforcement. These restrictions are further compounded by the unavailable details to complete a refined structural analysis to provide confirmation of structural loading capacity. The proposed scheme would address bridge deck waterproofing, substructure repairs, and material testing.

Substructure deteriorations are identified in the 2022 Principal inspection (RCBC-WSP-SGN-4120-RP-S-0001) and 2026 Bridge Assessment Report (65213569-SWE-SBR-4120-RP-CB-00002 P04)

In the absence of action, corrosion cells that are driving deterioration will continue to expand and will eventually undermine the central pier bearings leading to a high risk of sudden collapse onto the active rail infrastructure.

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 proposed scheme has three phases.

#1 – The replacement of deck waterproofing system and resurfacing of Tees Dock Road over the bridge deck. The scheme would include the replacement of bridge deck joint seals at the abutment and pier. This phase is intended to resolve the long-term water leaks that are perpetuating and contributing to the deterioration of the substructure.

#2 – Sub structure material repairs. Repair of the deteriorated concrete and masonry units to reinstate design capacity and improve durability. These works would also include materials sampling and testing to fully inform the refined structural analysis. This phase of works is intended to restore the substructure capacities and extend the working life of the structure by 60 years. The sampling and testing will allow for a more refined analysis of structural capacity and potentially remove 7.5 tonne advisory.

#3 – Bearing replacements/refurbishments. The 2022 PI report would indicate that bearings are in poor or unknown condition. This phase would address the gaps in knowledge to direct the replacement or refurbishment the bearings. The completion of recommended work to replace or refurbish is included in the scheme.

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 wholey owned by Redcar & Cleavland Borough Council

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

The structure is not on a diversion route for the SRN, but it does directly ajoin the SRN at the A66 roundabout.

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..

Clear sign of deterioration of critical structural elements has been identified in the most recent Principal Inspection (2022), resulting in a BCI Crit score of 58.69. This score is driven by the condition of the central pier cap where corrosion induced deterioration was noted on the concrete section directly supporting the bearings. Given the structure's access constraints due to Network Rail (NR) the monitoring and maintenance of these critical elements is limited to remote observations outside of possession times.

Due to a mass data loss during a cyber attack that R&C experienced in 2020, there are no historical reports available to track the rate of decline in condition and other construction records are missing for this structure.

CS454 Bridge Assessment report was completed and issued by SWECO in 2026. Initial results from that report indicated a maximum load capacity of 7.5T due to the assessment failure of riveted connections in the parapet edge beams and the restrictive assumptions required in the structural analysis for edge beam capacity. This capacity restriction is conservatively based on assumptions that disregard the post stressing of the steel elements (Preflex beams) and will require further refined analysis to verify. This scheme includes materials testing to inform that refined analysis.

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.

No. The structure is currently not subject to traffic restrictions due to the known condition deterioration.

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.

Yes.

The 2026 CS454 Bridge Assessment report indicates a weight restriction on the structure of 7.5t unless confirmation of material properties and a refined analysis of the structural capacity can be completed. This scheme would set out to gather the required information to inform that analysis and includes budget to complete that analysis.

Therefore, if the scheme were not to proceed a weight limitation of 7.5t on the structure would be initiated in the very short term.

The critical condition of the central pier cap as noted in the 2022 PI would necessitate repair in the short term to maintain integrity. Due to the limited resources of the local authority and Network Rail access constraints, these necessary repairs cannot be completed under typical maintenance budgets and would eventually result in the closure of the structure. It is estimated that if the deterioration is left unrepaired it will result in reduced capacity within the next 10 to 20 years.

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.

No temporary measures are currently in place beyond routine maintenance and inspection arrangements.

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.

Yes.

Without intervention, the following temporary measures are anticipated:

Increased Monitoring of critical elements and the rate of deterioration through special inspections. Access constraints via Network Rail make regular inspections prohibitively expensive so the quality of these inspections will be limited leading to conservative estimations and actions.

Reduced traffic flow by long term traffic lane reduction. It is anticipated that the 7.5t weight restrictions on the structure would require that traffic flow be reduced to alternating single lane traffic to manage the risk of excessive loading from HGV's. Due to the position of the structure on the only highway access route to the Teesport a large share of the traffic is HGV and abnormal loads. The cost to design, install, and maintain this risk management strategy are likely to exceed the available funds of R&C maintenance budget if utilised in the long term.

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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: *58.69*

BCI Ave: 81.32

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 most recent 2022 Principal inspection (PI) report critical BCI score of 58.69 is driven by the condition of;

The central pier, Severity 3 Extent B.
The Pier brick wall (South Face) has multiple defects including spalling, cracks, efflorescent staining, corrosion staining and graffiti.

Bearings, Severity 4 Extent D.
The bearings at the midspan are all heavily corroded on their surface, it appears the concrete coating has corroded off and the metal underneath has started to rust.

Movement/expansion joints, Severity 4 Extent D.
There is no joint sealant present to any of the movement joints in the tunnel wall.

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.

In order for the local authority to provide safe and dependable journeys to Teesport, a key hub of employment and economic growth, the strategy of short-term fixes can no longer be relied upon for this structure. This structure requires a long-term preventative maintenance fix now to address the inevitable decline in capacity. The capital cost to design and initiate these repairs are substantially less than the anticipated increase in maintenance costs, the cost of losing this economic corridor in the short term, and the replacement cost of this structure in the long term.

Teesport is entirely reliant on this structure to move goods safely and efficiently by road to its various local and national clients. Locally, the businesses operating out of the Teesport represents the opportunity for secure fulltime employment in an area where the closure of large industrial plants such as Teesside Steelworks have lowered employment availability.

The future plans for development of the large, industrialised areas surrounding this structure are dependent on the existing infrastructure remaining operational for the future generation.

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.

This scheme directly supports the Government's Better Connected strategy priority to 'provide safe and dependable journeys' by addressing critical structural maintenance needs. This project represents a prime example of fixing the basics to address maintenance backlogs that the structure fund explicitly sets out to address. The solutions required to maintain this structure for another generation are quantifiable and achievable with existing methods, technology, and materials.

There is opportunity this existing structure presents to the wider Teesport area by allowing unrestricted flow and access on the highways to local decarbonisation projects such as the offshore SeAH Wind Farm monopile facility and the regeneration of the decommissioned Teesside Steelworks industrial area.

The risk of the anticipated restrictions on this structure will stifle the emerging economic growth of the area that is supplied through the business at Teesport.

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 proposed scheme is identified as a local priority due to its position on the locally critical economic transport routes and due to the scale of the anticipated work. Moreover, this structure was determined to be one of the most critical structures under the Redcar and Cleveland (R&C) portfolio of structures.

The importance of this structure to provide the only means of access to the Teesport makes it a uniquely high priority structure in the R&C portfolio. This high priority combined with the low BCI score and the potential for load restriction recommendations in comparison with other structures further confirmed the need for intervention.

The scheme has local support from the businesses in the Teesport as well as the local government. Other stakeholders such as Network Rail are also supportive since the structure crosses their infrastructure and represents a long-term risk to them through loss of business serving the Teesport if restrictions were implemented as well as the risk of collapse.

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 following key stakeholders have been identified and engaged;

Network Rail – Engagement with the local protection team representative to establish access constraints and integration with other planned engineering works by others on the line. An email of support is provided.

Port Authority, PD Ports - Discussions with representatives with regards to the scheme objectives and opportunity for collaboration. It is anticipated that a letter of support will be forthcoming.

Tees Valley Combined Authority (TVCA) – Engagement with TVCA over wider local impacts of the scheme and any opportunities to share rail possessions around South Bank Station works. A letter of support is provided from the Tees Valley Mayor Ben Houchen.

Middlesborough council – Discussions with council members with regards to the scheme objectives and how they intersect with their priorities. It is anticipated that a letter of support will be forthcoming.

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.

REDACTED….resources available to R&C the maintenance of structures is completed on prioritisation basis established by the need to maintain safe traffic flow on a daily basis.

Currently resources are deployed reactively to critical repairs as they are reported. It is the goal of the team to transition to a proactive prioritisation methodology that relies on forward planning of maintenance actions to prevent critical repairs.

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.

In recognition of the R&C engineering maintenance team goal, to transition to a proactive maintenance approach, and the goal of the structures fund to provide safe and dependable journeys the Tees Dock bridge scheme was selected for this application.

The preventive maintenance at the core of this scheme represents clear long-term benefits to maintain and improve the local roads and revive this aging bridge for the use of future generations. Moreover, the long-term fixes that this scheme proposes will permit the redistribution of R&C's available resources to resolve the critical maintenance actions on other structures and establish a more manageable baseline of cost-effective proactive repairs. This will make the local transport links more reliable and safer for its users.

If the scheme were not to progress it is anticipated that Tees Dock bridge will require ongoing and increasingly expensive interventions to resolve critical repairs. The accumulated cost of these repairs represents a strain to the already limited resources of R&C and will reduce its capacity to prioritise cost effective and proactive approaches to the wider portfolio of structures.

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 impacts of not progressing this scheme will have short and long-term effects on the local community and the ability of the Teesport to resume normal operations.

The deterioration of the substructure is apparent as identified in the 2022 principal inspection and 2026 Bridge assessment. The rate of deterioration is indeterminable at this time, however the existing condition and gaps in construction details has resulted in an assessed capacity of 7.5t. These recommendations were provided in the Sweco 2026 report based on conservative estimations driven by gaps in available information for the assessment. A weight restrictions, if implemented, will restrain the ability of the Teesport to deliver and receive freight by road representing an unquantifiable restriction of local and national economic activity.

Teesport provides opportunity of employment in an area of low social economic status (SES) that are the result of the closure of large industrial facilities in the area. In the event of access loss via Tees Dock bridge there is a high likelihood of direct employment loss.

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.

This scheme sets to prevent the risk of community severance through maintaining this vital route for employment opportunities at Teesport. The local community members of Redcar & Cleavland and neighbouring councils including Middlesborough depend on accessing Teesport for employment and as a critical part of local and national business supply chains.

Teesport is a very large container and bulk terminal that receives deliveries nationally and internationally. Teesport is the UK's sixth largest port supports more than 22,000 jobs and contributes in excess of £1.4 billion to the economy each year. Teesport facilitates the movement of around 23 million tonnes of cargo annually.

Teesport utilises both road and rail to receive and deliver goods over land and depends on the infrastructure operating as intended since there is no alternative route that does not involve the Tees Dock Road bridge.

As such the failure of this structure to remain open to HGV traffic represents a large community severance impact (per TAG Unit A4.2).

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.

There is an AADT count point that directly counts the traffic over Tees Dock Bridge on the A1053 just south of the bridge. The count demonstrates a high percentage of HGV that travels daily over Tees Dock road bridge, see below.

Count point 7490 - Road traffic statistics

MOTOR VEHICLES: 2025

AADT count point 7490

All Moter Vehicles: 5,585

Cars: 2,803

LGVs: 707

HGVs: 2045

Buses: 4

Cyclists: 54

SOURCE: AADT count point 7490, Estimated using AADF from previous year.

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 principal economic benefit of the scheme is maintaining unrestricted access for road freight through Teesport and the surrounding industrial area. There is no alternate routes available between Teesport and the road network and the do nothing approach would eventually result in weight restrictions on the bridge.

The economic consequence of restrictions will be significant for the business of Teesport that rely on dependable road access. The largest of those businesses is represented by the Statutory Harbour Authority of Teesport, PD Ports (PDP).

PDP published literature and website states.

Teesport is the UK's sixth largest port and amongst the 10 biggest in Western Europe.

Teesport supports more than 22,000 jobs and contributes in excess of £1.4 billion to the economy each year.

Teesport facilitates the movement of around 23 million tonnes of cargo annually.

The economic importance of the route is demonstrated using Traffic data on Tees dock road (AADF point 7490) which indicates 5,585 vehicles use the bridge daily. This count point shows high HGV traffic on the route with the average daily count of 2,045 HGV’s in 2025.

Abnormal load records for Tees Dock Road Bridge (provided in supporting evidence) demonstrate regular use by specialist haulage operators, in 2026 so far there has been 18 Ab Load requests including movements with gross vehicle weights exceeding 400 tonnes.

By maintaining unrestricted access, the scheme protects existing economic activity, supports port-related operations, and preserves the long-term resilience of a strategically important transport corridor serving Teesport and the wider Teesside economy.

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) Due to the circumstances of this scheme and the lack of alternate routes the economic toolkit could not be used as intended.

Present Value Benefits (PVB) Due to the circumstances of this scheme and the lack of alternate routes the economic toolkit could not be used as intended.

Benefit to Cost Ratio (BCR) Due to the circumstances of this scheme and the lack of alternate routes the economic toolkit could not be used as intended.

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 scheme sets to address the potential for complete community severance for a specific class of road user (HGV's) with no alternate route available, as such the economic toolkit cannot be used meaningfully to accurately represent the quantifiable economic benefits of the scheme. However, the following are assumptions used to support the economic case for this application.

Scheme cost estimate was developed from a high-level scope based on the 2022 PI and 2026 CS454 Assessment, these were benchmarked against comparable bridge waterproofing and repair schemes. The cost estimate includes allowances for design development, construction, rail possessions, traffic management, supervision, and project management. The estimate was developed by TAG support (WSP) with input from R&C.

Given the early stage of scheme development and the absence of a detailed design, a risk allowance of 50% has been applied to account for unknows associated with the structure condition, unforeseen defects, access risks, market fluctuations, and construction methodology. The level of risk adopted is considered proportionate to the current level of project development.

An optimism bias of 20% has also been applied in accordance with recognised appraisal guidance to reflect the potential for cost growth that can occur during the development and delivery of infrastructure projects.

The economic assessment assumes that, without intervention, a 7.5 tonne weight restriction could be implemented and remain in place indefinitely, resulting in substantial disruption to commercial traffic serving Teesport and associated businesses. This assumption forms the basis of the comparison between the do-nothing and do-something scenarios used within the economic assessment.

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).

Sources of data to support the economic

Teesport published literature on PD Ports website

AADF point 7490

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.

Several important impacts are not fully captured within the monetised assessment. The assessment is not able to fully reflect the strategic economic importance of maintaining unrestricted highway access to Teesport where there is no suitable alternative route. Loss of access will affect port operations, supply chains, business confidence and the attractiveness of the wider industrial area for future investment.

The assessment also does not monetise the wider regeneration benefits associated with supporting reliable access to the land around the port and the wider Redcar and Cleveland area, including employment, housing and clean growth opportunities. These benefits are linked to long-term confidence in the resilience of the local transport network.

Environmental and social impacts are also not fully monetised. The scheme reduces the likelihood of larger future interventions, associated disruption, and additional carbon impacts. It also supports business continuity and job security within the port and surrounding employment area. In 2019 the British Steel site in Redcar closed, and the local population lost an estimated 2,200 jobs, the effect of those lost jobs are an acute local social issue.

Environmental effects of port delivery's distributed elsewhere with potentially increased journey times and increased usage of road network in other areas.

The reputational impact is also significant. Restrictions affecting the main road access to Teesport could undermine confidence in the region as a reliable location for national and international freight. This risk is not readily captured through monetised journey-time or vehicle operating cost benefits but is material to the overall investment case.

f) Where an alternative economic assessment has been undertaken to support a case for investment, please summarise the data used, the assumptions made and the results obtained (in 2023 present values, market prices). (Maximum 250 words)

Some schemes may have been subject to economic assessment to support previous cases for investment. Summarise the key details of these here, including details of the data, assumptions and results (e.g. present value of costs and benefits and benefit cost ratio).

No economic assessment has been undertaken

Present Value Costs (PVC)	No economic assessment has been undertaken
Present Value Benefits (PVB)	No economic assessment has been undertaken
Benefit to Cost Ratio (BCR)	No economic assessment has been undertaken

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.

R&C recognises that its in-house engineering and structures resources are limited and, therefore, to mitigate this capacity constraint, the proposed bridge rehabilitation and testing scheme will be procured through a competitive Design and Build (D&B) contract issued through a framework. The

Council's Highways Structures team consist of two staff (a qualified Senior Engineer and Assistant Engineer in training). The team has only been operating in its current structure for approximately two years and is currently fully committed to the delivery of its core engineering, asset management and statutory responsibilities, limiting its capacity to manage a large complex bridge rehabilitation project of this nature in-house.

By procuring the scheme through available frameworks on a D&B contract, R&C will secure specialist contractors with proven experience in bridge rehabilitation, structural testing and asset renewal to undertake the detailed design and construction activities. This approach provides access to the technical expertise, project management capability and construction resources necessary to deliver the scheme efficiently while reducing delivery risk.

The appointed contractor will be required to demonstrate a strong track record in delivering comparable projects, supported by appropriately qualified design, construction, and commercial team. R&C will retain the role of informed client, providing strategic oversight, governance, stakeholder engagement, and contract management throughout the project lifecycle.

This delivery model ensures that existing capacity constraints within the Council are effectively addressed while providing a robust, commercially viable and low-risk route to successful scheme delivery.

b) Explain the delivery plans and procurement strategy for the scheme. (Maximum 250 words).

This section should include explanation of the various stages of the scheme that are required for completion. This may include design, consents and construction processes.

The scheme is anticipated to commence in November 2026. A competitive Design and Build (D&B) procurement process through local frameworks will be undertaken, with contract award expected during Q1 of 2027 and scheme completion targeted for January 2030.

The scheme will be procured via the selected framework in accordance with R&C procurement procedures and public procurement regulations. The appointed contractor will be responsible for detailed design development, construction planning, structural investigations, testing and rehabilitation works. This will provide a single point of accountability, reducing interface, and programme risks.

Due to constrained access to the bridge substructure over Network Rail lines, the intrusive investigations and material testing will be undertaken during the construction phase. This approach enables access arrangements, railway possessions and temporary works requirements to be coordinated efficiently, while ensuring that detailed design and construction activities are informed by site findings under a single contract. Construction sequencing and traffic management arrangements will be developed to minimise disruption to both highway users and railway operations.

Key dependencies include stakeholder engagement, railway access and possession arrangements, and coordination of construction activities to minimise disruption.

This framework procurement strategy has been selected because R&C engineering team is currently focused on delivering its core asset management and statutory responsibilities. The D&B approach provides access to specialist bridge rehabilitation expertise, proven project delivery capability and experienced commercial resources, while allowing the Council to retain strategic

oversight as an informed client, providing a robust, efficient and commercially viable route to successful scheme delivery.

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.

A Scheme Risk and Opportunity Register is provided in the supporting information.

Stakeholder Risk

Delays from Network Rail (BAPA/Possessions), utilities, or other third parties. Mitigation, early engagement, utilising known possession times for nearby station works, formal agreements in place before construction.

Financial Risk

Scope creep, additional works identified during construction. Mitigation, clear scope definition, change control procedures, contingency, and robust oversite with regular progress meetings.

Compensation claims from affected businesses/residents. Mitigation, early stakeholder engagement, and legal review.

Emergency repair risks. During construction the discovery of essential repairs or requirement for temporary measures to maintain the structure stability. 50% contingency within the cost estimate is included for unforeseen conditions.

Construction Risk

Inclement weather delays, extreme temperatures, or prolonged wet weather affecting works. Work with contractor to compress site work into a seasonal schedule with float allowances and contract provisions.

Procurement Risk

Prices may exceed estimates between costing and tender stage. Mitigation, Include procurement risk allowance (5%) index costs to BCIS.

Time to complete the procurement process. Float in the schedule, framework used for procurement (e.g. NEPO) to further reduce time delay risk.

Further risks identification and assessment can be found in section 2.5(e).

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.

Network Rail (NR) are a third party that present a schedule and cost delivery risks, without mitigation delivery risk is High. NR has been informed of the scheme and are neutral in support. Early engagement

has been initiated to establish future scheduling of other projects on the line between now and 2030, these include station renewal works. Mitigation reduces delivery risk to medium.

The following third party utilities are identified as owning property on or around the structure Virgin Media, BT, Northern Gas, National Grid, and BOC Limited. No notifications have been sent to these third parties in relation to the potential project. Risk to delivery without mitigation is High. Mitigation will include early notification of project to utilities and physical verification of stats locations within the structure boundary's prior to work.

PD Ports, large employer utilising the bridge as access to support haulage and workplace access. PD Ports are aware of the potential scheme; they are neutral to positive in support. No direct support requested.

Tesco (380 Wearhouse Facility) and Asda (Import Centre), employer utilising the bridge as access to support haulage and staff access, third-party stakeholder. Un-aware of the potential project. No direct support required.

Northumbrian Water, owner/operator of large water treatment facility, primary access to the plant via the structure, third-party stakeholder. Un-aware of the potential project. No direct support required.

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	REDACTED	REDACTED	REDACTED	REDACTED	REDACTED
LA contribution	£	£	REDACTED	REDACTED	REDACTED
Other contribution	£	£	£	£	£
Total costs	REDACTED	REDACTED	REDACTED	REDACTED	REDACTED

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.

Early assessments of the estimated capital cost required to complete this scheme place it outside of R&C operational budget for highway maintenance. Alternative funding has not been sought yet

since the scheme identification was completed following the Sweco report issued in early 2026. Since the scheme has been identified there has been no further maintenance actions completed due to the scale of the repairs required and the high cost of railway access.

R&C Highways maintenance block allocation (2026/27) is REDACTED. Capital allocation for maintenance in the local authority is currently distributed on a reactionary basis due to the high demand of critical repairs required to maintain the network. The allocation of budget and resources by R&C to design and complete long term proactive maintenance projects of this scale is not currently feasible with current resources. It is understood that access constraints drive the scheme estimated budget and as such a piecemeal approach to completing the necessary works cannot be considered a viable or efficient use of limited resources.

Since the issuance of the provisional capacity advisory by Sweco in early 2026, based on incomplete information, R&C has been unable to implement changes to the operation and maintenance of the structure. Upon review of the scope and estimated scheme costs it is unclear at this juncture what effective route to finance and complete this scheme is available to R&C in the absence of external funding.

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.

Maintenance without scheme.

The sub structure element deterioration risks identified on this structure are inaccessible without rail possession, without this scheme the maintenance will include increased frequency of visual inspections using remote observation techniques, and critical reactive repairs to the accessible structure elements including the highway surface. Increase in surveillance will not be required with the scheme. Since re surfacing and waterproofing are included in the scheme it is anticipated all road surface repairs will be eliminated for approximately 5 years with decreased frequency of repairs over the remaining structure life.

Traffic management without scheme

Without the scheme full time traffic management to implement weight restrictions on the bridge will be required. This would include the installation of traffic lights, the installation and operation of these lights will not be required with the scheme.

Replacement without scheme

It is anticipated that premature replacement of the bridge will be required without the scheme. Early high level calculations based on the WGA/CIPFA Gross Replacement Cost (2019) indicate a cost in the order of magnitude of over £15m (adjusted to 2026). This estimate excludes major cost drivers such as demolition and disposal, rail possession costs, temporary works, utility diversions, traffic management, disruption associated costs, design and supervision, or risk and optimism bias.

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 costs are broken down in the High Level Cost Estimate provided in the supporting documentation.

The cost estimate for this scheme was developed by TAG support (WSP) with guidance from R&C to establish a benchmark estimate using a high-level scope of works. This scope of works was reviewed by WSP QS and “order of magnitude” costings were applied to scope items. The following is a summary of assumptions made during the application of costings to the scope of works.

It is assumed;

Detailed design and scope definition is in early stages therefore a general risk contingency of 50% is added to the budget.

Cost for Network Rail possessions is not confirmed due to early stages of development however, previous possessions completed by the council on the effected tracks under this structure typically cost £7K per shift on average.

The scope of works is narrowly tailored to the issues identified. Therefore, it is assumed that construction design is limited to standard repair types, bespoke designs are not included. Furthermore, it is assumed that materials required to complete the contemplated works will be readily available since the current understanding of repairs relies on established techniques.

Contingency for the replacement of all bridge bearings is included in budget, since the condition information for bearings is limited.

Road closures and TM will be limited to working windows only.

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.

Key Risks identified

Network Rail – Impact £100,000 – Probability 50% (medium)

Railway possessions are critical to the design and construction stages due to the requirements for initial testing of materials and quantifying then completing the repairs. R&C have experience completing work on this structure from possessions and have an established relationship with NR.

Incomplete design information – Impact £30,000 - Probability 25% (Low)

Sub structure repair design is un-developed, it is assumed concrete repairs will follow typical pattern of requirements based on PI condition reporting, however construction details of RC elements is unconfirmed. Actual quantity of concrete repairs is unknown, conservative allowance for 12msq of concrete repairs and 10msq of masonry repairs are included in the estimate.

Incomplete design information – Impact £875,000 - Probability 50% (Medium)

Bearings replacement/refurbishment requirements. Full scope of replacing requirements is unquantified due to gaps in design information on construction details and current condition. Worst case scenario of all bearing replacement is included in estimate.

Quantity uncertainty – impact £4,500 - Probability 20% (Low)

Surface concrete deck repairs (below HRA surfacing). Quantity of concrete deck repairs is unknown, allowance of 0.1% of deck surface is included based on experience with structures of similar vintage, maintenance regimes, and exposure.

Based on the scope development and overall budget the contingency approach used is a standard percentage of 50%.

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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.

Total Estimated Scheme Costs REDACTED (inclusive of inflation)

DfT Structures Fund: REDACTED

Local Contribution Breakdown:

LHA Capital Budget: REDACTED — Certainty: Committed and forecasted

Source: Highway maintenance allocation (prudential borrowing)

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?

November 2026

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

January 2030

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.

R&C's capacity within its existing management structure will not be able to accommodate the direct management of a scheme this size, in recognition of this the scheme will be completed using a Design Manage Build (DMB) contract. The procurement will be completed through an DMB tender using frameworks (NEPO or similar) in accordance with the Council's procurement procedures and applicable public procurement regulations. The appointed Principal Contractor will be responsible for the detailed design and construction of the works, providing a single point of accountability to manage R&C's capacity and delivery risk. This approach will enable the Council to access the expertise required for this bridge rehabilitation in a competitive pricing while retaining strategic oversight as an informed client.The senior responsible officer within R&C will appoint a dedicated Project Manager that will sit within the structures maintenance team and will oversee the initiation and application of the contract as Project Director. The Project Manager will have the responsibly of communicating and coordinating with the Principal Contractor. Stakeholder engagement will be retained and managed through the R&C Project manager utilising long held

and established links to the major stakeholder such as PD Ports and Network Rail. Public communication will be the responsibility of R&C council..

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?).

Procurement Risk - Specialist Contractors required to complete the work as a whole package may not have the capacity in competition with other local projects. Mitigation Early engagement of PC, consideration of phased procurement. Long lead times for specialist materials, specifically bearings if replacement required. Mitigation, early supplier engagement, consider advance procurement of critical items.
Construction Risk - Hazardous materials discovered during works. Mitigation, pre-construction survey has been completed, asbestos register review.Scope and size of hidden defects discovered during work (e.g. concealed corrosion, voiding). Risk-adjusted estimates and contingency allowances.
Traffic management Risk - Possession requirements extension due to work over run. Mitigation through early scheduling of possession in coordination with station works up line, include contingency possession.Road traffic management incapable of accommodating required through traffic due to size or weight. Early and continuous stakeholder engagement with dock authority to manage traffic outside of site work schedule or TM design to accommodate anticipated HGV traffic.
Stakeholder Risk - Delays from Network Rail (BAPA), utilities, or other third parties. Mitigation, early engagement, utilising known possession times for nearby station works, formal agreements in place before construction.

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.

Cost Control - The budget will be monitored by the R&C Project Manager monthly in coordination with the Principal Contractor (PC) and in line with payment / progress schedule in an Earned Value Management system. R&C Project Manager will utilise existing standard templates and protocols for document control.
Programme control - The programme will be submitted to the R&C Project Manager by the PC. The tracking of milestones and progress through the programme will be addressed in regular scheduled meetings with the PC to ensure alignment, it is anticipated that these meetings will be at least monthly with increased frequency during construction.
Risk Management - A Risk Register (RR) will be adopted early and be updated as a part of the continuous progress tracking during regular meetings between R&C and the PC. It will be the responsibility of the PC and R&C Project Manager to update the RR as risks are identified and notify stakeholders.
Change control - The change procedures will be formalised with the PC at the contract conception stage. This is to ensure impacts of change are understood and implemented prior to the taking effect. Change approval authority will remain with R&C and logged by the R&C Project Manager using the councils document control procedures.
Performance/Quality control - Project controls for quality and performance will be completed by the Project Manager in coordination with a third-party quality control contractor. The third-party quality control contractor will complete site reviews at all stages of the works to ensure compliance.

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.

Network Rail Basic Asset Protection Agreement (BAPA), issued by the Network Rail Asset Protection team. Required for the works to the piers and bridge soffit located over the operational railway. R&C recognise acquiring BAPA's can be a lengthy process and has already engaged with NR early to notify them of the potential works and will be initiated immediately upon award.
Works requiring BAPA will be scheduled towards the end of the programme with overrun contingency built into the request to reduce delay risk. R&C is aware of plans for station redevelopment works down track of the site and has initiated early engagement with Tees Valley Combined Authority to coordinate potential possessions.
R&C has previously obtained BAPA for this structure to complete routine maintenance inspections and has an established working relationship with the NR asset protection representatives in the region.

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.

Climate threatens the stability of the structure through the prolonged deteriorating of the building materials. This is specifically driven by the failure of the deck waterproofing system. This scheme intends to address this issue with the reinstatement of waterproofing to the deck and its joints.
Consistent with the principles of the UK Climate Projections (UKCP18) and the Government's 10 Year Infrastructure Strategy, future climate conditions in the area are expected to include more intense rainfall events and increased flood-related risks. The proposed scheme will improve the long-term resilience of this strategically important structure, reducing the risk of unplanned restrictions or closures due to premature material deterioration.
Historically the bridge northern approach was susceptible to flooding, this was addressed in a scheme in coordination and partly funded by PD Ports to reduce route closure risk and remove standing water hazards. .

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).

The scheme aligns with the principles of PAS 2080:2023 Carbon Management in Buildings and Infrastructure by prioritising the repair and life extension of an existing asset rather than replacement. This approach preserves embodied carbon, reduces the demand for new construction materials and minimises lifecycle carbon emissions. By maintaining the operational capacity of this strategic route to Teesport and avoiding future traffic restrictions, the scheme also supports broader transport decarbonisation objectives and delivers a lower whole-life carbon outcome.
By providing the only access to Teesport, this bridge plays an important role in the handling and movement of components associated with offshore renewable energy and other low-carbon industries, further supporting wider national decarbonisation objectives.
During detailed design and construction procurement, opportunities to reduce embodied and construction carbon will be considered through material selection, efficient construction methods, minimisation of waste, and the use of local suppliers where practicable. A project-specific Carbon Management Plan will be

developed by the appointed Principle Contractor to identify, monitor and report carbon reduction measures throughout delivery.

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.

R&C has completed a check for Statutory undertakers and has identified the following within the vicinity of the structure.
.BOC Limited – Gas – plans show medium pressure main in east footpath of bridge deck.
.National Grid Electricity Transmission - Electricity – plans show main in west footpath.
Northern Gas Networks Limited - Gas – Location verification in progress.
.Northumbrian Water Limited - Water - Location verification in progress.
.Virgin Media – Communications – plans show duct in west footpath of bridge deck.
BT – Communications – plans show duct in west footpath of bridge deck.
Early discussions have been initiated with Network Rail and relevant statutory undertakers. No fundamental constraints to scheme delivery have been identified at this stage. Verification of stats will be completed on site using GPR and trial pits as required to avoid disturbance during construction.The main risk to disturbance of services is during rewaterproofing works dependant on depth of services on or within the bridge deck. Location and depths of services will be investigated further during design stage.

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)

An Equality Impact Assessment has been carried out (see supporting documentation).

Due to the nature of the scheme being maintenance of an existing highway bridge asset, it is not expected to have any equality impacts. No groups with protected characteristics are expected to impacted by this scheme.

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.redcar-cleveland.gov.uk/roads-and-parking

3.3 Declarations

Senior Responsible Owner declaration

As Senior Responsible Owner for [Teesdock Road Bridge Rehabilitation], I hereby submit this request for approval to DfT on behalf of [Redcar and Cleveland Borough Council] and confirm that I have the necessary authority to do so.

I confirm that [Redcar and Cleveland Borough 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: Rosstam Asadi

b) Signed: 

c) Date: 30/07/2026

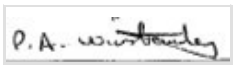
d) Email: rosstam.asadi@redcar-cleveland.gov.uk

Section 151 Officer declaration

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

f) Signed: 

g) Date: 30.07.2026

h) Email: Philip.winstanley@redcar-cleveland.gov.uk