



PLEASE NOTE: Certain sections of this Application have been redacted to prevent disclosure of commercially sensitive information that may provide advantage in any future tender process for repairs.

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: Bedford Borough Council
- b) Scheme / structure name and LHA bridges number: Great Barford Bridge Remedials/134515
- c) Location (OS Grid Reference) of the scheme/structure (to identify location on map):
- Easting: 513475
- Northing: 251569
- d) Name of Project Manager: Click or tap here to enter text.
- e) Email address: Click or tap here to enter text.
- f) Phone number: Click or tap here to enter text.
- 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.

Great Barford Bridge is a Grade I listed, Scheduled Ancient Monument located in Great Barford, Bedfordshire. It is a 17-span masonry stone and brick structure spanning the River Great Ouse, that was built in several stages. Originally constructed in the 15th century from roughly coursed limestone

and sandstone, it has since been extended southward and widened westward. The parapets are believed to have been built in 1873, and Pattress Plates (tie bars) were introduced in 1897 to tie the original structure and widening together. Extensive repairs were undertaken between 1982 and 1990, including the addition of a reinforced concrete deck slab

The bridge supports a single lane road with traffic lights to control traffic flow at either end. The bridge is the only direct crossing on the 1.7 mile route between the centres of Great Barford and Blunham.

The structure's load capacity is 13T, limited by the west widening which was assessed in 2009. The west verge has since been widened to reduce loading on the west widening; however, this assessment did not consider accidental wheel loading on the verges.

The structure has also recently classified as Heritage at Risk (HAR).

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.

Redacted

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

No, the structure is owned and managed by Bedford Borough Council.

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

Due to the current construction works taking place north of the structure at the Black Cat Roundabout, Great Barford Bridge is part of the diversion route for the A1 and A421. Both the A1 and A421 are a part of the SRN.

Works at the Black Cat Roundabout are expected to be completed in spring 2027, with major impacts on traffic flow until then. Therefore, there is no overlap expected with the repair and strengthening works which are expected to take place from 2027-2029.

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.

Great Barford Bridge has a history of assessments identifying inadequate capacity. An assessment in August 2006, carried out in accordance with BD 21/01, found the structure incapable of carrying 40/44 tonne assessment live loading. The original stone (east) arches were found to have a capacity of 7.5 tonnes, restricted to group 2 fire engines, while the west widening

failed to achieve even 3 tonnes due to a lack of information on the backing material and spandrel wall stiffness. A further reassessment of the west widening in March 2009 confirmed a live load capacity of 13 tonnes, with the restriction to group 2 fire engines remaining in place.

An inspection for assessment of the parapets was carried out in December 2025, and found the parapets to be in poor condition. The assessment of the masonry parapets in accordance with CS 461 and BS 8779, found the parapets to be inadequate for vehicle containment. Defects were found across all 17-spans, dominated by mortar loss concentrated at carriageway level.

A touching distance special inspection of the whole structure is programmed for September 2026. The most recent inspections show the structure to be in similar condition to the parapets.

- 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.

The single lane road supported by the structure is one way working controlled by traffic lights on both approaches. The road has a 30mph speed limit.

The western footpath was widened in 2012 to reduce loading on the western widening following the findings of the previous assessment report which found the widening to have a live loading capacity of 13T. However, accidental vehicle loading in the verge has not been considered in previous structural assessments.

- 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.

If repairs to the parapets are not carried out, the bridge is very likely to be subject to a reduced speed limit with the potential for further speed reducing measures being installed.

Furthermore, it is expected that without intervention, the deterioration of the parapets and masonry arches would cause additional weight restrictions. This would initially start with restricting HGVs in the first year after restrictions are imposed and then possibly all vehicles in the next following 3 years thereafter

- 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.

The structure is included on the Bridge At Risk Schedule and benefits from 6 monthly safety inspections. This increase frequency of inspections is due to the poor condition of the structure.

- 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.

Temporary measures such as a reduced speed limit and weight restrictions are likely to be put into place. The reduced speed limit would be in place to reduce the likelihood of vehicular impact with the parapets. Weight restriction would be required due to the risk of accidental wheel loading on the western verge as the western extension was noted in the last assessment to have a load capacity of 13T.

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: Click or tap here to enter text.

BCI Ave: Click or tap here to enter text.

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.

Recent inspections have reported the parapets to be in very poor condition and their condition is deteriorating.

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.

Nearby Tempsford (to the east of Blunham) is about to have a huge development on the former RAF Tempsford site. This will be a development of up to 40,000 new homes and a new Science & Technology Park. This development and construction of these houses will create employment opportunities for residents of Great Barford. It can also provide training opportunities in construction skills, helping to address youth unemployment (see <https://www.gov.uk/government/publications/young-people-and-work-interim-report>).

This development will deliver a contribution to the Government's previous economic growth mission (see "The Starting Point", in the "Rebuilding Britain" section of <https://www.gov.uk/missions/economic-growth>, as well as working to the new PM's commitment to "good growth in every postcode".

The rail station at Tempsford is also being redeveloped to add another line layer to facilitate the Oxford to Cambridge East West Rail route. Again, this provides potential employment opportunities. It also means that these high value/knowledge economy cities are accessible locally, and means that higher skilled workers do not need to leave the area. The Science and Technology Park further bolsters this anchoring of high skill, high wage jobs to the area, growing local GVA and average wages.

Closure of Great Barford Bridge due to structural failings would be a massive barrier to the 8,225 residents of Great Barford participating in these economic benefits and opportunities, and could see younger people move elsewhere to live for work.

- 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.

Closure of the bridge would require traffic diversions which would increase journey time and thus vehicular carbon emissions which would negatively impact government plans to achieve Net Zero by 2050.

If an assessment and repairs are not carried out to the bridge, the bridge will have to be closed to vehicle traffic, and a new bridge would have to be constructed in replacement. The construction of a replacement structure would create more carbon emissions in comparison to the repairs. Additionally, due to the structure's status as a Scheduled Ancient Monument, it is unlikely that the structures would be taken down and a new route, including new roads would be required for crossing of the River Great Ouse, this would also add to the carbon emissions of the project. Therefore, repairing the structure would have the minimum impact on the government's plans to achieve Net Zero by 2050.

Failure to carry out remedial works to the bridge would lead to its closure to vehicles. This would have a negative effect on economic development at the RAF Tempsford redevelopment. Due to the bridge being a key route between the new development and Bedford town centre, it would detract the public from commuting to work from southwest of Tempsford.

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.

Because of its strategic importance, and condition, Great Barford Bridge has been identified on the council's "2025-26 Simplified Programme Structures" list, meaning its repair should be prioritised.

The development of the new housing and employment development at Tempsford is a major economic benefit to the area, providing employment and economic benefits to residents in the surrounding area. The Great Barford Bridge is the only direct and viable connection for residents that will benefit from the employment opportunities unlocked at Tempsford.

Additionally, the new Universal Studios site is located in Kempston Hardwick; Great Barford Bridge is likely to see an increase in traffic during the construction and following the opening of the site.

As we have outlined in previous sections, the site is the only viable crossing of the River Great Ouse between Great Barford and Blunham. In terms of strategic network importance, the Great Barford Bridge provides the easiest crossing across the river so that commuters can get to Sandy Rail station in the most direct route.

The structure is considered critical to the social and economic wellbeing of the local community as the nearest public road crossing downstream from Bedford.

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.

In June, Bedford Borough Council sent a letter to stakeholders asking for them to register support for our Structure Fund Bid. We asked them to explain:

- The importance of Great Barford Bridge to their daily operations, community, or services.
- The negative impact a potential closure or restriction would cause.
- To declare support for Bedford Borough Council's bid to secure funding for these repairs.

Further to this, we have received letters of support from

- Richard Fuller MP (the MP for the area),
- Cllr Phillippa Martin-Moran-Bryant (local councillor)

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.

Structures work is prioritised and programmed in line with our Highway Improvement Asset Management Plan for highway assets.

Previous assessment of the bridge found the original stone structure to be able to support 40T assessment live loading and the widening to be unable to support 40T loading with the latest reassessment of the widening find it to be able to support 13T assessment live loading. Following this the western verge was widened to remove loading from being applied to the widening.

Repairs were carried out to the structure in 2011. These included masonry repairs to the underneath of the parapets and some flood plain repairs. Since then, the condition of the structure has deteriorated and further areas require repairs.

Historic England conducted a site visit in February 2025, where they recorded the structures condition to be fair with the parapets in poor condition. Following this an assessment of the parapets was conducted which found them in need of repairs due to their inability to contain a vehicle on impact.

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.

Previous assessments and recent structural reviews have demonstrated a requirement for intervention. Intrusive investigations are underway, currently funded by Bedford Council and will allow for a more accurate determination of the works required.

The expected works that will be required for the structure, would far exceed the annual budget of the Bedford Borough Councils structures, which would likely mean closure of the Scheduled Ancient Monument to vehicles due to safety concerns.

In 2025/26 the Council is supported by the Government with Exceptional Financial Support of £25 million and facing a £32 million budget gap over the next four financial years and therefore is not in a position to borrow additional funds to deliver this scheme.

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 scheme is not delivered, a management plan for decommissioning the structure would be required. The structure spans over a navigable section of the River Great Ouse. Continued deterioration of the structure present a hazard to road and pedestrian users but also to the river users.

The redevelopment of RAF Tempsford will provide new homes, a new Science & Technology Park, and create new job opportunities. If the structure is closed, this would increase journey times between Great Barford and Tempsford, due to a longer diversion route and would detract the public from working in the area.

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.

According to English Indices of Deprivation (2025), Great Barford (LSOA Bedford 004B) is 83% more deprived than other neighbourhoods for "Barriers to Housing and Services"
(<https://deprivation.communities.gov.uk/about-your-neighbourhood/E01017495>).

These barriers have developed because the bridge is the only direct crossing over the River Great Ouse between the communities of Great Barford and Blunham.

The bridge serves the route for the local bus and school bus services. Closure of the bridge does not help to ease access to education and training in Bedford 004B that would help to improve its very average

performance in terms of “Education and Skills” (<https://deprivation.communities.gov.uk/about-your-neighbourhood/E01017495>)

Closure of the bridge also acts as physical barrier to directly accessing (via Blunham) the employment opportunities and rail accessibility that will emerge from the development at Tempsford.

It also prevents existing access to the rail services at Sandy which impacts on current commuters or other travellers.

Therefore, repairing the bridge so that it doesn't have to be closed prevents the very real risk and high impact in the area of community severance.

There aren't any practical alternative routes, therefore closure would add tens of kilometres to round trips for shopping, medical appointments, going to work etc. This would result in lost time for workers and businesses, potentially adding to costs.

- 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 latest data provided (2025, via <https://roadtraffic.dft.gov.uk/count-points/800324>) suggests an annual daily flow of 4,879 total motorised vehicles, broken down as follows:

- Cars & Taxis: 4,126
- LGVs: 643
- HGVs: 64
- Motorcycles: 22
- Buses / coaches: 24

(There were also 36 bicycles recorded)

Great Barford Bridge also provides access from Great Barford to several local footpaths and national cycle routes (NCN) on the other side of the river. Thanks to the A428 / Black Cat roundabout works, it is anticipated that there will be further investments to the network resulting from the associated Designated Funds.

Routes to Tempsford will become more important as the area is developed.

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.

These proposed repairs to Great Barford bridge will benefit the local economy through:

- 1) Secure the connectivity between Great Barford and Blunham, allowing residents a shorter journey time than if the bridge was permanently closed.
 - 2) Maintain convenient local access to Sandy Train Station.
 - 3) Reduce carbon emissions in the area as a result of the reduced journey time
 - 4) Shorter journey times for business vehicles – helping local business' bottom line
 - 5) Assist the connectivity in the area to access the opportunities emerging from the development of the major housing (up to 40,000 new homes & new science & technology park) and East West Rail (new platform) developments at nearby Tempsford, and the associated employment opportunities to residents resulting from this
- 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) Redacted

Present Value Benefits (PVB) Redacted

Benefit to Cost Ratio (BCR) 208.1

- 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.

Costs of repair are based on a high-level cost estimate undertaken for the expected repair costs, provided in supporting documentation, this has been derived using activities from SPON'S and a judgement of the structure's condition. The structure condition has been determined based on a review of previous inspections and extrapolation of condition of the parapets documented in the more recent parapet special inspection carried out in December 2025.

The works include all expected repairs needed to provide safety and serviceability for the medium term.

The estimated cost currently stands at Redacted

We seek £Redacted from the Structures Fund and would add the remaining £Redacted from our capital works programme allocation.

We have already committed to a spend of £285,000 in 2026 for the works which will inform the scheme. These include, the already completed Structural Review, Parapet vehicle containment assessment, and scheduled Inspection for Assessment, Intrusive investigations, Structural Assessment, Structure investigation report and Schedule monument consent from Historic England.

Optimism Bias has been calculated with reference to TAG Unit A1-2 for a Fixed links structure at Stage 1. Therefore, the recommended Optimism Bias is 55%

- 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).

GOV.UK Road traffic statistics was used to calculate traffic flows across the bridge and diversion routes (see www.roadtraffic.dft.gov.uk/count-points/800324)

The diversion route in the case of bridge closure was calculated using route planning tools, and avoiding the Black Cat roundabout, as roads around that site are currently closed long term as part of the re-structuring and routing of the roads around that key junction.

The Tempsford Development information is from the Central Bedfordshire Council Local Plan.

(<https://www.centralbedfordshire.gov.uk/planning-policy/draft-local-plan/new-town-options>)

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.

Non-monetised benefits include the increase in local average earnings in the area, resulting from increased employment opportunities and better connectivity created by the bridge repairs to assist in the unlocking of the Tempsford housing, Science and Technology Park, and rail development. This new development will create several job opportunities as well as improving transport links to Cambridge and Oxford.

There will also be greater connectivity in times of flooding as commuters will have the bridge to take them safely over the flood plain, preventing delays.

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

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

N/A

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

The Engineering Services department of Bedford Borough Council has a large amount of experience delivering infrastructure projects, following the successful delivery of the £18 million

Transporting Bedford 2020 programme and the £22 million Towns Fund projects, as well as several large highway maintenance projects funded by Bedford Borough Council, including significant highway reconstruction projects and bridge refurbishment works. These have been managed by the Engineering Services team and delivered via open tenders, larger framework contracts (e.g. Midland Highways Alliance) or through existing contracts.

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.

We already have Historic England's support for the project via their condition report.

Design: Should we receive the funding, we will begin by creating a working group to schedule the tasks for the repairs into a workable project plan. This is so that we can get the works tendered and the contract awarded ready for 2027.

Consents: Permissions can then be scheduled for the investigative works through 2027. We may need to schedule some restrictions to accommodate this.

Construction: The main body of repair work will take place in 2028 and look to conclude in 2029.

In terms of our procurement strategy, our actions are governed by our Strategic Procurement Board. The board meets regularly to oversee and approve procurement processes for each tender, managed by proposed tenders passing through a series of checks or "gateways"

- Gateway 1 ensures that the procurement strategy is complete, resourced and gives the board a chance to add any additional requirements.
- Gateway 2 is the completion, review and approval of the tender documents before going to market, followed by the contract award report.
- Gateway 3 is the contract management review / benefits realisation report stage, once the tender process has been completed.

It is our intention to procure contractors for these bridge repairs through a framework, most likely through Midlands Highway Alliance.

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 special inspection and intrusive investigations will be conducted prior a structural assessment being carried out. Initial investigations and assessment are currently in progress. The works have been priced and programmed at a high level on the bases of previous inspection findings and extrapolation of the parapet condition to the rest of the structure. Should the condition of the structure be significantly worse, the scope of the repair works would need to increase.

However, contingency in both the price and programme has been made to allow for the condition of the whole structure to be worse than estimated. It is also expected that the works will complete half-way through 2029. This provides a significant programme float to allow for risks to the project delivery.

Delays in the programme may also occur from communication with Historic England. Due to Great Barford Bridge being a Grade I listed Scheduled Ancient Monument, approval will be sought for

any repair works. This risk has been mitigated by early engagement with Historic England, who are, in principle, supportive of the proposed works.

- 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.

Due to the structures heritage status as a Scheduled Ancient Monument and having a Grade I listing, Historic England will need to approve all works that are to be carried out, including the investigative works and repairs. Early engagement with Historic England has confirmed their support for the project, in principle, this is demonstrated in their site visit report of the structure in 2025, in which they recommended that several repairs are carried out to the structure.

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
LA contribution	£285,000	redacted	redacted	redacted	redacted
Other contribution	£	£	£	£	£
Total costs	£285,000	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.

To repair Great Barford Bridge and restore it to a condition in which it will remain serviceable for the next 25 years, is likely to require works costing circa £Redacted. This sum far exceeds the annual budget available for this work to Bedford Borough Council. The annual budget also has to be used to maintain all structural assets within the Bedford Borough area.

In 2025/26 the Council was supported by the Government with Exceptional Financial Support of £25 million, and facing a £32 million budget gap over the next four financial years and therefore is not in a position to borrow additional funds to deliver this scheme.

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.

If repairs to the structure are not undertaken, it is expected that in 2027 measures will need to be taken to reduce the risk of vehicle impact with the masonry parapets. This could include reducing the speed limit over the structure to 20mph, installation of speed bumps at ends of the structure to compel drivers to slow down, or installation of kerbs to contain vehicles to the carriageway.

A more frequent inspection and assessment programme will be required to quantify the capacity and deterioration of the structure. It is expected that without intervention the structure will be pedestrianised due to it being inadequate to accommodate vehicle loading.

It is expected the next 25 years will require an intensive management plan with targeted repairs to prevent urgent defects worsening, which pose a risk to the pedestrian users and river navigators, before eventual decommissioning of the structure.

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.

Costs of repair are based on a high-level cost estimate undertaken by AECOM for the expected repair costs, provided in supporting documentation, this has been derived using activities from SPON'S and a judgement of the structure's condition. The structure condition has been determined based on a review of previous inspections and extrapolation of condition of the parapets documented in the more recent parapet special inspection carried out in December 2025. The works include all expected repairs needed to provide safety and serviceability for the medium term.

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.

A special inspection and intrusive investigations will be conducted prior a structural assessment being carried out. Initial investigations and assessment are currently in progress. The works have been priced and programmed at a high level on the bases of previous inspection findings and extrapolation of the parapet condition to the rest of the structure. Should the condition of the structure be significantly worse, the scope of the repair works would need to increase.

However, contingency in both the price and programme has been made to allow for the condition of the whole structure to be worse than estimated. It is also expected that the works will complete half-way through 2029. This provides a significant programme float to allow for risks to the project delivery.

The bridge spans over the River Great Ouse and adjacent floodplains, periods of high river levels, flood events or prolonged wet weather can restrict access to work areas (particularly to piers, and abutments). Contingency has been allowed for to mitigate this risk, in the form of additional days on site and increased programme.

- 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.

Bedford Borough Council's £285,000 contribution is guaranteed as it has already been programmed into this year for work that would help deliver this project.

The remaining £Redacted from Bedford Borough Council for the three years of repairs would come from our Highways Capital programme and has been signed off in accordance with the Council's Financial Procedure Rules and Scheme of Delegation to Officers (Executive Function, so this amount is certain if the programme is approved by 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?

2027

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

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.

Our in-house Engineering team would manage delivery of the project this would be following our standard project management process; Early Contractor involvement would be sought from the Midlands Highways Alliance to support design and then delivery of the project.

- 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?).

- Click or tap here to enter text. This project has many constraints needing early stakeholder engagement to ensure requirements are accommodated, and meeting deadlines for approvals and permits. Early engagement with Historic England and Environment Agency is essential.
- Regular communication with Central Bedfordshire and National Highways ensures no clashes with other planned network repairs, (eg: A428 Black Cat to Caxton Gibbet works, which will be ongoing during this project).
- Due to age and condition of the structure, robust investigative works and testing must be carried out to confirm required interventions. Known risks are recorded early and managed via project management processes to minimise impact later.
- Procurement options to be confirmed during the early stages of the project (likely via framework).
- Early contractor involvement in parallel with design, allowing construction price and programme to be agreed before construction phase.
- Identify risks so contingency can be applied to minimise risks of cost overruns. Contingency reserved to ensure project delivery continues in the event of cost overruns. Value Engineering assessments carried out throughout project, bolstered by early contractor involvement to agree costs early on.
- Cost fluctuations due to market forces / ongoing global conflicts continue to be monitored. Early confirmation of works particularly sensitive to materials price fluctuations (e.g. resurfacing works). The team will work with contractors to mitigate this risk.
- Risks of material shortages due to nearby important infrastructure / construction projects (Black Cat roundabout, East West Rail, Universal) to be monitored and mitigated through early contractor involvement.

f) Describe the key project controls that will be employed by the local authority to ensure that schemes are delivered on time and in budget. (Maximum 250 words)

Provide details of the methods that the authority uses to ensure timely delivery within budget.

The council uses PRINCE2 project principles to deliver projects. We also have a programme office to support and advise on complex project delivery. To deliver this project in a timely manner and within budget, we will create a project board to oversee the delivery and to which the project manager will be accountable, providing regular reports and updates, and raising issues should they need further action. Our project manager will work with our finance officer to track projected spend to ensure that any risk to spend can be identified early and mitigation enacted. The project manager will meet regularly with the contractors to monitor progress on work packages for the bridge repairs.

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.

Historic England inspected Great Barford Bridge in February 2025. The structure is on the Heritage at Risk register. Following the inspection, Historic England recommended that remedial works were carried out to the structure to improve its condition and preserve it. Historic England is in support of remedial works being carried out to the structure. Permission to carry out the intrusive investigations must be granted by Historic

England prior to them being carried out due to the structure's heritage status as a Scheduled Ancient Monument and Grade I listing. Similar designs will have to be approved by Historic England.

- 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 scheme has been developed with consideration for climate change, by recognising the increasing risks posed by more frequent and severe flood events, prolonged periods of saturation for the structural elements spanning the adjacent floodplains and greater temperature variability imposing more severe expansion and contraction effects. The bridge is a 17-span masonry arch structure crossing the River Great Ouse and adjacent floodplain, making it particularly vulnerable to deterioration from mortar washout, masonry displacement, scour and accelerated weathering. The proposed works will address existing defects but also reduce the likelihood of water ingress and progress deterioration.

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

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

We have undertaken a Carbon Assessment for the repairs to the bridge. This has helped us to determine our Carbon impact score for the Economic Toolkit Spreadsheet.

Further to this, as part of our commitment to reduce carbon through our day-to-day activity and project delivery, Bedford Borough Council has a Carbon Reduction Delivery group, and all projects should seek an Environmental Impact Assessment before progressing.

Our Energy Officer can advise in the tender specification to ensure that contractors can record / monitor performance. A high-level carbon calculation has been undertaken to determine the infrastructure carbon emissions for the expected repair works.

- 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.

Bedford Borough Council is the Local Highway Authority, the planning authority and the local council. Historic England is a statutory undertaker of the scheme and any works to be carried out to the structure must be approved by Historic England. This may prolong the programme; however, time allowances have been included for this.

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)

All proposed projects must complete an Equality Impact Assessment (EIA) before we commence any activity. Our EIA breaks down the activity we are proposing to look at its impact on protected groups. Any perceived negative impact will require a mitigation.

As part of our 3-stage Procurement Gateway process, the EIA is one of the documents that is required to pass the Gateway 1 phase. The EIA is a non-negotiable document that forms part of the papers sent to the Strategic Procurement Board. We cannot proceed to the next stage without all required documents (including the EIA) being approved.

At this stage, we anticipate that the scheme will need to consider the impact of the closure of the bridge as it looks like it will impact heavily on residents with limited mobility, who may depend on their vehicles for going about their day or access to services.

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.bedford.gov.uk/parking-roads-and-travel/transport-policy/transport-bids>

3.3 Declarations

Senior Responsible Owner declaration

As Senior Responsible Owner for [Great Barford Bridge Remedials], I hereby submit this request for approval to DfT on behalf of [Bedford Borough Council] and confirm that I have the necessary authority to do so.

I confirm that [Bedford 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.

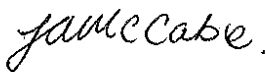
- a) Name: Eric Ilett CEng MICE
- b) Signed:  ERIC ILETT
- c) Date: 31 July 2026
- d) Email: eric.ilett@bedford.gov.uk

Section 151 Officer declaration

As Section 151 Officer for [Bedford Borough Council], I declare that the scheme cost estimates quoted in this proposal are accurate to the best of my knowledge and that [Bedford Borough 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: Julie McCabe



- f) Signed:
- g) Date: 31 July 2026
- h) Email: julie.mccabe@bedford.gov.uk