



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: North East Lincolnshire Council
- b) Scheme / structure name and LHA bridges number: 20/69/52 Deansgate Ramp North
- c) Location (OS Grid Reference) of the scheme/structure (to identify location on map):
- Easting: 526561
- Northing: 409158
- d) Name of Project Manager: REDACTED
- e) Email address: REDACTED
- f) Phone number: REDACTED
- g) What type of eligible structure would your scheme address? (select all that apply)

☒	Bridges	☐	Cutting/embankment
☐	Fly-overs	☐	Tunnels
☐	Retaining walls	☐	Local highway repairs due to landslip
☐	Culverts	☐	Local highway repairs due to collapse
☒	Other structure type (please specify): Brickwork encasement walls		

- 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.

Deansgate Ramp North is a circa 150m long multispan in-situ reinforced concrete structure, enclosed by brick encasements, with a BClcrit of 58.00 and a BClav of 84.85. It was built in 1987 and carries the A1136 Frederick Ward Way from elevation over the railway to the south back to ground level, passing over 2no pedestrian underpasses which pass through but do not support the structure. The A1136 is

part of the local KRN (Key Route Network). The internal reinforced concrete walls act as piers, dividing the structure into compartments. Each internal wall has a circa 600mm square opening to allow passage between spans. The pedestrian underpasses break the structure into 3 distinct sections, each with a single lockable access hatch through the encasing walls.

The primary issue is trapped water from the enclosed nature of the structure, damaged drainage, poor ventilation, failing waterproofing, and rising ground water. This is causing ongoing concrete deterioration manifesting as spalling exposing rebar, cracking, and rust coloured leakage. It is possible that this is also lowering the strength of the concrete, which could be confirmed with additional testing to inform detailed design. This water ingress is also potentially deteriorating the dowel and cup bearings. General weathering and poor water handling detail to the brickwork encasement walls has been observed, and the small ventilation grills in the wall are damaged and blocked. The enclosed nature of the structure, limited access points, and small size off internal access points makes this a problematic confined space to access.

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.

Undertake testing to the concrete and undertake radar surveys to the top of the deck to determine the extent of concrete repair needed. Invasive investigations early in the works will be undertaken to determine the condition of the concealed bearings. Repair the top of the deck (extent of repairs required informed by radar survey), rewaterproof, replace APJs, install any required subsurface drainage, and resurface with a suitable system. Repair all damage to the underside of the deck and the piers, including spalling and cracking, cleaning back rebar to sound metal, and replacement of degraded rebar. Clean out and repair all the surface and subsurface drainage elements; elements for handling ground water will be repaired and potentially upgraded, determined at detailed design. The brick encasement walls are to have all deteriorated bricks replaced, fully repointed, and have a water handling detail installed at the top to prevent water ingress into the spans. The existing ventilation is inadequate, to be replaced with an improved system; consideration must be given at detailed design to ensuring the ventilation is vandalism resistant. Additional access hatches are to be added to all spans, both sides of the structure, with the same key to be used for all of them. The parapet beam is to have any concrete damage repaired, and the expansion joints in it to be cleaned out and resealed with suitable polysulphide material. These works will leave the structure watertight, more accessible for inspection and maintenance, and ventilated to remove excess humidity.

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

No

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

Yes. When the A180 between Great Coates Interchange and Pyewipe Roundabout is closed, the diversion route follows the A1136 through Grimsby town to the A16, north, to return to the A180.

1.2 Understanding the Condition of the Structure

Please set out the current condition of the structure in this section.

- a) Provide evidence that the relevant structure is in need of repair either now or by the end of the 2029/30 financial year. (Maximum 250 words)

Provide details of the process used for determining whether this structure is in need of repair and the timescale in which the repair is needed..

The 2023/24 Principal Inspection of this structure included full Confined Space access, and was undertaken by an independent external consultant. It gave a BClcrit of 58.00 and a BClav of 84.85, which shows the problems with the primary structure of the bridge. It also clearly shows through both the inspectors comments and the photographs / videos the problems with the structure. Historical inspections have unfortunately not involved Confined Space access so a clear historical progress cannot be shown, but the results of this inspection shows the issues as they stood at the time. The PI is included as an appendix.

- 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.

- 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.

Unknown, but it is a possibility. If the structure is found to have significantly degraded on the next routine inspection such restrictions may have to be considered. Previous PIs didn't include Confined Space access, meaning we do not have a history of deterioration to project from. Extreme weather events could also increase deterioration.

- 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.

- 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.

No, but it is a possibility. If the structure is found to have significantly degraded on the next routine inspection such measures may have to be considered. Previous PIs didn't include Confined Space access, meaning we do not have a history of deterioration to project from. Extreme weather events could also increase deterioration.

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: 58.00

BCI Ave: 84.85

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.

Item 11 Pier/column, items 15&16 drainage, item 17 waterproofing, item 24 surfacing, and item 35 walls are all negatively contributing to the BCI scores. Previous inspections within the 5 year window have not included Confined Spaces inspections, so how they have changed over that time is not known.

The piers are rated 3B, with extensive damp (including rusting stains) and localised spalls exposing the rebar.

The drainage is rated 5C (superstructure) and 2C (substructure). This is caused by blocked gullies cracked manhole covers internally, and issues with the drainage piping.

The waterproofing is rated 3E; while it could not be directly observed, the staining to the soffit and walls show it is failed.

The surfacing is rated 3B, only the expected wear from traffic.

The encapsulation walls are rated 3E, with overall poor condition, mortar loss, and crumbling bricks.

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.

Grimsby is a key town in North East Lincolnshire, located on the south bank of the Humber River. Its economy has grown around the area's East Coast location and the continued development of North East Lincolnshire's ports. The ports and logistics sector remains one of the area's largest employers, supporting more than 7,500 jobs across the Humber and associated supply chains.

The completion of maintenance and improvement works to Deansgate Ramp North in Grimsby town centre supports the Government's Better Connected Integrated Transport Strategy by extending the structure's life by approximately 60 years. This protects a critical route within the town centre and strengthens access to the retail, commercial and employment areas it serves, and retains safe sustainable travel routes into the town centre for the local community.

The structure provides access to 359 local and national businesses in the retail heart of Grimsby, with a current rateable value of £2,778,500. The risk and impact of closing this key road in the borough and potential associated claims for disruption/failure of business due to restriction of vehicular access (which includes impact on business rates payable to the council) is significant.

Deansgate Ramp North also supports traffic movement across the wider area, as a diversion route for the A180 Strategic Road Network, providing an alternative route from the west to the Free Port of Grimsby, is an important route for emergency services, and enables access to Grimsby Hospital from central Grimsby and the industrial employment zones along the South Humber Bank.

- 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.

Repairing Deansgate Ramp North supports national, regional and local policy objectives by maintaining a safe, reliable and resilient transport link into Grimsby town centre and the wider highway network.

- **Statutory Highway duty:** The scheme supports the Council's duty under the Highways Act 1980 to maintain highways in a safe and serviceable condition by addressing deterioration and reducing risks to users.
- **Asset management:** It aligns with *Well-Managed Highway Infrastructure* by taking a risk-based, preventative approach before defects create greater safety, serviceability or cost pressures.
- **Better Connected Integrated Transport Strategy:** Deansgate Ramp North is a key bus route and town centre access corridor. Maintaining it supports dependable journeys for drivers, public transport users and other highway users.

- **Net Zero and decarbonisation:** Extending the life of the existing structure will reduce carbon impacts compared with full replacement, while protecting access to Grimsby Docks, the Humber region, offshore wind and carbon capture activity.
- **Cycling and Walking Investment Strategy:** The scheme helps retain direct local routes and avoids lengthy diversions that could displace users onto busier roads or junctions. Additionally, it could push users to a motorised form of travel over walking or cycling due to the increased distance.
- **Air Quality Strategy:** By maintaining efficient traffic movement and supporting direct active travel and public transport corridors, the scheme helps limit congestion and associated air quality impacts.

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 project aligns with the council plan priorities of a stronger economy and stronger communities. The completion of the works will support new and existing businesses by ensuring the structures serviceable life is extended by approximately 60 years, without the risk of potential closure. This project directly links to the Local Transport Plan and to the strategic outcomes of the councils Economic Strategy, through investment in improved transport infrastructure and connectivity to support economic growth.

This structure supports the A1136, one of the main A roads through Grimsby, and provides direct access to the main retail centre of Grimsby including the main access point for deliveries to the Freshney Place shopping centre which is home to approximately 80 retail and independent businesses alone.

Freshney Place Shopping Centre is currently undergoing major redevelopment at its western end which when complete will see new business including leisure, retail, and hospitality created boosting the local economy. If the works are not completed it may severely impact the serviceability and access to these new businesses in Freshney Place and access to businesses across the wider Grimsby Town Centre.

North East Lincolnshire Council as highway authority has a statutory duty to maintain the public Highway as detailed in Section 41 Highways Act 1980. If the Council fails in its duty, there is potential for financial consequences from civil lawsuits that may be filed against the Council for collapse of business through failure to maintain the highway.

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 scheme is identified on the local transport plan forward programme however is undeliverable within existing available budgets. This scheme has been approved for submission by the Councils Business Development Group which includes but is not limited to the councils S151 Officer, Assistant Service Directors, and Monitoring Officer. The Portfolio Holder for Housing and Infrastructure supports the completion of the scheme to ensure this route is protected for the residents, businesses and visitors to North East Lincolnshire.

Internal teams have been consulted and are supportive of the proposed programme regarding deliverability and availability of roadspace, proposed diversion routes and timescales for delivery. This includes the Project Management Office, Streetworks Team, Traffic and Transport Team, Highway Maintenance Team, Drainage Team, and Street Lighting Team.

The structure is wholly within the highway maintainable at public expense, so no permissions are required from external stakeholders to deliver the scheme; however all statutory undertakers and network rail will be consulted directly in due course with detail on works proposed. No statutory undertaker diversion works will be required as most of their apparatus runs underneath the subway rather than along the structure itself.

- 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.

Structural needs are assessed using the Structures Scheme Risk Matrix, which balances local needs and risks in a bespoke manner. It takes into account the recommendations and best practices from Well Managed Highway Infrastructure (CoP 2016) and the DMRB in the form of Deterioration Risk and the Network Risk of closures.

The Deterioration Risk accounts for the impact on the structure itself and includes accounting for loss of remaining service life which could be safeguarded, increase in Whole Life Costs, risk of failure, risks to the public and third party infrastructure, Heritage impact, and unusual issues related to replacement and environmental risks.

The Network Risk reflects the importance of the structure to the network, accounting for traffic volumes, alternative routes, industrial impact, public perception, special usage (eg abnormal loads), disadvantaged areas and vulnerable people, and use as diversion routes.

This structure scores High-Medium (4 out of 5) overall rating due to the importance of in-town traffic to the area and highlights that the structure requires urgent maintenance to secure asset life.

These works have not been completed to date as the expected costs of the works is far beyond what local funding can accommodate. The LTP budget for structures schemes is around £300k per year. The estimate for this scheme is £4.189m (Appendix B), meaning it would be nearly 14 years of structures funding for this scheme alone which is not practicable for both the build time and having regard to other works proposed to be undertaken on the network.

- 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.

NELC follows an asset management approach to the prioritisation of highway maintenance funding. Funding is primarily focused on road infrastructure, but an increasing number of highway structures are now reaching the point in their lifecycle where critical maintenance is required.

Additional funding is therefore needed to support limited maintenance allocations of £4,516,349 in 2026/27, £5,016,000 in 2027/28, £5,422,000 in 2028/29 and £6,199,000 in 2029/30. Highway

structures are similar in scale and cost across small and large authorities, placing particular pressure on smaller authorities such as NELC where limited maintenance block allocations must be spread across a range of highway assets.

This scheme has been prioritised over other structures requiring repair across the borough through the NELC Structures Risk Matrix. Its prioritisation reflects both the risk presented by the structure and the importance of the route it carries.

The deliverability of the scheme through this Fund has also been considered. The estimated costs are far beyond the scope of delivery through DfT Highway Maintenance allocations alone, making external funding necessary if the works are to be progressed within a realistic timeframe.

The structure itself, and the road it carries, are of critical local importance. When used as a diversion route for the A180, the route also has national significance because it provides an alternative route from the strategic road network to the Free Port of Grimsby.

Maintaining this route therefore supports local network resilience and wider economic activity, given the level of national and international trade that passes through the Port.

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.

This road directly serves Freshney Place shopping centre, which is currently being renovated by the Council and will include a cinema, and other leisure retail and hospitality facilities. It also provides access to car parking for Freshney Place and the wider town centre. If the road is forced to close, access to these facilities will be reduced, resulting in lengthy diversions for vehicular traffic, financial loss to the local economy, increased risk to the success of the Freshney Place development, and a reduced quality of life for local residents.

If the pedestrian underpass is closed, the diversion route for pedestrians will be noticeably longer, discouraging highway users from travelling on foot. The underpass links the disadvantaged West Marsh area to facilities in the town centre, so closure would reduce access to those facilities, discourage active travel, and reduce footfall for town-centre businesses.

The road also serves as an alternative route for traffic to the Grimsby Free Port. If it is unable to carry HGV and abnormal load traffic, network resilience for the port would be reduced and longer diversions imposed risking additional congestion on wider key route corridors. The port is a key economic driver for the area and serves energy infrastructure of national importance, serving 54.1m tonnes of cargo in 2019.

Without repair, the structure is likely to require weight limits and may eventually need to close. Delayed maintenance would increase whole-life costs and negatively affect the lifecycle plan for this structure.

h) If applicable, explain how the scheme helps prevent the likelihood of community severance for all transport modes and the impact that this severance would have or already has. (Maximum 250 words)

Answers should explain the impact on connecting local people to facilities, services, employment, education and local communities. The response should also summarise the extent of diversions for communities, which modes are impacted and how. Applicants may wish to use the guidance in TAG A4-4 Social Impact Appraisal.

The impact on local people would be significant should this scheme not progress causing the bridge to be closed within 20 years. Local residents and businesses would have to use alternative routes to access facilities, services, and employment in Grimsby Town Centre.

Pedestrians and cyclists using the underpass to access the town centre would have a diversion of 0.75km, utilising routes adjacent to live carriageways rather than the off road pedestrian underpass. Cyclists would have to dismount and use footways due to one way traffic restrictions on the alternative route.

Vehicles including HGVs would have a 4.3km diversion on other already busy main routes through the town, resulting in additional delays through congestion and which will also result in environmental impact on air quality to wider residential areas of Grimsby along the diversion routes. This would result in increased cost for fuel, delays to deliveries and deter residents, workers and businesses from visiting or utilising the town centre which would have a negative impact on the local economy.

Access to key health and education centres from the north of this structure would also be impacted with 3.4km diversions on existing route lengths required to access Grimsby College and a 3.2km diversion to continue on to Grimsby Hospital. This diversion would also have to be utilised by the emergency services should the structure have to close which may impact on response times to emergencies or for urgent access to emergency medical care for the public.

- 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 AADT for A1136 Frederick Ward Way is as follows:

All motor vehicles 13,648, consisting of the following:

- Cars and taxis 12,001,
- LGVs 1444,
- HGV's 107,
- Pedal Cycles 322,
- Motorcycles 69,
- Buses and coaches 27.

The 4.3km diversion required would result in traffic having to use the A1243, A46, and A16 back to the A1136 and vice versa. The A1243 alone carries an average of 18512 vehicles a day, A46 Weelsby Road 21,799 vehicles a day, and A16 Peaks Parkway an average of 15,471. The additional diverted traffic would result in significant congestion on these alternative routes, and a severe impact for local residents and businesses.

An average of 937 people access/egress the town centre through the pedestrian underpass daily (8am - 2pm alone); this figure includes cyclists and users of mobility scooters/wheelchairs. Alternative routes would mean these users would have to travel via existing narrow footways on Cartergate, safely negotiate three arms of the A1243/A1136 Junction on controlled crossing points, then along Deansgate Bridge to Church Lane to re-access the Town Centre past Grimsby Minster into St James Square. This route could be challenging for people of limited mobility due to the gradients on Deansgate and Church Lane.

There is no suitable alternative route for cyclists so they would have to dismount and walk along the pedestrian diversion along Cartergate to rejoin the main carriageway to travel on road via Deansgate and Church Lane into St James Square.

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.

Completion of the project will extend the life of the structure by approximately 60 years while reducing the Council’s carbon emissions. Maintaining an existing structure has a significantly lower carbon footprint than full replacement, particularly where maintenance is proactive rather than reactive.

- Demolishing and rebuilding a bridge requires carbon-intensive materials such as cement and steel, as well as heavy machinery and the transport of demolition waste.
- Routine maintenance, including crack sealing, anti-carbonation coatings, and replacement of bearings or expansion joints, uses only a fraction of the materials and machinery required for full replacement.
- Prolonged bridge closures would divert thousands of vehicles onto longer routes, increasing fuel use and potentially producing more carbon over a few months than the maintenance works themselves.

Closure of the bridge and road would significantly increase journey times for all users travelling to the town centre or moving east-west through Grimsby. Vehicle journeys that currently take around 2 minutes could increase to approximately 26 minutes during peak periods, with an additional 10 minutes in off-peak conditions.

- This would increase congestion on alternative routes.
- Additional traffic delays would reduce accessibility to the town centre.
- The viability of town centre businesses could be directly affected by reduced access and increased journey uncertainty.

Pedestrians would face an additional 8-minute walk via the diversion route. This route includes varying gradients, narrow footways and four controlled crossing points across main roads. These conditions may discourage walking and limit access to critical services in the town centre and beyond.

- 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)	2,019,398
Present Value Benefits (PVB)	29,331,886

Benefit to Cost Ratio (BCR)

14.5

- 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.

Scheme costs were developed using recently completed large-scale structural schemes for similar works, contractor estimates for pre-works investigations, and local rates for design and supervision. The original 2024 costs were inflated using the Office for National Statistics Construction Output Price Indices for non-housing repair and maintenance, considered the most appropriate construction-specific inflation measure. The TAB reviewed the costings, with additional input from a Quantity Surveyor.

Operational maintenance costs include an assumed average annual inflation rate of 4%.

Optimism Bias for capital costs is based on TAG Unit A1-2. As the scheme is a Fixed Link Scheme at Stage 1, the recommended uplift of 55% is applied.

OMR costs in the Costs tab are taken from section 2.4C of the main application. General and Principal Inspections have been included. In the Without Scheme case, these are replaced by 10 years of Special Inspections before restarting after the replacement structure is delivered in 2046. Inspection costs are based on the current inspection framework contract.

A yearly allowance of £500 has also been included in both cases for street sweeping, gully clearance and reactive maintenance, with inflation applied. Due to the checking methodology, costs before 2029 have been included in 2029 because Input Checklist E44 does not allow entries outside the Appraisal Period.

The diversion starts in 2046 for two years for the replacement of the structure. In order to show the road reopening after reconstruction restriction 2 applies to no vehicles (road open). This causes input check E35 to fail.

- 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).

Area type of scheme based on it being located in MSOS E02002728 which is classed as Other Urban.

Demand values were derived from count data at DfT site 8633 which is located north of the site on the A1136 Frederick Ward Way (526800,409500). Manual count data from 2025 was extracted to provide Annual Average Daily Flow by vehicle type.

The with-scheme route length has been determined based on the structure being the main access route between between the Bargate / Dudley Street Junction and the Frederick Ward Way / Cartergate Junction. A without-scheme diversion reroutes traffic between these locations via the same classification of road (A Road).

The with-scheme journey time is based on the flow-weighted northbound and southbound journey times in the AM period according to Google Maps. A comparison with the PM period showed very little variation in the northbound and southbound journey times. The travel time is the same in each direction so there is no change for the weighted time.

Similar to the with-scheme scenario, the journey time with diversion is based on the flow-weighted northbound and southbound times in the AM period (again, the AM period showed consistency with the PM). For the flow-weighting, count data from a point on Weelsby Road (99602, 2021 manual count) has been used because this road has a significant impact on diversion route journey time.

Please see the calculation file "Appendix C- Structures Fund Congestion Banding - NELC" which includes details of the congestion band calculation.

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.

- **Footfall Supression:** Deansgate Ramp North acts as a major gateway into the Grimsby town centre and the nearby Freshney Place shopping centre. Road closures or overnight restrictions deter evening shoppers and diners, causing unquantifiable financial stress to local independent retailers and hospitality venues.
- **Supply Chain Friction:** Because the bridge feeds directly into central commercial arteries, local businesses suffer from unpredictable delivery windows and delayed stock arrivals, impacting daily operations without direct compensation.
- **Public Transport Delays:** Structural works to Deansgate Ramp North directly affect arterial bus routes leading to and from the central Riverhead Exchange. Commuters face minutes lost waiting for delayed buses or navigating diverted routes.
- **Pedestrian and Cyclist Vulnerability:** Major works to this structure require shifting pedestrian flows. Displaced pedestrians, school children, and cyclists are forced onto unfamiliar or narrower temporary pathways, increasing the baseline risk of minor accidents or near-misses with traffic.
- **Emergency Response Times:** Even minor bottlenecks on Deansgate ramp north can delay blue-light emergency services navigating through North Grimsby, a critical safety factor that is difficult to price dynamically.
- **Localised Air Quality Drop:** The stop-and-start traffic caused by temporary signals or lane closures increases idling emissions. This temporarily reduces air quality for nearby residential pockets along Cartergate, Frederick Ward Way, Dudley Street and Church Lane.
- **Noise and Light Pollution:** Overnight planning and resurfacing creates short term invasive noise during late-night hours, deteriorating the sleep quality and well-being of residents living immediately adjacent to the bridge deck, and visitors staying in the adjacent St James Hotel.

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 alternative or previous economic assessment has been undertaken for this scheme. The economic assessment for this bid has utilised the economic toolkit provided through this funding application.

Present Value Costs (PVC)	n/a
Present Value Benefits (PVB)	n/a

Benefit to Cost Ratio (BCR) n/a

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

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

2.3 Commercial Case

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

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

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

The scheme will be delivered through North East Lincolnshire Council's established Project Management Office (PMO), which provides dedicated project management, governance, risk management, stakeholder engagement and financial oversight functions. Delivery is led by a Project Manager reporting through the Senior Project Manager, Business Manager and Head of Project Management, ensuring clear accountability and effective decision-making throughout the project lifecycle (see Appendix B: PMO Structure).

The PMO have extensive experience in delivering large scale highway structures works, most recently the major projects team have successfully delivered two large grant funded structural maintenance projects on the A180 in Grimsby, namely Gilbey Road Flyover and Cleethorpe Road Flyover, both projects included similar above deck works including deck repairs, waterproofing resurfacing and replacement of joints. The major project team are also currently on site with another structures scheme on the A180 for the repair of Alexandra Dock Bridge directly adjacent to the Port of Grimsby main entrance.

The Project Management Office have confirmed they have the capacity to support the procurement and delivery of this project if successful.

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.

High level delivery plan as follows:

- Business development group – approval of bid submission and council contribution to project
- Section 151 Officer Sign off of submission
- Bid Submission – Deadline 3rd August
- Funding Award – Autumn 2026

-Formal acceptance of funding- council procedure – formal officer and leadership acceptance of funding.

-2027/28 undertake additional non invasive testing including GPR to the structure to inform the extent of deck repairs required, topographical surveys, drainage surveys to inform detailed design and mitigate risks of unknowns in delivery.

- 2027/28 Procure external consultant to undertake detailed design

- 2028/29 Tender preparation – procurement – project mobilisation

- 2029/30 Delivery on Site, (top deck works priority to seal from water ingress, below deck works undertaken concurrently, subject to detailed design and contractor programme), works complete.

-2030/31 Retention check and completion of maintenance period for contractors works.

Procurement Strategy: The Council anticipates procuring this project through a competitive tender process in accordance with the Procurement Act 2023. Subject to funding approval and finalisation of the procurement strategy, it is currently expected that a below threshold Open Procedure will be utilised to ensure a transparent, fair and competitive procurement process, providing the market with an equal opportunity to bid for the contract. The final procurement approach will be confirmed prior to commencing the procurement exercise and will be undertaken in compliance with the Council's Contract Procedure Rules and all applicable procurement legislation.

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.

For detailed project risk framework – See Appendix D

Risk Event		Consequence/Mitigation
Road Closure/Weight restrictions	Medium	If funding is unavailable and the structure deteriorates beyond safe reactive maintenance, the highway authority may need to close Deansgate Ramp North to protect highway users. Closing a primary route would create significant strategic risk, including disruption claims, impacts on local businesses and potential loss of business rates.
Stakeholder Issues	Low	The public, transport bodies, local businesses and industry will be notified of relevant traffic management measures through normal highways project communication channels.
Capital Funding	Medium	Required funding should be identified and secured in advance, with written commitments where needed. An LTP contribution is identified for 2029/30, with remaining funding sought from DfT Structures Fund. The scheme will not progress without secured funds.
Cost Overrun	Low	Investigatory assessments and detailed design will be completed in year 1 of the 3 year programme. Cost estimates are based on recent structural tendered rates and a comparable construction approach, helping mitigate inaccurate costings. A 20% contingency allows for unforeseen costs and inflationary factor applied.
Statutory duty	High	Failure to meet the Council's highway maintenance duty could result in civil claims, including those linked to business impacts from an unmaintained highway.

Delivery Overrun	Low	Realistic programme timescales are identified and will be monitored by the project manager. Early contractor involvement will help identify and mitigate delivery risks before they affect the programme.
Technical Issues	Low	Robust estimates and appropriate contingency are included in the scheme budget. Regular risk monitoring will help identify and mitigate technical risks early.

- 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.

Plans of statutory undertakers equipment have been obtained and show that the only equipment in the work area is under the active pedestrian underpass, and feeding the lighting assets on the bridge. There is no intention to move or alter the underpass so that equipment will be entirely unaffected, and the remaining feeder cables to the street lights are owned by the NELC Street Lighting assets team and are therefore internal to our organisation. Following contract award the successful contractor will consult with the statutory undertakers but the equipment being unaffected makes the consultation purely a courtesy.

Network Rail – Structure not over railway, but within 100m, advance notification and communication will be required if bid successful.

Anglian Water – No diversionary works required – usual scheme communication

Northern Powergrid - No diversionary works required – usual scheme communication

Cadent Gas- No diversionary works required – usual scheme communication

BT- No diversionary works required – usual scheme communication

River Authority/Environment Agency - Structure not over a watercourse - Courtesy Notification

Local Highway Authority teams – Streetworks/ Street Lighting/Highway Maintenance/ Drainage/ Traffic/ Ecology - usual scheme stakeholder communication and coordination.

2.4 Financial Case

- a) Provide estimated outturn costs (£million) for the scheme in the table below. The table should be completed with total costs, requested DfT investment, LHA contribution and third-party contributions. Only capital funding costs should be included in the table.

To note, the prospectus sets out that:

- schemes should be delivered by end-2029/30.
- schemes with early delivery (i.e. in 2026/27) may be prioritised.
- schemes should not be affordable from existing LA budgets.
- local contributions are required for proposed schemes.
- preference will be given to schemes with higher local contributions and/or those where there is a high percentage of local contribution.
- preference will also be given where the local contribution is:
 - not from other central government funding sources.
 - partially funded from other third-party sources.

	2026/27	2027/28	2028/29	2029/30	Total
Requested DfT investment	£	0.553	0.15	3.287	3.989
LA contribution	£	£	£	0.2	0.2
Other contribution	£	£	£	£	£
Total costs	£	£	£	£	£

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.

NELC follows an asset management approach to prioritisation of highway maintenance funding. Funding is primarily focused on road infrastructure, but an increasing number of highway structures are now reaching the point in their lifecycle where critical maintenance is required.

Additional funding is therefore needed to support limited maintenance allocations of £4,516,349 in 2026/27, £5,016,000 in 2027/28, £5,422,000 in 2028/29 and £6,199,000 in 2029/30. Highway structures are similar in scale and cost across both small and large authorities, which places pressure on smaller authorities such as NELC where limited maintenance block allocations must be spread across a range of highway assets.

This scheme has been prioritised over other structures through the NELC Structures Risk Matrix. Its prioritisation reflects the risk presented by the structure and the importance of the route it carries.

The deliverability of the scheme through this Fund has also been considered. The estimated costs are far beyond the scope of delivery through DfT Highway Maintenance allocations, making external funding necessary if the works are to be progressed within a realistic timeframe.

These works have not been delivered to date as the expected costs of the works is far beyond what local funding can accommodate. The LTP budget for structures schemes is around £300k per year. The estimate for this scheme is £4.189m, meaning it would be nearly 14 years of funding for this scheme alone which is not practicable for both the build time, disruption, and having regard to other works proposed to be undertaken on the network.

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.

Predicted costs over 60 years. Future inflation assumed 4%/year.

Without scheme

Managed decline of the structure, estimated 20 years remaining service life, replacement at 20 years. Works envisaged include:

- Immediate replacement of existing APJs including nosing repairs, £365,613.75 See Table 1, Appendix E.
- Misc smaller works estimated at £15k.

- Special Inspections, last ten years of life at £1,300 (current inspection framework) per inspection. Adjusted for future inflation, £25,952 total.
- Replacement of structure when necessary, estimate 20 years. WGA toolkit (2019) gives Total Gross Replacement cost of £7.38m. Adjusted for inflation to 2046 gives £21.7m.
- Expansion joint replacement of new structure after 20 years. Design unknown, expected that modern design allows for longer spans and fewer joints. No nosing repairs due to replacement being at end of joint design life rather than when expired. See Table 2, Appendix E.
- **Total £1.3m plus adjusted replacement cost of £21.7m = £23m.**

With scheme

No bridge replacement as it is expected that the maintained bridge will still have remaining service life throughout. Anticipated works include:

- Replace joints, 2046 and 2066. No nosing repairs and not life expired therefore lower cost per linear m have been used. See table 3, Appendix E. Adjusting for inflation at 4% per year, at 20 years is £414k and at 40 years is £907k.
- Re-waterproof in 40 years. Taking an estimate of £1.1m from the scheme estimate gives £5.3m in 40 years time.

Total scheme £4.2m plus £6.6m = £8.8m.

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 scheme cost was developed using recently completed large scale structural schemes for similar works, estimates from contractors for pre work investigations, and typical local rates for elements such as design and supervision. These costs were initially generated in 2024 and have been adjusted for inflation using the Construction Output Price Indices (non-housing repair and maintenance) from the Office for National Statistics; we believe this to be the most accurate method for construction specific inflation. The TAB has reviewed the costings and given additional input from a Quantity Surveyor.

A rate of 20% contingency has been chosen to reflect the reduction in unknowns allowed by the pre work investigations. We have demonstrated the accuracy of these investigations in similar local schemes, especially the use of GPR scanning to show deck condition. Without these investigations a rate of 40% would have been preferred.

Unlike many bridges this structure does not cross a railway line or watercourse. This removes items for Network Rail and CRB / EA / IDB approvals, which are difficult to predict in both time costs and budget.

e) Explain the financial risks that have been considered and factored into the estimate and what contingency is allowed for.

Explain the key risks and their impact on the cost and programme, including how these link to the overall contingency allowed for in the estimate.

The estimate includes a 15% uplift for contractor overheads, profit and contractor-held risk, as recommended by the TAB. This has been applied to the total direct costs and covers risks managed by the contractor, including temporary works design, construction methodology and any contractor-led design changes.

A 20% contingency has also been included for unforeseen issues. Although around 40% would normally be expected at this stage, the lower allowance is considered appropriate because additional investigation works will reduce uncertainty around the structure's condition. Similar testing has previously identified otherwise unknown factors, such as the condition of the top of the deck, giving greater confidence in the scope and cost estimate.

The main programme risk relates to weather during waterproofing, which must be applied within strict manufacturer requirements. Unsuitable weather could delay works when no other above-deck activities can progress, extending the construction period and increasing associated costs. Additional contingency has been included for this risk (£42.7k).

No specific material lead-in risks are currently known. The proposed elastomeric bearings are not expected to present procurement issues unless the contractor's design changes the bearing specification, which would fall within the contractor-held risk allowance. Temporary works, including jacking methods, will also be developed by the contractor and reflected in their programme.

The overall risk profile is further reduced by the absence of railway or watercourse interfaces, or diversion of statutory undertakers' apparatus. This removes significant third-party approval and programme risks, supporting the 20% contingency while still allowing for residual unknowns and normal construction risk.

- 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.

North East Lincolnshire Council (NELC) receives funding for local highway maintenance from the DfT through the annual highway maintenance block (HMB) allocation, which is received through the Greater Lincolnshire Strategic Transport Authority. Funding is set out for a four year period with confirmed allocations of £4,516,349 in 2026/27, £5,016,000 in 2027/28, £5,422,000 in 2028/29, and £6,199,000 in 2029/30.

A portion of this funding is designated as incentive funding and will be subject to NELC demonstrating we comply with best practice in highway maintenance including following a risk based, whole lifecycle approach to highway maintenance programmes. NELC is confident in its evidence to support compliance with incentive funding requirements to ensure full allocation of funding is received in each of the four years where funding levels have been confirmed.

Funding beyond the four year period defined above has not yet been confirmed by the DfT but similar levels of in year funding are anticipated to ensure local highway authorities can fulfil their statutory duty to maintain the highway maintainable at public expense. This funding is for all parts of the highway network including roads, bridges, cycleways and lighting columns. The local contribution of £200,000 to this funding bid is identified from the 2029/30 highway maintenance

block allocation, the level of contribution has been defined having regard to the core maintenance need across all highway assets, and having regard to the distribution of formula funding including works required to other structures in year.

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?

Spring 2029

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

Autumn 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.

North East Lincolnshire Council will deliver the scheme through its established Project Management Office (PMO), which provides a structured and controlled approach to project delivery from development through to completion. The PMO operates a defined governance framework aligned to the Council Plan and utilises recognised project management methodologies based on the project lifecycle and RIBA plan of work. The scheme will be led by a dedicated Project Manager supported by the wider PMO team, including senior project management, governance, finance, stakeholder engagement, and assurance functions. Clear accountability is maintained throughout delivery, with progress reported through formal governance arrangements and escalation routes. The project will progress through structured phases including initiation, planning, delivery and closure. Gateway reviews will be undertaken at key stages to provide assurance that the project remains viable, affordable and deliverable before progressing to the next phase. Delivery performance will be monitored through monthly highlight reporting covering programme progress, milestone achievement, financial performance, risks, issues, and dependencies. Active RAID management will ensure emerging risks are identified early and address through appropriate mitigation and escalation processes. Any proposed changes to scope, programme or budget will be managed through formal change control procedures, ensuring that impacts are assessed and approved before implementation. Following completion, the project will undergo formal handover, benefits realisation monitoring and lessons learned reviews to ensure the intended outcomes are achieved and organisational learning is captured.

e) Explain the key delivery risks and challenges and how the local authority intends to address them. Answers should also explain any financial risks and how any cost overruns will be addressed by the local authority. (Maximum 250 words)

Explain how key financial risks are being managed and mitigated. Explain how other risks are being managed (e.g. are there any points of complexity or requirements regarding planning or land ownership?).

The Council recognises that major infrastructure schemes can be affected by a range of delivery risks, including programme delays, inflationary pressures, supply chain constraints, unforeseen site conditions, stakeholder requirements and statutory approvals. Scheme specific risks will be actively monitored through the project RAID process and reviewed throughout the project lifecycle. The PMO operates a formal risk management framework requiring risks, issues, assumptions and dependencies to be identified, owned, reviewed, and escalated where necessary. Risks that exceed project tolerances or have the potential to affect delivery, costs, quality or reputation are escalated through the defined governance routes to ensure timely intervention and decision making. Financial risks are managed through robust financial governance arrangements including regular budget monitoring, committed cost tracking, forecasting and variance analysis. Project Managers are required to maintain accurate financial information and report the financial position through monthly governance reporting. Any proposed changes that affect cost, scope or programme are subject to formal change control and impact assessment before approval. This ensures that financial implications are fully understood and appropriate mitigations are identified before decisions are taken. Project Risk Framework see Appendix D.

- 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 employs a comprehensive programme of project controls through its PMO governance framework. Projects are managed through a structured lifecycle with gateway reviews providing assurance at critical decision points before progression to subsequent stages. Project performance is monitored through monthly highlight reports which provide oversight of project progress, milestone achievement, budget position, forecast out-turn, risks, issues and dependencies. This enables early identification of emerging concerns and timely corrective action where required. Contract administration and document management will be undertaken through the Council's corporate FastDraft system, providing enhanced control of contractual obligations, document version management, approval workflows, and audit records, thereby supporting effective cost, quality, and programme management. The Council maintains active RAID management throughout delivery. Risks, assumptions, issues and dependencies are reviewed regularly, assigned to accountable owners and escalated where they threaten delivery objectives or agreed tolerances. Robust financial controls are in place, including budget monitoring, expenditure tracking, forecasting, and variance reporting. Financial information is reviewed through governance processes to ensure appropriate oversight and accountability. Formal change control procedures are applied to any proposed changes affecting scope, programme, budget, or quality. All changes are subject to assessment and approval before implementation, thus helping to prevent uncontrolled scope growth and cost escalation. Further to this, stakeholder engagement, lesson learned reviews, benefits realisation monitoring, and structured reporting arrangements provide additional assurance that projects remain aligned with objectives and deliver value for money whilst maintaining programme and budget discipline.

- 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.

Deansgate Ramp North does not cross a railway line or watercourse. This removes items for Network Rail and CRB / EA / IDB approvals, which are difficult to predict in both time costs and budget. All works are contained within the highway maintainable at public expense and there is also no statutory undertaker apparatus within the affected parts of the structure (apart from the Street Lighting feed cable), so no utility diversions are required for the works to progress removing any risk for delays for permissions and diversion of statutory undertakers apparatus.

- 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.

NELC has committed to reducing organisational carbon emissions to net zero by 2030 and has developed a Carbon Roadmap to support this target. The proposed works will extend the structure's life by approximately 60 years while helping to reduce carbon impacts. Demolition and reconstruction requires carbon-intensive materials such as cement and steel, heavy plant, and the transport and disposal of waste. By contrast, targeted maintenance, including crack sealing, and replacement of bearings or expansion joints, uses substantially fewer materials and reduces the need for major works. Avoiding prolonged closures also helps prevent vehicle diversions, which can increase journey lengths, fuel use, and emissions. NELC is also reducing carbon impacts through trials of lower-carbon surfacing options, including warm mix asphalt, single-layer surfacing, recycling of asphalt arisings, and use of local supply chains to prolong asset life and reduce resurfacing emissions. The highway network and structures are increasingly exposed to adverse weather, heat damage and flooding. NELC is responding through polymer-modified binders and bitumen with higher softening points to improve asphalt resilience in hot weather. Since 2025, NELC has also used AI to support monitoring of road condition data and better inform preventative maintenance. Effective drainage maintenance remains critical, as failures can lead to surface deterioration, concrete damage, and increased costs. Ongoing monitoring will be supported by a new central drainage asset management system, due to be trialled within the next 2–5 years, to improve management of runoff, cleansing issues, and high-rainfall events.

- 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).

To ensure North East Lincolnshire Council measures, manages, and reduces capital carbon across the project lifecycle, a carbon management plan will be produced in line with PAS 2080. The plan will support carbon reduction through option appraisal, design, procurement, construction, maintenance, and operation. The proposed approach also supports a whole-life asset management strategy by prioritising timely intervention, reducing avoidable deterioration and limiting the need for more carbon-intensive works in the future. Undertaking maintenance to Deansgate Ramp North will have a significantly lower carbon footprint than full replacement, particularly where maintenance is proactive rather than reactive. Demolishing and rebuilding a bridge would require carbon-intensive materials such as cement and steel, alongside heavy machinery, site operations and the transport and disposal of demolition waste. By extending the service life

of the existing structure through targeted maintenance, the project reduces the demand for new materials and avoids the substantial embodied carbon associated with replacement construction. Prolonged bridge closures would divert vehicles onto longer routes, increasing fuel use, journey times and associated emissions. By maintaining the structure and reducing the likelihood of major closures, the scheme helps to limit disruption to the transport network and avoids avoidable operational carbon generated by extended diversion routes. Overall, the proposed maintenance-led approach is expected to provide a lower whole-life carbon outcome than full replacement, while extending the service life of Deansgate Ramp North, supporting network resilience and reducing the carbon impacts associated with prolonged closures and diversion routes.

- 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.

Statutory undertakers' information has been gathered and is seen to have a negligible impact on the scheme overall. There are several assets under the active pedestrian underpass (1no Cadent Gas LP gas main, several Northern Powergrid cables). However, as there is no work proposed to the underpass these assets will remain undisturbed. Similarly, there is a Northern Powergrid LV cable under the disused pedestrian underpass; again, no works are proposed to this underpass so it will remain undisturbed. The only asset within the working area is a LV cable in the west side of the structure which feeds the street lighting columns. Given the nature of this asset, it can safely be worked around due to the low voltage and the flexibility of such cables. It will have to be considered for the successful contractors RAMS. It is a separate cable to the feed to the underpass lights, giving us the option of having it temporarily turned off while the road is closed without impacting on safe use of the underpass. There is no known impact to the stats from the deterioration of the structure at this time.

Part 3 – Governance and Declarations

3.1 Equality Analysis

a) Has analysis of the equality impacts of the scheme been undertaken by the LHA in line with the Public Sector Equality Duty? Select below:

☒ Yes

☐ No

b) Explain how the equality impacts of the scheme have been considered or will be considered. Identify the relevant affected groups with protected characteristics, and any planned measures to mitigate these impacts. (Maximum 250 words)

No specific impacts have been identified for specific groups with protected characteristics over and above the general public. See Appendix G for NELC Initial Equality Impact Assessment.

Even though no specific impacts have been identified for this scheme, North East Lincolnshire Council has committed to becoming a Marmot Place. The Marmot Place approach aims to tackle the root causes of health inequality and develop healthier places. In areas that commit to becoming Marmot Places, each decision taken by councils should consider eight principles, ranging from giving every child the best start in life, to strengthening the role and impact of ill health prevention.

The recommended actions, covering the main social determinants of health in places are developed in the following areas (known as the 'Marmot Eight' principles):

1. Give every child the best start in life.
2. Enable all children, young people and adults to maximise their capabilities and have control over their lives.
3. Create fair employment and good work for all.
4. Ensure a healthy standard of living for all.
5. Create and develop healthy and sustainable places and communities.
6. Strengthen the role and impact of ill health prevention.
7. Tackle racism, discrimination and their outcomes.
8. Pursue environmental sustainability and health equity together.

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.nelincs.gov.uk/your-council/external-grants/>

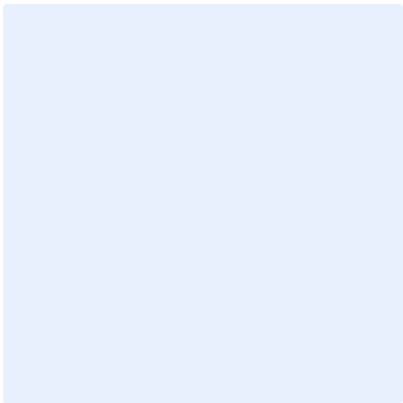
3.3 Declarations

Senior Responsible Owner declaration

As Senior Responsible Owner for [Deansgate Ramp North], I hereby submit this request for approval to DfT on behalf of [North East Lincolnshire Council] and confirm that I have the necessary authority to do so.

I confirm that [North East Lincolnshire 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: REDACTED



b) Signed:

c) Date: 30/07/2026

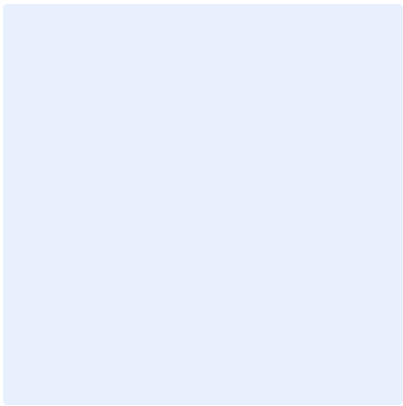
d) Email: REDACTED

Section 151 Officer declaration

As Section 151 Officer for [North East Lincolnshire Council], I declare that the scheme cost estimates quoted in this proposal are accurate to the best of my knowledge and that [North East Lincolnshire 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: REDACTED



f) Signed:
g) Date: 29/07/26
h) Email: REDACTED