

If telephoning, please ask for Paul Windley Tel: (32) 4121

To: All Persons on the Distribution List of Cabinet

29th October 2025

Dear Councillor,

An urgent, special meeting of the Cabinet is to be held on **Thursday 30th October 2025** commencing at **5.00 p.m.** in **Grimsby Town Hall**.

The agenda is set out overleaf.

Yours sincerely,

Paul Windley
Democratic and Scrutiny Team Manager
For the Interim Chief Executive.

FILMING OF PUBLIC MEETINGS

“The Council supports the principle of transparency and encourages filming, recording and taking photographs at its meetings that are open to the public. It also welcomes the use of social networking websites and micro-blogging to communicate with people about what is happening, as it happens.

There is no requirement to notify the Council in advance, but it should be noted that the Chairman of the meeting will have absolute discretion to terminate or suspend any of these activities if, in their opinion, continuing to do so would prejudice proceedings at the meeting.

The circumstances in which termination or suspension might occur could include:

- **public disturbance or suspension of the meeting**
- **the meeting agreeing to formally exclude the press and public from the meeting due to the confidential nature of the business being discussed**
- **where it is considered that continued recording / photography / filming /webcasting might infringe the rights of any individual**
- **when the Chairman considers that a defamatory statement has been made**

In allowing this, the Council asks those recording proceedings not to edit the film/recording/photographs in a way that could lead to misinterpretation of the proceedings or infringe the core values of the Council. This includes refraining from editing an image or views expressed in a way that may ridicule or show a lack of respect towards those being photographed/filmed/recorded.

Those intending to bring large equipment or wishing to discuss any special requirements are advised to contact the Council's Communications Team in advance of the meeting to seek advice and guidance. Please note that such requests will be subject to practical considerations and the constraints of specific meeting rooms.

The use of flash photography or additional lighting will not be allowed unless this has been discussed in advance of the meeting and agreement reached on how it can be done without disrupting proceedings.

At the beginning of each meeting, the Chairman will make an announcement that the meeting may be filmed, recorded or photographed. Meeting agendas will also carry this message.”

CABINET AGENDA

**for the special meeting on
Thursday 30th October 2025 at 5.00 pm**

1.	<u>Apologies for Absence</u> To record any apologies for absence.	-
2.	<u>Declarations of Interest</u> To record any declarations of interest by any Member of the Cabinet/Committee/Panel in respect of items on this agenda. Members declaring interests must identify the agenda item and the type and detail of the interest declared.	-
3.	<u>Corporation Road Bridge Refurbishment</u> To consider a report from the Portfolio Holder for Housing, Infrastructure and Transport seeking approval to temporarily increase the global cap for expenditure on the Corporation Road Bridge refurbishment project (copy attached)	5
4.	<u>Urgent Business</u> To receive any business which, in the opinion of the Chairman, is urgent by reason of special circumstances which must be stated and minuted.	-
5.	<u>Exclusion of Press and Public</u> To consider requesting the press and public to leave on the grounds that discussion of the following business is likely to disclose exempt information within the relevant paragraphs of Schedule 12A of the Local Government Act 1972 (as amended).	-
6.	<u>Corporation Road Bridge Refurbishment</u> To consider the closed appendix referred to at item 3 on the agenda (copy attached)	13

SHARON WROOT
INTERIM CHIEF EXECUTIVE

CABINET

DATE	30 th October 2025
REPORT OF	Councillor Stewart Swinburn – Portfolio Holder for Housing, Infrastructure and Transport
RESPONSIBLE OFFICER	Carolina Borgstrom – Director of Economy, Environment and Infrastructure
SUBJECT	Corporation Road Bridge Refurbishment
STATUS	OPEN REPORT APPENDIX: NOT FOR PUBLICATION Exempt information within paragraphs 3 and 5 of Schedule 12A to the Local Government Act 1972
FORWARD PLAN REF NO.	Not included on the Forward Plan therefore, to be considered as an urgent item under the Special Urgency provisions of the Constitution and with the permission of the Chair of the Transport Infrastructure and Strategic Housing Scrutiny Panel.

CONTRIBUTION TO OUR AIMS

Refurbishing key infrastructure such as Corporation Bridge will contribute towards a Stronger Economy by improving strategic infrastructure, preserving protected heritage structures, improving journey times and tackling congestion, resulting in a more efficient network supporting residents and businesses. Reopening the bridge to traffic will improve the accessibility of the transportation network, enable safer more reliable local journeys, and create Stronger Communities, benefiting local people and community connectivity.

EXECUTIVE SUMMARY

The scheme to complete the refurbishment of Corporation Road Bridge in Grimsby was approved by Cabinet in May 2020 with work starting on site in February 2023. Since the start of the work, reports to Cabinet and Scrutiny have highlighted far greater levels of deterioration than originally expected. In addition, the integrity of Span 4 (the lifting arm of the bridge) has been raised as a concern and design options to rebuild the span are required, resulting in increased costs and project delay. In March 2025 Cabinet approved additional capital expenditure based on external evaluation of the expected cost of remaining works. In May 2025, the decision was made to terminate the then construction contract with the former contractor, which has temporarily halted the renovation works to Corporation Road Bridge. Once the Council took control of the construction site, external expertise was sought to complete a range of evaluations, including assessment of remaining scope of works, and a snagging report.

This report seeks approval to temporarily increase the global cap for expenditure prudently set by Cabinet, and for resultant funding to that revised level to rectify the recently discovered outstanding snagging and defects found, on an interim basis, subject to the mitigations set out in the closed appendix.

It should be noted that the level of the extant cap has not yet been reached, nor is there any immediate likelihood of it being reached, but to enable the engagement of the proposed contractor on the lump sum basis offered, the necessity to flex, temporarily arises, and will enable officers to immediately award and engage.

To reduce the risk of further delays, this snagging and rectification work would be completed alongside the already identified repairs to span 4 and remaining bridge refurbishment, and subject to the said mitigations, would likely see overall delivery within the capital budget previously approved by Cabinet in March 2025.

There is an element of pressing special urgency due to the availability of the prospective contractor, procured as set out in this report, around its ability to mobilise and commence works.

The urgent need to engage on a lump sum basis, bringing a degree of clarity and assurance to the Council, can only be achieved in the temporary flex of the cap mandated by Cabinet.

RECOMMENDATIONS

It is recommended that Cabinet:

1. Being cognisant of the likely mitigation set out in the closed appendix, approves a temporary uplift in the previously mandated cap for expenditure with resultant funding to enable immediate engagement with the prospective contractor and to address the defects identified in relation to already completed works to Corporation Road Bridge.
2. Being assured of the robustness of the procurement process as set out and recognising the need to engage on a lump sum basis, bringing clarity and assurance and without any further formality, directs the Director of Economy, Environment and Infrastructure to immediately award and engage Taziker Industrial Limited ("Taziker") as Principal Contractor.
3. Authorises the Assistant Director Law and Governance (Monitoring Officer) to execute documentation arising.

REASONS FOR DECISION

In anticipation of the results of a full invasive assessment of the super structure and inspections by specialists and the paint manufacturer completed in summer/autumn 2025, a further procurement exercise was undertaken resulting in a contractor being available for engagement on the basis set out in this report.

As set out in the above Executive Summary, whilst the previously imposed cap has not yet been reached, engagement on a lump sum basis warrants a temporary flex in the cap imposed to accommodate. With the mitigations set out in the closed appendix it is likely that overall delivery will still be below the previously mandated cap.

Urgent Cabinet authorisation to uplift the cap on expenditure is being sought due to the level of financial commitment required in awarding the main construction contract to Taziker on a lump sum basis and to allow rectification of defects to start immediately, without waiting for the conclusion of likely cost mitigation as set out in the closed appendix. Should authorisation to proceed with this award be delayed, works mobilisation is likely to be postponed into the new year, rather than in the coming weeks, bringing further delay to this project.

1. BACKGROUND AND ISSUES

- 1.1 Corporation Road Bridge is a Grade 2 listed structure (List Entry Number 1379432, listed in 1999) owned by North East Lincolnshire Council. It is included on the Council's register of listed structures that are at risk. The structure is a cast iron and steel and was built in 1925, linking Corporation Road over Alexandra Dock in Grimsby, with the last large scale refurbishment being recorded as c1980.
- 1.2 Following the commencement of works on the bridge structure it soon became apparent that greater levels of deterioration were present than originally expected. To better understand the project risks, a full invasive structural review was commissioned and later completed in spring 2024. The results of the report highlight the level of deterioration along with critical structural issues on span 4 of the bridge. This confirmed that the project would need to be delivered over a longer period and with additional capital investment.
- 1.3 In March 2025 a financial cap was prudently placed on the bridge refurbishment scheme by Cabinet at a total scheme value of £12m. This figure was based on the Pell Frischmann redesign of span 4 along with a calculation of the remaining works to be completed on the bridge. This figure was further reviewed by independent consultants to verify the work carried out by Pell Frischmann and to provide additional assurance that this funding allocation would be enough to finish the project.
- 1.4 Following termination of the former main contractor in May 2025 and a subsequent procurement process, the council is now in a position to award the remaining works to complete this project to Taziker.

- 1.5 A procurement strategy was undertaken to engage with the dynamic market, in a 2-stage restricted tender process, for the main works contract. To ensure four market-leading contractors were selected, based on their industry reputation, specialisms and experience of similar types of work, and to award the first stage, under a 6-week, Professional Service (Short) Contract. (PSSC).
- 1.6 The Works Contract will be a NEC3 Option A: Priced Contract with Activity Schedule. This is essentially a Lump Sum Contract. This Form of Contract has been validated by the Project Team and external NELC legal advisors, supported by the NELC Legal team.
- 1.7 With this approach there are certain assurances that can be taken:

Improved Price Certainty

The Employer knows the cost of each activity upfront. If the scope is well-defined and stable, this gives good budgetary control.

Defined Deliverables

Each activity in the schedule must be completed before payment is made, which incentivizes performance and progress.

Change Management via Compensation Events

NEC3 provides a structured mechanism for dealing with changes (e.g., scope changes, unforeseen conditions), which helps avoid disputes.

Collaborative Approach

NEC contracts promote early warnings and proactive issue resolution, which can reduce risk and improve outcomes.

Risk Allocation Transparency

Risks are more clearly allocated, and the contract encourages the parties to manage them together.

2. RISKS, OPPORTUNITIES AND EQUALITY ISSUES

- 2.1 Should the flex in the cap not be supported, thereby preventing early engagement with a willing contractor, the highway authority may have to close Corporation Road Bridge to remove any risk of danger and injury to highway users as the bridge will not meet the loading requirements for vehicles for any future use. Closing this key structure and road in Grimsby town centre may also impact the viability of economic developments in the town centre.
- 2.2 If the scheme is not completed in full to enable the opening and continued use by vehicles and pedestrians, and as the bridge is listed, the Secretary of State may serve a s54 Notice by virtue of the Planning (Listed Buildings and Conservation Areas) Act 1990 to require its repair, which may result in the bridge being closed until additional funding can be sought to complete the refurbishment in full.
- 2.4 If the bridge works are not completed in full in accordance with the original funding application to the Department for Transport (DfT), the DfT may ask for

a return of the awarded grant funding. This may subsequently have a detrimental impact on any future funding applications to the DfT.

3. OTHER OPTIONS CONSIDERED

- 3.1 Safety Critical works only – The works on site are already past the point of only undertaking the safety critical works. The deck repair, control room works, lifting mechanism and all blasting above deck level are all non-safety critical and have already commenced on site. Therefore, this option has been discounted.
- 3.2 The only alternative would be to end the PSSC contract, review the information obtained, and consider re-tender the Works Contract, as the PSSC is a standalone contract, there is no obligation for the Council to award the Works contract to the PSSC Consultant (Contractor)
- 3.3 However, if the contract following the PSSC, was not awarded, we would have to go back out to the market, to retender the works. This would add significant delay, to getting a new competent and experienced contractor onboard, who would be able to complete the restoration works to the bridge. The bridge would remain closed, and the condition of the bridge would deteriorate further.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1 Delivering the scheme will have positive reputational/communication impacts for the Council as the project will result in improved highway infrastructure and road safety outcomes and improved accessibility for strategic employment sites and Grimsby town centre.
- 4.2 Should the recommendations not be supported, the Council may have to close Corporation Road Bridge to remove any risk of danger and injury to highway users. Closing this key historic structure and road in Grimsby town centre may impact the viability of economic developments in the town centre. The reputational risk of closing a key road in Grimsby town centre and potential associated claims for disruption and failure of business due to restriction of vehicular access, would be significant.

5. FINANCIAL CONSIDERATIONS

- 5.1 The authority identified Corporation Road Bridge as a priority for repair particularly in respect of its heritage and economic value to the town.
- 5.2 Following identification of further deterioration of the bridge, it became apparent that further capital funding would be required to complete the project.
- 5.3 Funding has been identified through three separate sources to reduce the council's capital borrowing liabilities and meet the additional funding set in the revised scheme costs cap. Local Transport Grant (LTG) funding from the 2025/26 (£1m) and 2026/27 allocation (£1.25m) together with a Local Transport Plan (LTP) contribution (£300k) and an additional grant received via Historic England (£495k).

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

There are no identified implications for children and young people.

7. CLIMATE CHANGE, NATURE RECOVERY AND ENVIRONMENTAL IMPLICATIONS

- 7.1 This project will have minimal impact on climate change as the project is to refurbish an existing highway structure.
- 7.2 The Council is aware of how its activities and services impact upon the environment and is committed to complying with relevant environmental legislation and regulations and to other requirements to which the organisation subscribes.
- 7.3 The council encourages the procurement of materials that take due account of their sustainability and impact upon our carbon footprint.
- 7.4 The project involved dust creating activities, such as sandblasting, above a watercourse. Protection processes are in place, as set out in MMO permits to prevent any pollution of the water course. This has added complexity and cost to the project.

8. CONSULTATION WITH SCRUTINY

Regular updates on the progress of the bridge project have been provided to Transport Infrastructure and Strategic Housing Scrutiny Panel. The Chair of that panel supports the urgent nature of this report.

9. FINANCIAL IMPLICATIONS

- 9.1 The financial case for the additional funding is well-evidenced, with clear risk mitigation and funding strategies. The approach to cost recovery, use of external expertise, and minimisation of borrowing are prudent. The risks of not proceeding are significant, both financially and reputationally.
- 9.2 The additional funding is to be met through a combination of Local Transport Grant, Local Transport Plan contributions, and a grant from Historic England. This approach minimises the Council's capital borrowing liabilities.
- 9.3 A decision not to approve the additional funding may result in closure of the bridge, impacting local transport, economic development, and potentially leading to statutory intervention or grant clawback by the Department for Transport.
- 9.4 The report details a robust procurement process, including external expert surveys and competitive tendering, to ensure value for money. Financial risk is minimised by the fact that the main contract is proposed as a lump sum NEC3 contract, with separate procurement for specialist elements.

10. LEGAL IMPLICATIONS

- 10.1 Although a temporary uplift in the cap for expenditure is sought, there are reasonable mitigations in place and in train to likely bring global expenditure to a point below the original cap. However, these will take time to bring to fruition and so a flex and temporary uplift in the cap is deemed reasonable in the meantime so as to immediately engage with the contractor.
- 10.2 The Council has gone through a compliant procurement exercise, conducted so as to comply with the Council's policy and legal obligations, specifically in compliance with the Council's Contract Procedure Rules and the Procurement Act 2023, and supported by relevant officers and external resource.

11. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications arising from the contents of this report.

12. WARD IMPLICATIONS

The project will have direct implications for the West Marsh Ward, as well as interconnected Town Centre wards. There may be wider impacts dependent upon the outcome of the works.

13. BACKGROUND PAPERS

None

14. CONTACT OFFICER(S)

Paul Evans, Assistant Director Infrastructure

COUNCILLOR STEWART SWINBURN
PORTFOLIO HOLDER FOR HOUSING, INFRASTRUCTURE AND
TRANSPORT