

Transport Infrastructure and Strategic Housing Scrutiny Panel

DATE	29/10/2025
REPORT OF	Carolina Borgstrom, Director for Economy, Environment and Infrastructure
SUBJECT	Corporation Bridge Refurbishment Tender Award
STATUS	Open

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

This report aims to discuss the process taken to procure a contractor to continue with the refurbishment works for Corporation Bridge, setting out the options for completion along with identifying the details of the contract and preferred contractor.

MATTERS FOR CONSIDERATION

Discussion around the additional funding required to complete this project and the options available to avoid NELC future capital allocation.

Reviewing the available options returned through this procurement exercise and providing input into the programme options in preparation for a tender award officer decision record.

1. BACKGROUND AND ISSUES

- 1.1 Following the cabinet decision DN.92, the decision was made to halt the Renovation Works to Corporation Road Bridge earlier this year on 19th May 2025. This was undertaken formally via a Termination Notice for the construction contract with C. Spencer Ltd (CSL). The termination was due to significant programme delays and cost increases with a number of issues cited.
- 1.2 Since the termination notice was issued, the Council has worked to demobilise the works, and safely secure the site, while assessing the remaining scope of works, with a view to appointing a new contractor so that the site can be remobilised and the refurbishment works completed.
- 1.3 Following the departure of the previous contractor, several detailed surveys were commissioned, through this projects external professional & technical advisors Pell Frischman. These reports include Assessment of Remaining Scope of

works, and a Snagging Report.

- 1.4 Following a review of procurement options a procurement strategy was decided upon to take a two 2-stage approach through a Professional Service (Short) Contract. (PSSC) to secure the services of a leading industry specialist with the options to then award a works contract should the programme and price to complete the scheme fall within the councils estimations.
- 1.5 Taziker Industrial Ltd, was awarded the first stage PSSC, following a short restricted tender process, to develop a new scope of works. The deliverables and outcomes of the first stage (6 week process) PSSC, has provided the Council with a better defined scope of works, costs, reduced risk based pricing and better programme certainty.
- 1.6 Over this 6 week period the focus has been for the Contractor to work with the Council project team, to develop the scope for the main Works Contract, following testing and on site investigations a better understand the budget constraints and works methodology were discussed and agreed upon to provide an indicative programme with scheme costs.
- 1.7 Moving forward into the Works Contract it is proposed a NEC3 Option A: Priced Contract with Activity Schedule, is used, this is essentially a fix price contract.
- 1.8 Taziker's tender submission has proposed two options for completing the project:

Option 1: This option is based on the bridge remaining closed until all aspects of the refurbishment are completed, with a fast tracked ODR approved by TISH mobilisation can begin 03/11/2025 and the bridge is expected to be opened fully opened (this information is not available at the time of writing this report but will be presented to Scrutiny on the 29th October 2025). The costs for option 1 are not available at the time of writing this report, but will be presented to Scrutiny on the 29th October 2025.

Option 2: Enables the bridge to open to traffic earlier by reducing usage to one lane with temporary traffic lights. The anticipated opening date will be presented to Scrutiny on 29 October 2025, as it is not available at this time. However, selecting this option will delay completion of the entire scheme by an estimated 4 to 7 months (TBC) compared to Option 1, leading to an expected completion Date of (This information is not available at the time of writing but will be presented to scrutiny on the 29 October 2025). This additional delay is due to the operational access to all parts of the bridge and due to a reduction in staffing levels able to work on the bridge due to site space and live traffic.

2. RISKS, OPPORTUNITIES AND EQUALITY ISSUES

- 2.1 Relationships with land owners and other stakeholders will be tested if the bridge is not returned to full working order. Future relationships with Historic England, DfT, ABP and the Crown Estate will be particularly challenging.
- 2.2 The Council is in receipt of grant funding in relation to some elements of repair,

which could be at risk if the programme is not finished to original parameters.

- 2.3 Public confidence in the council and its partners to deliver large scale infrastructure projects will be challenged if the project is not completed, as will confidence with funding bodies involved in the project, this may risk future funding provision.
- 2.4 Non- completion of the lifting element of the bridge will also mean access by water to Alexandra Dock will not be possible for larger vessels, which may limit future regeneration plans or access to the port should be required.

3. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

Not delivering on the expected outcomes of this project will damage the working relationship NELC has developed with Historic England. Historic England expect the bridge to be put back into full working use, as does ABP, DfT and the Crown Estate.

A Council communication plan will be created once the full extent of the costs and delay are confirmed. Regular updates will be provided through the Council's social media pages and dedicated corporation bridge web page.

It is proposed that scrutiny and cabinet reporting on this project is to become more frequent with progress updates and financial information provided to keep elected members up to date on costs and timelines.

4. FINANCIAL CONSIDERATIONS

Currently the finances of the scheme are capped at £12m with a additional £495k from historic England. Additional capital funding is being proposed through the Local Transport Grant to reduce pressures on the council capital programme. Additionally the project team are seeking funding from DfT through the Highway Structures Funding stream that has recently been released to replace LTG funding.

No further council borrowing above the £12m cap previously agreed is being sought.

5. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

This report is to update scrutiny on the Corporation Bridge Project there are no decisions being sought or implications on Children and Young People.

6. CLIMATE CHANGE, NATURE RECOVERY AND ENVIRONMENTAL IMPLICATIONS

This report is to update scrutiny on the Corporation Bridge Project there are no decisions being sought or implications on Climate Change or the Environment. The project is being completed in line with strict environmental conditions set by the Marine Management Organisation to protect water flow and surrounding ecosystems, which adds significant complexity to the project management.

7. MONITORING COMMENTS

In the opinion of the author, this report does not contain recommended changes to policy or resources (people, finance or physical assets). As a result no monitoring comments have been sought from the Council's Monitoring Officer (Chief Legal Officer), Section 151 Officer (Director of Finance) or Strategic Workforce Lead.

8. WARD IMPLICATIONS

West Marsh

9. BACKGROUND PAPERS

N/A

10. CONTACT OFFICER(S)

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