



Officer Decision Record – Key Decision

Key decisions taken by an officer are subject to the 5 day call in period from circulation to Members, and therefore the decision will be released for implementation following the call-in period and no call in being received

1. Cabinet date and copy resolution this key decision relates to

The decision is in accordance with the resolutions and delegations established in Cabinet held on 19th October 2022 and Decision Notice 55.

Cabinet resolved:

1. That the proposal to complete the bridge repairs and carriageway surfacing works to the A180 between Pyewipe roundabout and Riby Square, utilising allocated funding from the Department for Levelling Up, Housing and Communities (DLUHC) and Council capital funding approved via internal governance processes, be approved.
2. That the Executive Director Environment Economy and Resources be authorised, in consultation with the Portfolio Holder for Environment and Transport, to commence an appropriate procurement exercise for delivery of the required works and to make an award.
3. That the Director of Economy and Growth be authorised, in consultation with the Portfolio Holder for Environment and Transport, to ensure that all actions necessary and ancillary to the above recommendations be completed including Fall mobilisation and implementation formalities, which will include the following criteria from DLUHC;
 - Make every reasonable effort to deliver the project according to the business case submitted to DLUHC by the Council.

- Provide quarterly monitoring updates to DLUHC through agreed programme board structures.
 - Undertake to provide further information and support, including collaboration with other bodies or agencies, if requested.
4. That the Assistant Director Law Governance and Assets (Monitoring Officer) be authorised to execute all documentation arising.

2. Subject and details of the matter (to include reasons for the decision)

The key decision is to appoint a Principal Contractor to carry out essential works on the Alexandra Dock Bridge. These works are necessary to ensure the bridge remains structurally safe, in line with the original business case approved by DfT.

The A180 Structures project covers three bridges and has a total budget of £11.25m, funded by £8m from central government (DLUHC), £2.85m from NELC, and £420k from Local Transport Plan funds.

This ODR seeks approval for the second procurement of the Alexandra Dock Bridge works, now referred to as Phase 2a.

Initial Procurement

The initial procurement for the Alexandra Dock Bridge was undertaken by Equans in May 2024. This included the full scope of works, covering both above-deck and below-deck repairs. The works comprised concrete deck repairs, re-waterproofing and resurfacing over the bridge spans, kerb and drainage repairs, resurfacing of both carriageway directions between Lockhill and Pyewipe Roundabouts, installation of a central reserve concrete safety barrier, and replacement of the existing steel barriers. The procurement was conducted via an open tender through YorTender, following a similar process to that used for Phase 1.

Phase 1 tender completed in July 2023 and was awarded to VSL in December 2023 under an a NEC3 Option C target cost of £5.5m. Additional enabling costs included £365k for traffic management, £20k for land access, and £165k for Network Rail possessions at both bridges. Equans also applied a fixed project management fee of 12%, bringing the total committed cost for Phase 1 to £7.4m, leaving an initial maximum remaining budget for Phase 2 works as £3.85m. Phase 1 began in March 2024 and was completed in April 2025.

The initial procurement for Phase 2 concluded in August 2024. At that point, six months after the start of phase 1, the remaining budget for the works was forecasted at approximately £3.5 million, given that site costs had risen and reduced the maximum amount. Only one contractor, VSL, who was already delivering Phase 1, submitted a bid for the full Phase 2 scope. Their tender quoted a target cost of £4.6m.

When factoring in an estimated £270k for traffic management and a 10% contingency (£460k), the total projected cost rose to £5.3m, significantly exceeding the available budget. Additionally, the NEC Option C contract for Phase 1 had not yet reached final account settlement, introducing further uncertainty. With a minimum of six months of work remaining on site, there was a high likelihood that the final Phase 1 cost could increase, further reducing the remaining budget.

Given these constraints, the A180 Board agreed to undertake a value engineering exercise. This led to the decision to split the remaining works into two separate packages:

- Phase 2a: Above-deck works (including concrete deck repairs, waterproofing, resurfacing, and replacement of steel barriers)
- Phase 2b: Below-deck works (including bearing replacement)

Phase 1 Final Costs and Budget Position for Phase 2a

Phase 1 was completed in April 2025. Following discussions with VSL, the final account was concluded at £6.46m. This outcome left an estimated £2.6 million remaining from the original project budget, which could be allocated towards Phase 2. In addition, a further £1 million was secured through Local Transport Grant funding to support the delivery of Phase 2a. This brought the total available budget for the next phase to approximately £3.6m.

Phase 2a Procurement

Following the conclusion of the Equans contract with the local authority in July 2025, Phase 2a was procured through a mini competition under a restricted procurement process. This targeted suitable local and national contractors. Tenders were submitted on 29th September 2025.

C R Reynolds Ltd was identified as the Most Advantageous Tender, offering a bid of £2.4 million. The evaluation was based on a 65% quality and 35% cost weighting, and the outcome reflected a balanced consideration of both technical merit and value for money.

We are now in a position to appoint C R Reynolds Ltd as the preferred contractor for Phase 2a. The contractor has confirmed availability to commence works in January 2026, with an anticipated duration of 20 weeks for completion.

3. Decision being taken

That the Director of Economy, Environment, and Infrastructure, in consultation with the Portfolio Holder for Housing, Infrastructure and Transport, awards the contract to C R Reynolds Ltd to undertake Phase 2a the above deck works of the Alexandra Dock Bridge.

4. Is it an Urgent Decision? If yes, specify the reasons for urgency. **Urgent decisions will require sign off by the relevant scrutiny chair(s) as not subject to call in.**

No

5. Anticipated outcome(s)/benefits

The anticipated outcome of this decision is the successful delivery of Phase 2a works on the Alexandra Dock Bridge, ensuring continued structural integrity and public safety. Completion of these above-deck repairs will extend the lifespan of the asset, reduce future maintenance liabilities, and improve overall network resilience.

6. Details of any alternative options considered and rejected by the officer when making the decision (this should be similar to original cabinet decision)

Several alternative options were considered but ultimately rejected when making the decision to proceed with the reduced scope for Phase 2 of the A180 structures project:

- Commission the initial procurement and seek additional funding – This option was considered to cover the difference between the remaining budget and the tendered cost. Securing such additional funding within the required timeframe was uncertain and risked delaying the project. Given the funding constraints and urgency, this option was rejected.

- Do nothing and retender for the full works at a later date – This option was also considered but would likely result in increased costs due to inflation on materials, labour, and equipment. Delaying the works would also prolong the period of risk associated with the deteriorating condition of the structures, which was deemed unacceptable.
- Break the scheme into smaller packages and have Equans procure and manage the contracts – This approach was explored as a potential way to deliver the works within the available budget. However, due to the technical complexity of the scheme and the conclusion of the Equans contract with the local authority, due to end in July 2025, this option was deemed unviable and therefore rejected.

7. Background documents considered (web links to be included and copies of documents provided for publishing)

[Cabinet Decision Notice – 21st October 2022](#)

8. Does the taking of the decision include consideration of Exempt information? If yes, specify the relevant paragraph of Schedule 12A and the reasons

No

9. Details of any conflict of interest declared by any Cabinet Member who was consulted by the officer which relates to the decision (in respect of any declared conflict of interest, please provide a note of dispensation granted by the Council's Chief Executive)

N/A

10. Monitoring Officer Comments (Monitoring Officer or nominee)

The decision is consistent with the will and expectation of Cabinet. Procurement and legal colleagues continue to support as appropriate.

11. Section 151 Officer Comments (Deputy S151 Officer or nominee)

The decision to appoint C R Reynolds Ltd as Principal Contractor for Phase 2a of the Alexandra Dock Bridge works is supported from a financial perspective. The procurement process has been conducted in accordance with the Council's Contract

Procedure Rules and relevant governance arrangements, with clear evidence of competitive tendering and value for money.

The total available budget for Phase 2a is approximately £3.6 million, comprising the remaining project allocation and additional Local Transport Grant funding. The preferred contractor's bid of £2.4 million is within the available budget, allowing for contingency and risk management provisions as outlined in the ODR. The project's phased approach, following value engineering and budget constraints, demonstrates prudent financial management and responsiveness to changing circumstances.

Regular monitoring and reporting arrangements are in place, with any potential cost overruns to be managed through early risk reporting, value engineering, and use of contingency funds.

12. Human Resource Comments (Head of People and Culture or nominee)

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

13. Risk Assessment (in accordance with the Report Writing Guide)

The project manager and site team will hold regular meetings with the contractor to monitor progress, manage risks, and address any issues as they arise. These updates will be reported to the Project Team and the A180 Board, which convenes monthly and is chaired by the Assistant Director for Housing, Highways & Infrastructure. A risk-based approach is in place to ensure effective project delivery.

Any foreseeable cost overruns during the project will be addressed through early risk reporting, value engineering, and use of allocated contingency funds to manage unforeseen risks.

14. Has the Cabinet Tracker been updated with details of this decision?

15. Decision Maker(s):

Name: Carolina Borgstrom

Title: Director of Economy,
Environment & Infrastructure

Signed: REDACTED

Dated: 11.11.25

**16. Consultation carried out with
Portfolio Holder(s):**

Name: Councillor Stewart Swinburn

Title: Portfolio Holder for Housing,
Infrastructure and Transport

Signed: REDACTED

Dated: 12th November 2025

**17. If the decision is urgent then
consultation should be carried out
with the relevant Scrutiny
Chair/Mayor/Deputy Mayor**

Name:

Title:

Signed:

Dated:

Key Decisions are defined in the Constitution as:

A decision (whether taken collectively or individually by members) which is likely:

- (i) to result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decision relates; or
- (ii) to be significant in terms of its effects on communities living or working in an area comprising two or more wards.

A decision will be considered financially significant if:

- (i) in the case of revenue expenditure, it results in the incurring of expenditure or making savings of £350,000 or greater;
- (ii) in the case of capital expenditure, the capital expenditure/savings are in excess of £350,000 or 20% of the total project cost, whichever is the greater

In determining whether a decision is significant in terms of its effect on an area comprising two or more wards, consideration shall be given to:

- (i) the number of residents/service users that will be affected in the wards concerned;
- (ii) the likely views of those affected (i.e. is the decision likely to result in substantial public interest)
- (iii) whether the decision may incur a significant social, economic or environmental risk.