

CABINET

DATE	28 May 2020
REPORT OF	Councillor Stewart Swinburn Portfolio Holder for Environment and Transport
RESPONSIBLE OFFICER	Clive Tritton Interim Director of Economy and Growth
SUBJECT	Corporation Road Bridge Refurbishment, Grimsby
STATUS	Open
FORWARD PLAN REF NO.	CB 04/20/06

CONTRIBUTION TO OUR AIMS

The proposed scheme supports the Council's strategic priorities of 'Stronger Economy' and 'Stronger Communities' and directly relates to indicators outlined in the Council's 'Outcome Framework'.

This scheme provides improved infrastructure which supports delivery of the Local Transport Plan by contributing to reducing congestion, maintaining walking and cycling routes and protecting a heritage asset.

EXECUTIVE SUMMARY

This scheme will complete the refurbishment of Corporation Road Bridge in Grimsby. Corporation Road Bridge is a Grade 2 listed structure owned by North East Lincolnshire Council. It is included on the Council's register of listed structures that are at risk.

This report seeks Cabinet approval for the Council to receive and act as Accountable Body for the highway maintenance grant funding sum of £2.967 million from the Department of Transport (DfT) and to put in place the appropriate powers of delegations to enable officers to deliver the scheme.

RECOMMENDATIONS

It is recommended that Cabinet:

1. Approves in principle the proposal for the Council to complete the refurbishment of Corporation Road Bridge.
2. Approves acceptance of the Department for Transport offer of £2.967 million grant funding for the Local Highway Maintenance Challenge Fund and for the Council to act as the Accountable Body for the award.
3. Authorises the Interim Director of Economy and Growth, in consultation with the Portfolio Holder for Environment and Transport to commence an

appropriate procurement exercise and to make an appropriate contract award for the works.

4. Authorises the Director of Economy and Growth, in consultation with the Portfolio Holder for Environment and Transport to ensure that all actions necessary and ancillary works to the above recommendations are completed.
5. Authorises the Chief Legal and Monitoring Officer to execute all documentation arising.

REASONS FOR DECISION

The authority has identified Corporation Road Bridge as a priority for repair particularly in respect of its heritage and economic value to the town. The Council has set aside committed funds of £1.83million to enable a 40% contribution of the overall scheme costs, which total £4.967million. Funding has been secured from the DfT to enable completion of the scheme.

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, electrically powered Scherzer rolling lift road-bridge built in 1925, carrying Corporation Road over Alexandra Dock in Grimsby, and was refurbished c1980.
- 1.2 The watercourse is tidal and salt, which results in a very aggressive environment for steel below deck level; however, the upper truss sections are more protected. The lifting span is functional and is required by act of Parliament to lift upon certain requests. The carriageway of the lifting span is timber in order to reduce the lifted weight.
- 1.3 The bridge forms an important link between Grimsby town centre and the A180 and Port of Grimsby. If a lack of remedial works forces a closure or weight limit on the bridge, resulting traffic issues will have a significant impact on congestion and effect the viability of economic development opportunities within the town centre.
- 1.4 If required works are not undertaken it will be necessary to undertake a Loading Assessment which may lead to a weight limit in order to protect the structure and road users. Also, as the bridge is listed, the Secretary of State may serve an S54 Notice to require its repair.
- 1.5 If the bridge is left to deteriorate it will begin to lose its historical relevance, and will become less of a "point of pride" for the town. The prolonged deterioration means more of the substance of the bridge will be lost which could affect its authenticity when repaired.

2. RISKS AND OPPORTUNITIES

- 2.1 The scheme will have comprehensive project governance arrangements, supported by a project board, with robust risk management procedures in place. These will build on the good practice developed by the Council and ENGIE in managing other large capital programmes and projects.
- 2.2 Listed Building Consent will be needed for any works on this bridge. It is likely that feedback from Historic England will have significant input into the design, as their approval is necessary for the works to go ahead. As the scheme is to protect and preserve this historic structure, no major issues with this consent are foreseen and permissions will be obtained by the appointed specialist contractor.
- 2.3 Corporation Road Bridge is over a navigable waterway, so it is possible that permission from both the Environment Agency and the Canals and Rivers Trust will be needed. As the works are above the deck level no difficulties with these permissions are expected, though full enclosure of the structure is expected to be required. Permissions will be obtained by the appointed specialist contractor.
- 2.4 There are also a number of project delivery risks which are common to large highway bridge schemes of this type. These include uncertainties in relation to the location of any utilities or other statutory undertakers' apparatus in the area and the potential impact on project cost and timeframes.
- 2.5 There is no requirement for acquisition of third party land outside the highway. A suitable contingency has been identified within the project budget, based on experience of local scheme delivery and industry norms.
- 2.6 Subject to an agreed works programme, the bridge is likely to have to close for a period of time, causing some disruption and negative reaction from some members of the public. This will not be fully understood until the contractor is appointed and their method of work approved. Alternative routes will be set up using the same procedure as if the bridge is being lifted for its annual check.
- 2.7 Should the scheme not be approved, and the bridge condition deteriorates to a level where undertaking reactive maintenance cannot maintain the bridge in a safe condition, the highway authority may have to close Corporation Road Bridge to remove any risk of danger and injury to highway users. Closing this key structure and road in Grimsby town centre would increase congestion.
- 2.8 If the scheme is not completed, and as the bridge is listed, the Secretary of State may serve an S54 Notice to require its repair, which may result in rushed and non-optimal works.
- 2.9 If the Council fails in its statutory duty to maintain the highway, 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.

3. OTHER OPTIONS CONSIDERED

3.1 The preferred option is to complete the refurbishment of Corporation Road Bridge in Grimsby.

3.2 Two other options have been considered:

- Do Nothing

The Council could have chosen to do nothing as an alternative to securing funding to deliver the project. This would result in the ongoing deterioration of the structure, eventually leading to the closure and potential collapse of the bridge. This would not be meeting the level of care expected of the owner of a listed structure, or the authority's duty to maintain the highway.

- Safety Critical Works Only

The defects that are safety critical could be fixed, and the longer term problems deferred. While this would prevent immediate danger to the road users it would not solve the underlying problems, leading to more extensive works in the future. As this is not meeting the expected level of care, a S54 Notice could be issued.

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 There may be some negative communication impacts during the implementation of the works due to a short term increase in congestion or other local impacts as a result of the works. This risk will be mitigated by ENGIE during the procurement process by ensuring that the tender assessment process takes full account of the proposed delivery timeframes and optimises traffic management arrangements to reduce any local impacts.

4.3 Should approval not be granted to complete the scheme, and the bridge condition deteriorates to a level where undertaking reactive maintenance cannot maintain the bridge in a safe condition, the highway authority will have to close corporation road-bridge to remove and risk of danger and injury to highway users. 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 Council sought corporate capital funding and funding from the Department for Transport to deliver the scheme as by virtue of its scale, it is not feasible to fund the project from within the Local Transport Plan maintenance budget.

5.2 The Council has committed £1.83 million of funding through the capital programme in accordance with the cost estimate for the scheme. The Council has also secured £2.967 million towards the scheme costs from the Department

for Transport. This sum includes an appropriate contingency budget and amount for professional fees. The total project budget to complete the scheme is £4.967million with additional funds being met by North East Lincolnshire Council (NELC) £0.17 million through the Local Transport Plan. The scheme was subject to appropriate scrutiny and challenge from Council protocol, including the Business Development Group process.

5.3 In the event that scheme costs exceeded £4.967 million the Council would be liable for the additional costs above this threshold.

5.4 In the event that scheme costs do exceed the identified threshold the impact will be mitigated through value engineering activity. In this case 'top up' funding will be sought through the existing LTP budget and the wider impacts on other schemes on the LTP Delivery programme will be managed accordingly.

6. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

6.1 This project will have minimal impact on climate change as the project is to refurbish an existing highway structure.

6.2 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.

6.3 The council encourages the procurement of materials that take due account of their sustainability and impact upon our carbon footprint.

7. CONSULTATION WITH SCRUTINY

7.1 Improvements to Corporation Road Bridge were identified in the Local Transport Plan forward programme approved by the Portfolio Holder Environment and Transport.

8. FINANCIAL IMPLICATIONS

8.1 The financial resources necessary to undertake the work will be incorporated into the Council's capital programme. Whilst the scheme has attracted significant external funding, the Council will be required to borrow £1.83 million to support delivery of the project. The risk of project overspend will be mitigated through value engineering.

9. LEGAL IMPLICATIONS

9.1 The appointment of the Council as Accountable Body as outlined in this report will be achieved through a contractual relationship and signature of a funding contract.

9.2 Legal colleagues are available to advise on and support the completion and signature of the funding contract and ensure that risk to the Council is fully understood and mitigated through appropriate governance. Further, they will offer support in the delivery of the project as and when required by the anticipated project team.

- 9.3 The appointment to Accountable Body status will enable the Council to be directly and indirectly involved in the delivery of the objectives stated within this report.
- 9.4 Any procurement exercise will be 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 Public Contracts Regulations 2015, and supported by relevant officers.
- 9.5 The delegations sought are consistent with an exercise of this nature.

10. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications

11. WARD IMPLICATIONS

- 11.1 The project will have implications for the West Marsh Ward.

12. BACKGROUND PAPERS

None

13. CONTACT OFFICER(S)

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