

REPORT TO: Executive Board

DATE: 16 June 2016

REPORTING OFFICER: Strategic Director, Community and Resources

PORTFOLIO: Transportation

SUBJECT: NEC Short Form Contract authorisation for Balvac Works

WARD(S) Borough-wide

1.0 PURPOSE OF THE REPORT

1.1 To inform the Executive Board that the Chief Executive in consultation with the Leader has authorised the entering into of a contract with Balvac under his Emergency Powers as per Paragraph 11, Delegation to Officers, p228 of the Halton Borough Council Constitution, version 15th April 2015.

2.0 **RECOMMENDATION: That Executive Board note that authorisation by the Chief Executive has been given for the entering into of a contract with Balvac, through the SCAPE Framework, for the procurement of the SJB Complex Major Maintenance Project.**

3.0 SUPPORTING INFORMATION

3.1 SCAPE is a public sector owned built environment specialist which has a suite of OJEU compliant frameworks for multiple areas of works. Each of these frameworks has been competitively tendered and awarded to a single winning tenderer respectively. One of the Frameworks is titled 'Civil Engineering Infrastructure' and was awarded in January 2015 to Balfour Beatty, which is the parent company of Balvac.

3.2 The Council has an Access Agreement to the SCAPE Framework. As approved by Executive Board last financial year, the Framework has successfully been utilised for the procurement of Bridge & Structures Maintenance Works and it is intended to utilise this Framework for the procurement of the Silver Jubilee Bridge Major Maintenance works which are anticipated to start this year and will continue for a confirmed three year period with a likely additional two year duration.

3.3 The 2016/17 work consists of two task orders, strengthening of the Top Hat of the edge girders and Maintenance painting of Span R1

and Runcorn trestle.

- 3.4 The SJB spans the River Mersey between Widnes and Runcorn. It was given Grade 2 listed status in 1988 and is the largest, local Authority maintained structure in the country. Due to the age of the SJB and the historical under investment prior to the formation of Halton as a Unitary Authority, the SJB and Complex require a continual programme of structural and maintenance works to maintain it in a steady state condition and hence be available for use.
- 3.5 The “Top Hat” detail above the edge stringer provides protection from saline (salt) attack during the salting / gritting of the road in cold weather conditions. These stringers would otherwise be in the “splash zone” of the carriageway. The condition of the “Top Hat” is generally sound but there are a number of locations, generally at joints, where extensive corrosion is underway. These areas will be addressed by the works.
The Span R1 and Runcorn trestle were last painted in 2001 and were due for maintenance painting after 12 years. This is now approximately 5 years overdue and requires a maintenance paint to ensure its condition remains good.
These 2 works orders will be competed in tandem to share onsite facilities and, therefore, reduce costs.
- 3.6 Pre-construction consultation and estimates have been completed which indicate the combined cost of the works will be ~£450k which will be funded from the LCR Growth Fund bid. The works are programmed to commence in June 2016 for 20 weeks. Works need to commence in June to avoid them lasting into the winter, where bad weather could potentially cause delays and hence increase costs.
- 3.7 As the works are for a value greater than £172,514 but less than £1m, and the Framework only has one contractor rather than a minimum of five, the Constitutional requirements which would have allowed the Operational Director to sign this contract could not be met and approval would normally have been sought from the Executive Board. However, in order to allow the contract to start at the beginning of June and avoid potential delays and increased costs (as referred to in 3.6 above), it was necessary to seek an Emergency Approval by the Chief Executive to allow a contract with Balvac to be signed and to allow works to commence. This action is now being reported to the Executive Board, as required, for information.

4.0 **POLICY IMPLICATIONS**

- 4.1 None

5.0 **FINANCIAL IMPLICATIONS**

5.1 The combined cost of the two schemes is circa £450k. This can be met from the 2016/17 Year 1 LCR Growth Fund .

6.0 **IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

6.1 **Children & Young People in Halton**

The Highway network is utilised and relied upon by Children and Young people in similar ways to any other demographic of the population.

6.2 **Employment, Learning & Skills in Halton**

It is recognised that a good transport network is essential for a successful economy and for the efficient and effective movement of people and goods in and through Halton.

6.3 **A Healthy Halton**

Provision of safe, reliable and accessible routes to all destinations by walking and cycling is vital to the future of Halton's residents and the quality of its environment.

6.4 **A Safer Halton**

Our highways provide safe and reliable access to jobs, services, schools, to get goods to the shops and allow us to make the most of our free time

6.5 **Halton's Urban Renewal**

Not applicable

7.0 **RISK ANALYSIS**

7.1 By not seeking an Emergency Approval from the Chief Executive, the contract start date would have delayed by nearly a month which could have resulted in delays and increased costs being incurred during the winter months.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 There aren't any equality and diversity issues in relation to this report.

9.0 **LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

None.