

REPORT TO: Executive Board

DATE: 20 October 2016

REPORTING OFFICER: Strategic Director - Enterprise, Community and Resources

PORTFOLIO: Transportation

SUBJECT: Authorisation for use of the SCAPE framework for procurement of schemes for the maintenance and adaptation of highway structures

WARDS: Borough-wide

1.0 PURPOSE OF THE REPORT

The purpose of the report is to provide a summary of the development of schemes for maintenance and other works to the Silver Jubilee Bridge (SJB) and other highway structures. It will seek approval to utilise the SCAPE framework for the development of schemes for major works to SJB and to proceed with Project Orders for maintenance schemes on highway structures already initiated and developed under SCAPE.

2.0 RECOMMENDATION: That the Executive Board approve

- 1) the use of the SCAPE framework for development of the SJB steel arch superstructure painting scheme to Project Order stage;**
- 2) the use of the SCAPE framework for development of the SJB deck re-configuration scheme to Project Order stage; and**
- 3) the use of the SCAPE framework for procurement of works to replace the structural deck systems of the two footbridges on East Lane, Runcorn.**

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 entitled '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 and this has been utilised successfully for the procurement of Bridge and Structures Maintenance works. In June 2016, the Executive Board noted the Chief Executive's authorisation for the entering into of a contract with Balvac, through the SCAPE Civil Engineering & Infrastructure framework, for the procurement of the LCR SJB Complex Major Maintenance Project.
- 3.3 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 Borough Council as a Unitary Authority, the SJB complex requires a continual programme of works to maintain it in a steady state condition, and hence be fully available for use.
- 3.4 Major works for re-painting the SJB's steel arch superstructure and re-configuring the carriageway to integrate SJB into the new highway layout for the Mersey Gateway scheme have been planned for implementation during a closure of SJB that will come into effect once 'Permission to Use' (PTU) has been granted for the new Mersey Gateway infrastructure. PTU is currently anticipated for Autumn 2017. The procurement of the SJB carriageway reconfiguration work is an important dependency for the Mersey Gateway project because PTU cannot be granted until a contract is in place for the SJB scheme.
- 3.5 The scheme for re-painting the SJB's steel arch superstructure is programmed for implementation in 2017/18. The work can only take place under closure of the SJB carriageway, i.e. following PTU for the Mersey Gateway. This constraint formed the basis of an agreement over deferred funding reached with DfT in 2014, whereby the current programme was established. As a consequence of the revised PTU date, the arch re-painting work will be prolonged, due to the seasonal sensitivity of the work, and the period for the closure of SJB could potentially be increased from 9 months to 12 months.
- 3.6 The scheme will require significant technical development and planning, which it is now necessary to progress with Balvac through the SCAPE framework. Because of the methods of work that would need to be deployed (including significant amounts of scaffolding, for example), the current, preliminary estimate for full re-painting to the arch superstructure is £8m. During the next scheme development phase, Balvac will refine its cost estimates. Depending on the outcome of this exercise, it is possible that we may need to seek additional funding to enable full re-painting to be completed. If this is deemed necessary, steps will be taken to explore potential funding sources for this work, including approaching the DfT for additional funding, although, it is more

likely that it would need to be acquired through Liverpool City Region funding sources. In accordance with the Constitution, Executive Board approval is required in order to instruct Balvac to commence the associated detailed development work. Further approval will be sought from the Executive Board at the 'Pre-construction' stage within the framework.

3.7 The SJB carriageway reconfiguration scheme is programmed for 2017/18 and will need to be undertaken during the planned closure of the SJB carriageway following PTU. The works will comprise a number of measures to adapt the SJB to tie in with the new highway layout constructed within the Mersey Gateway scheme. A funding contribution of £600k for this work will be administered by the Mersey Gateway Crossings Board. The scheme will require significant development and planning, which it is now necessary to progress with Balvac through the SCAPE framework. Further approval will be sought from the Executive Board at the 'Pre-construction' stage within the framework.

3.8 It is proposed that replacement of the structural deck elements to the two footbridges on East Lane, Runcorn, is undertaken as part of this year's Capital-funded maintenance programme. The work is necessary to provide a permanent solution to the deterioration of the existing reinforced concrete deck panels. These footbridges provide access to the Runcorn Shopping Centre (see location plan in Appendix 1). Similar works were undertaken recently to the two footbridges on West Lane that also serve the shopping centre. The scheme for the East Lane South footbridge has been developed and costed (at £197k) to Pre-construction stage with Balvac. The scheme for the East Lane North footbridge is at feasibility stage and is smaller in scale (with cost anticipated to be approximately 75% that of the South footbridge). Approval is sought to progress both deck replacement schemes using Balvac.

4.0 POLICY IMPLICATIONS

4.1 None

5.0 FINANCIAL IMPLICATIONS

5.1 Procuring the specialist works that make up the proposed schemes through the SCAPE framework will ensure operational efficiency and cost effectiveness.

5.2 DfT funding of £4.88m is available for the SJB arch re-painting. The Mersey Gateway Crossings Board is providing the £600k budget for the SJB carriageway reconfiguration works. Funding for the works to the East Lane footbridges is from the Transport for Growth Capital budget.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and 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 and 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 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, businesses and schools.

6.5 Halton's Urban Renewal

Not applicable.

7.0 RISK ANALYSIS

7.1 The SCAPE Framework is a public sector owned and competitively tendered process. Pursuing alternative procurement options would prolong scheme development and implementation.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Not applicable.

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

Document	Place of Inspection	Contact Officer
Executive Board Report 16/06/16 8. NEC Short Form Contract authorisation for Balvac Works.	HBC website	Ian Jones

Location plan for East Lane footbridges, Runcorn

