

REPORT TO: Executive Board

DATE: 16 March 2017

REPORTING OFFICER: Strategic Director - Enterprise, Community and Resources

PORTFOLIO: Transportation

SUBJECT: Authorisation to proceed with maintenance works on the Silver Jubilee Bridge in 2017/18 using the SCAPE framework

WARDS: Borough-wide

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to seek approval to proceed to Project Order stage using the SCAPE framework for schemes of major maintenance works to the Silver Jubilee Bridge (SJB) that have been initiated and developed under SCAPE for commencement during 2017/18.

2.0 RECOMMENDATION: That

- 1) Executive Board approve the issue of an order under the SCAPE framework for Balvac to undertake the steel arch superstructure painting scheme for SJB; and**
- 2) Executive Board approve the issue of an order under the SCAPE framework for Balvac to undertake a painting scheme for the steelwork between the Runcorn Trestle and 'node Y5'.**

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 programme.

- 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 for 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 'Permit to Use' (PTU) has been granted for the new Mersey Gateway infrastructure. PTU is currently anticipated for September 2017.
- 3.5 PTU was originally planned for May 2017. As a consequence of the revised PTU date and the seasonal sensitivity of the work, the arch re-painting scheme will be prolonged and the period for the closure of SJB potentially increased to 12 months.
- 3.6 Technical development and planning for the arch painting scheme has been undertaken with Balvac and a high level cost estimate produced. The cost estimate for the arch superstructure re-painting scheme (some 18,000 square metres) is £9.16m. The budget for the scheme, which was secured via a deferment agreement with DfT in 2014, is £4.88m. This was a deferred payment from an original £18.639m Regional Funding Allocation payment announced in March 2010 for the years 2011/12 to 2015-16.
- 3.7 Balvac have carried out a further costing exercise which has determined that a reduced scope equating to approximately 9300 square metres of steelwork re-painting could be completed at an estimated cost of £4.88m. It is proposed to progress the scheme on the basis of this reduced scope, while simultaneously seeking additional funding sources within the pre-construction phase in order to maximise the extent of the scheme and the cost efficiency of the site works.
- 3.8 In accordance with the Constitution, Executive Board approval is now required to formalise a contract with Balvac.
- 3.9 The structural steelwork on the section of SJB between the Runcorn Trestle and Node Y5 were last painted in 2003 and requires re-painting every 12 years to ensure its condition remains good. A scheme for painting this steelwork section has been agreed for implementation in Year 2 (2017-18) of the LCR SJB Complex Major Maintenance Programme. Following the initial scheme development exercise, a cost estimate has been produced by Balvac. This amounts to £633k.
- 3.10 The work is programmed for commencement in April 2017 and expected to be 28 weeks in duration. This programme will facilitate an efficient transition to the various post-PTU works to be undertaken on SJB.

3.11 Executive Board approval is now required to formalise a contract with 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. This falls well short of the current estimated cost of completing the scheme as originally anticipated, with the result that less work is likely to be done. The potential impacts of this are still being evaluated and additional funding sources are currently being explored.

5.3 Funding for the SJB Complex Major Maintenance programme (including the scheme for steelwork painting between the Runcorn Trestle and Node Y5) is from the LCR Local Growth Fund.

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 20/10/16 48. Authorisation for use of the SCAPE framework for procurement of schemes for the maintenance and adaptation of highway structures.	HBC website	Ian Jones