

REPORT TO: Executive Board

DATE: 20th January 2022

REPORTING OFFICER: Strategic Director Enterprise, Community & Resources

SUBJECT: Authorisation for the use of the SCAPE Framework for procurement and development of the Runcorn Town Investment Plan – High Street Connectivity scheme

PORTFOLIO: Environment and Urban Renewal

WARDS: Borough-wide

1.0 PURPOSE OF THE REPORT

1.1 The purpose of the report is to provide a summary of the development of the High St Connectivity project in support of the Runcorn Town Investment Plan. It will seek approval to utilise the SCAPE framework for the development of these schemes specifically the replacement of a footbridge over the Bridgewater canal and repurposing of a section of High St as per the Town Centre bid.

2.0 RECOMMENDATION: That the Executive Board approve

- 1) the use of the SCAPE framework for development of the replacement footbridge scheme to Project Order stage;**
- 2) the use of the SCAPE framework for development of the High St scheme to Project Order stage; and**
- 3) the delegation of authority to the Strategic Director - ECR to authorise the passing of the SCAPE gateways prior to this Stage.**

3.0 SUPPORTING INFORMATION

3.1 The Town Centre Bid comprises seven projects of which High St Connectivity is one. This is in turn split into four schemes, two of which are described within this report, a replacement footbridge crossing the Bridgewater Canal by the Brindley and the improvement of a section of High St so it becomes more pedestrian and cycling friendly.

3.2 The proposed replacement footbridge would remove the existing concrete footbridge currently enabling access from the Greenway Rd / Costa Car park to the car park behind St Pauls and replace with a new structure in a similar location but facing the Brindley rather than directing the public to the footpath between St Pauls and the Bank.

- 3.3 The new footbridge would be compliant with the Disability Discrimination Act which the existing bridge isn't due to the angle of the longitudinal slope and this replacement is envisaged to be a more aesthetically pleasing structure. Within the bid this element of work has been provisionally allocated £1.46M of funding.
- 3.4 The proposal in the bid for the High Street project seeks to amend the carriageway in front of St Pauls and change its use to pedestrians and cyclists only. Buses would still have access into the Bus Station and access would be maintained to the car park behind St Pauls but other vehicles would not have right of passage along this section of High Street. This element has been provisionally allocated a budget of £1M of funding.
- 3.5 The schemes are not currently developed or detail designed in any way so we have a limited amount of time to develop the schemes and complete public consultation in support of a Business Case for all Town Centre Bid Projects due for submission in August 2022. The successful Business Case will then secure the funding to proceed with the works.
- 3.6 Due to the successful use of the Scape Framework for the recent completion of works on Silver Jubilee Bridge, Runcorn Delinking and Runcorn Station Quarter, it's felt that this would be a useful and timely mechanism to develop these schemes and by utilising Early Contractor Involvement ensure costs for the proposals as they develop are as accurate as possible.
- 3.7 We have a development budget of £68,460 to develop these two schemes which will be utilised to secure any necessary surveys and 3rd party design works. The Scape process is otherwise free to the Client for the first 2 stages of the process as the Contractor isn't completing costly tendering works.
- 3.8 The Scape process has six stages as shown in the Appendix and this report seeks permission to utilise the Scape process to the end of Stage 2 and the Project Order gateway with delegation of Authority to the Strategic Director – ECR for the approval of the Gateways up to this point. Once Stage 2 is complete and the Project Order is ready for approval it's proposed a further report will be presented to Executive Board seeking approval to proceed to pass this Gateway and onto construction. At this point funding would be secured. The Council reserves the right to stop works at any stage in the process outlined above until a Notice to Proceed is issued and therefore retains complete control. The terms of the Town Centre Bid state that construction is to be completed within 5 years.

4.0 POLICY IMPLICATIONS

4.1 None

5.0 OTHER IMPLICATIONS

- 5.1** Utilising a pure Design consultancy to develop the two schemes could be completed instead but wouldn't achieve the accuracy of costs or enable the Contractors knowledge to be utilised in the scheme development in line with Construction Playbook principles. This would therefore increase the risk of cost overrun once a Contractor was engaged to complete the Project and reduce the potential for value for money efficiencies to be realised.

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

None.

6.3 A Healthy Halton

Improved sustainable links should encourage more people to walk and cycle, and hence develop healthier lifestyles.

6.4 A Safer Halton

Improvements to walking and cycling links will be designed to improve the safety of the traveling public.

6.5 Halton's Urban Renewal

Providing improved sustainable links to the town centre will improve the public realm and the reputation of the borough, thereby making it potentially more attractive to investors, visitors and to those who live here.

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 likely beyond the available timescales.

8.0 EQUALITY AND DIVERSITY ISSUES

None

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

None.

Appendix 1 Scape Process Map

Civil Engineering National Framework Process Map



