

LONDON BOROUGH OF BRENT

Executive – 23 May 2005

Report from the Director of Environment

For action

Wards affected:
Barnhill, Preston, Tokyngton

Report Title: Wembley Park Station Bridge Strengthening

Forward Plan Ref: n/a

For reasons of timing and practicality, S106 works for the station improvement have very recently been added to a proposed bridge strengthening contract. The value of the contract now exceeds £1 million which requires additional approvals. A large part of the works needs to be completed before the opening of the National Stadium.

1.0 Summary

1.1 This report advises the Executive of the current situation regarding the bridge strengthening works at Bridge Road Wembley which are part of the Council's Capital Programme for this year, funded by Transport for London. The report requests approval to invite tenders in respect of the bridge strengthening works as required by standing orders 89 and 90. Due to the need to complete works before the opening of the National Stadium and the limited amount of working space, it is intended that the appointed contractor will also carry out works to improve the public transport interchange facilities at Wembley Park Station. It is intended that these additional works will be funded by S106 monies from the Quintain development.

2.0 Recommendations

2.1 That the Executive gives approval to the pre-tender considerations and the criteria to be used to evaluate tenders as set out in paragraph 3.11 of this report for the contract for the strengthening of Bridge Road Wembley Park over Network Rail and London Underground.

- 2.2 That the Executive gives approval to officers to invite tenders and evaluate them in accordance with the approved criteria referred to in paragraph 2.1 above and to report back to the Executive to seek approval for the award of the contract

3.0 Detail

- 3.1 The proposed contract involves strengthening the existing bridge carrying Bridge Road outside Wembley Park Station, together with certain other works associated with certain works to improve public transport interchange facilities at the station. The bridge carries the road over Network Rail and London Underground tracks and the respective sections of the bridge are owned by those companies. The works need to be substantially completed prior to the opening of the new National Stadium.
- 3.2 This bridge was identified as being under strength during the nationwide assessment of all bridges carrying the public highway which was funded originally by the Government Office for London and latterly Transport for London. Although the bridge is owned by Network Rail and London Underground, their statutory obligation is only to maintain the structure so that it is capable of carrying 24 tonnes as opposed to the current public highway standard of 40 tonnes. This bridge, following detailed assessment, is only capable of carrying 26 tonnes and therefore responsibility for strengthening falls to the Highway Authority.
- 3.3 Funding for the strengthening of the bridge carrying Bridge Road over the Network Rail and London Underground was granted by Transport for London for the current financial year and is included in the Council's Capital Programme.
- 3.4 For reasons of timing and limited working area, it is intended for the same contractor that carries out the bridge strengthening works will carry out certain other works for the provision of taxi facilities and the installation of staircases from Olympic Way to Bridge Road. It is hoped to secure the funding for this from S106 monies from the Quintain Development which is being allocated to Transport for London. Transport for London would in turn fund Brent to carry out this work. TfL's agreement would be obviously be needed and Quintain would need to agree to pay some of the contribution early. Written confirmation of this is being sought by officers and will be in place before the works are commissioned. The works contract will list the staircase and taxi rank work as provisional items, which will allow their exclusion from the contract if the funding is not made available.
- 3.5 The bridge strengthening works consist of the removal of existing fill materials and replacing with light weight foamed concrete to reduce the self load on the structure. This needs to be done to both footways for the whole length of the bridge and to one main carriageway span. The

bulk of this work is not technically work to the structure of the bridge and is considered to be low risk. At present, it is not anticipated that any dedicated track possessions will be required to carry out the work.

- 3.6 On going discussions with both Network Rail and London Underground have indicated that the majority of the work can be carried out without track possessions and that any possessions needed will most likely be accommodated in Engineering Hours or Rules of the Route possessions. These are either periods during the night when the railway is closed or when the railway is closed at other times for other works.
- 3.7 Because of the nature of the works, they need to be completed before any additional enhancement works such as the addition of canopies are added to the station and to the footway surface.
- 3.8 The strengthening works will be programmed in such a way as to ensure completion of key areas before the opening of the stadium. In the event that the work is not complete by the opening, the contractor will have to leave the site during the opening period and that all areas that have been worked on will be completed. The contract will be written in such a way that the costs of this will be include in the tender sum as a provisional item.
- 3.9 We are advised by our Consultants, Mott MacDonald Ltd, that the use of ICE Conditions of Contract 7th Edition would be the most economical and efficient method of administering a contract of this size with time constraints.
- 3.10 Mott MacDonald are currently working on detailed drawings and specifications for the project, although there are issues, principally connected to the additional works which still need to be resolved.
- 3.11 In accordance with Contract Standing Orders 89 and 90, pre-tender considerations have been set out below for the approval of the Executive. The Executive is asked to give its approval to these proposals as set out in the recommendations and in accordance with Standing Order 89.

Ref	Requirement	Response
(i)	Nature of works	Strengthening of bridge over railway. Construction of taxi facilities and installation of new stairways.
(ii)	The estimated value	£1.4 Million
(iii)	The contract term	30 weeks, with possible extension if contractor needs to withdraw due to opening of stadium
(iv)	The tender procedure to be adopted	Two stage tender process in accordance with Standing Orders.
(v)	The procurement timetable	Invite expressions interest May 25 th

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		<p>Review /select tender list June 30th Invite tenders July 1st Return of Tenders 28th July, Exec Cttee Approval Sept 14th Appoint contractor September for October start on site.</p>
(vi)	Evaluation procedure	<p>Shortlists are to be drawn up in accordance with the Council's Contract Management Guidelines namely the pre-qualification questionnaire and thereby meeting the Council's financial standing requirements, technical capacity and technical expertise.</p> <p>This process will result in a tender list restricted to companies with the correct technical expertise, experience, resources and financial standing.</p> <p>The lowest unqualified tender will be accepted.</p>
(vii)	Any business risks associated with entering the contract	<p>Contract is relatively simple and the risk of unforeseen problems is low to medium.</p> <p>There is no major structural work being carried out to the bridge and all work is from road level. Although operating over a railway, few operations require track possessions. Possessions are not currently assessed as being a significant risk.</p> <p>A detailed risk analysis has been carried out and is attached as an Appendix to this report.</p> <p>It should be noted that the only two statistically significant costs relate to lack of approval of the design by Network Rail and London Underground. The contract will not start until these approvals have been obtained, these risks could be assessed at zero.</p>
(viii)	The Council's Best Value duties	<p>The expression of interest procedure and subsequent evaluation of contractors followed by a competitive tender assist the</p>

		Council in obtaining best value.
(ix)	Any staffing implications including TUPE and pensions	None
(x)	The relevant financial, legal and other considerations	See paragraphs 4 & 5

3.12 The Executive is asked to give its approval to these proposals as set out in the recommendations and in accordance with Standing Order 89.

4.0 Financial Implications

4.1 The Council's Standing Orders state that works contracts exceeding £1 million shall be referred to the Executive for approval to invite tenders and in respect of other matters identified in Standing Order 90. The estimated value of this works contract is £1.4 million.

4.2 Funding for the bridge strengthening is from Transport for London who have guaranteed funding for this year and committed additional funding for completion of the project in 2006/7. This commitment is currently for £1.8 million in total for the bridge strengthening and comfortably exceeds the current estimated completion costs. Funding for bridge schemes have a bi-monthly review by TfL and any variations in cost result in variations in allocations.

4.3 As referred to in paragraph 3.4 funding for the taxi rank and additional staircases will be funded by TFL from S106 monies. Negotiations for the allocation and release of this funding have not yet been concluded and so these works will not proceed unless the funding has been confirmed by TFL. Because of this the works contract will list the staircase and taxi rank work as provisional items, this would allow their exclusion if the funding was not made available.

4.4 A risk analysis covering both construction and financial risks is appended to this report and it shows a low level of financial exposure to large cost increases.

5.0 Legal Implications

5.1 As referred to in paragraph 3.1 above, the Council is not the owner of this structure. However, the Council as a Highways Authority can agree with the owner of a bridge carrying a highway over a railway to make payments the improvement or maintenance of that bridge.

5.2 Monies provided under a section 106 agreement must be utilised for the purpose set out in the agreement and within any time period for their expenditure in the agreement, otherwise the developer can require them to be repaid. In this case, although this is primarily an issue for TfL, the Council could be liable to the Owner or to TfL if it failed to comply with this

5.3 The Contract is under the EU Procurement threshold of £3.8 million for works contracts and therefore is not subject to the full application of the EU Procurement Regulations. The Contract is a High Value Contract under the Council's Contract Standing Orders and is therefore subject to the Council's Contract Standing Orders in respect of High Value Contracts.

5.4 Once the tendering process is undertaken Officers will report back to the Executive in accordance with Contract Standing Orders, explaining the process undertaken in tendering the contracts and recommending award.

6.0 Diversity Implications

6.1 Where appropriate, the works will be constructed to ensure that pedestrians have access between footways by using dropped kerbs and tactile paving at crossing points. The new stairways, taxi facilities etc are being designed to take in all the requirements of the latest legislation. In other respects, this report has been subject to screening and officers believe there are no diversity implications.

7.0 Staffing/Accommodation Implications

7.1 There are no staffing implications for the Council arising out of this report. The scheme is being designed by external consultants and will be constructed by a civil engineering contractor. The scheme is project managed using existing resources in the Transportation Service Unit.

8.0 Environmental Implications

8.1 The bridge strengthening scheme has been designed to maintain traffic flow during the course of the works in order to minimise delays and congestion. The enhancement works are part of a larger package of proposals to ease the movement of passengers between bus, taxi and underground, thus promoting public transport over the use of the private car.

Background Papers

Project files held in the Transportation Unit.
TfL Baseline Programme for bridge strengthening funding.

Contact Officers

Any person wishing to inspect the above papers should contact Paul Williams, Transportation, 2nd Floor West, Brent House. Tel 020 8937 5043

Richard Saunders
Director of Environment

RISK REGISTER
Date: May-05

Project:
Project Phase:

Wembley Park Station Bridge
Construction

Risk assessment by: M. S. Bee

Threat	Consequences	IMPACT	LIKELIHOOD	RISK	RISK TYPE	Potential risk control measures	IMPACT	LIKELIHOOD	RESIDUAL RISK	Action By	Potential cost x probability	Potential delay x probability (weeks)
Concrete break out causes material to fall on NR track	Risk to NR trains	4	2	8	T C R	Break out only in possession	4	0	0	MM / RE	£0	0
Ditto for LUL track	Risk to LU trains	4	2	8	T C R	Break out only during engineering hours	4	0	0	MM / RE	£0	0
Delay in approval by NR	Delays to programme	4	3	12	T	Pursue written approvals	4	2	8	MM	£22,500	0.5
Delay in approval by LUL	Delays to programme	4	3	12	T	Pursue written approvals	4	2	8	MM	£22,500	0.5
Damage or impact on parapets by plant	Damage to trains / loss of life	4	2	8	T C R	Prevent plant from working adjacent to parapets	4	1	4	CONTRACTOR	£4,500	0.1
Damage or impact on parapets by public vehicle	Damage to trains / loss of life	4	2	8	T C R	Maintain temporary barriers when pedestrian railings removed	4	1	4	CONTRACTOR	£4,500	0.1
Exposed concrete is in poor condition	Repair to concrete required	2	3	6	T C	Identify repair method in contract	1	3	3	MM	£0	0

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Delays due to utilities	Delays to programme	2	3	6	T C	Maintain liaison with utilities	2	2	4	MM / RE	£2,250	0.1
Structure details differ from record drawings	Delays to programme	3	2	6	T C						£5,625	0.3
Contractor not familiar with materials (foam concrete)	Delays to programme	3	3	9	T C	Select suitable contractor	3	0	0	LBB	£0	0
Interface with Wembley Park Station enhancement works	Delays to works	3	3	9	T	Maintain liaison with WITT team	3	1	3	LBB / RE	£1,125	0.1
Stopping works during ramp-up events at Wembley Stadium	Delays to works	3	2	6	T C						£5,625	0.3
TOTALS											£68,625	1.8

Key

Intolerable		15 to 25
Significant		10 to 14
Tolerable		5 to 9
Negligible		1 to 4

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