

WIRRAL COUNCIL

CABINET - 21 JULY 2011

SUBJECT:	DOCKS LINK ROADS RESURFACING – ADDITIONAL WORKS
WARD/S AFFECTED:	LEASOWE & MORETON EAST; BIDSTON & ST JAMES; WALLASEY
REPORT OF:	DIRECTOR OF TECHNICAL SERVICES
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR HARRY SMITH STREETSCENE & TRANSPORT SERVICES
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to seek approval of technical variations to the contract for the resurfacing of the A5139 Docks Link Roads in excess of £50,000 or 10% of the tender total.

2.0 RECOMMENDATION

- 2.1 That approval be granted for the variation of the works pursuant to Contract Procedure Rule 16.2 which will increase the contract sum from £832,553 to £1,100,000, which is an increase of £267,447 or 32%.

3.0 REASONS FOR RECOMMENDATION

- 3.1 The variation of these works as described in section 4.0 below will provide a guaranteed and designed highway maintenance solution with a pavement design life fully in accordance with current standards.
- 3.2 The variation of these works as described in section 4.0 below will also enable essential bridge maintenance activities to be completed as early as possible.
- 3.3 The Council has entered into a Tri-Partite Agreement with the Highways Agency (HA) and Merseytravel, for delivery of the Bidston Moss Viaduct project, following approval from the Council's Executive Board on 8 February 2007 (Minute 251 refers). A condition of the Agreement is that no major traffic restrictions shall be erected on the highway network in the vicinity of the viaduct for a period of five years after completion of the works. The addition of these works into the contract already agreed for the resurfacing of the Docks Link Roads will avoid compromising this condition.

- 3.4 Budget provision exists for the contract variation in the current Local Transport Plan (LTP) programme managed by the Director of Technical Services.

4.0 BACKGROUND AND KEY ISSUES

- 4.1 A contract has been awarded by the Council to Costain Limited, the contractor undertaking the Bidstion Moss viaduct repair works, on a single tender basis, to carry out resurfacing activities on the A5139 Docks Links Roads, following approval by Cabinet on 9 December 2010 (minute 260 refers). The contract is based on a limited re-surfacing specification proposed by the Director of Technical Services as a result of previous visual inspections only.
- 4.2 The contract is a lump-sum contract including contractor design elements based upon the NEC3 form of contract, which is now an industry standard for major highway works. As part of the design phase, Costain have undertaken a pavement survey and commissioned an independent report which identifies the current structural condition of the Docks Links roads, following core sampling and comprehensive site investigations. A design of the pavement re-surfacing in accordance with the conclusions of this report has resulted in the identification of significant additional areas requiring increased depths of material in order to achieve the design standards contained in the Design Manual for Roads and Bridges (DMRB). The design currently proposed should achieve a design life of 20 years for the replacement surface with the associated contractor and material supplier guarantees. It is proposed that this design be accepted on the basis of best value to the Council, when compared to a lesser specification with the risk of frequent maintenance interventions over the same period presenting increased total whole-life costs and disruption to the travelling public.
- 4.3 A number of high priority bridge maintenance requirements were identified in a Principal Bridge Inspection conducted by the Council's consulting engineers in 2009 on the Poulton Viaduct, which is being resurfaced as part of these works. It is proposed that certain critical maintenance activities on the viaduct be included in the contract at this stage to take advantage of the experience and expertise offered by Costain, and to avoid further restrictions and delays to the public if these works were deferred to a later date.

5.0 RELEVANT RISKS

- 5.1 In common with all highway and bridge maintenance schemes there is a risk that unknown defects could be uncovered leading to additional essential works being added to the contract which may result in increased costs or works duration.
- 5.2 To help mitigate against the risk effects of further additional works a number of contractor-owned risk items have been included in the contract, prices for which are included in the revised contract sum reported. Additionally, a separate schedule of Employer-owned risks has been identified and costed. Allowance has been made in the revised budget allocation to cover these risks. Should

these items be expended by the Project Manager, an extension of time for completion may be awarded to the contractor in accordance with the contract.

- 5.3 The traffic management will be co-ordinated by Costain concurrently with works on the adjacent Bidston Moss viaduct to help minimise the effects on road users.
- 5.4 All risks will be managed appropriately and all critical project risks will be monitored on a regular basis by the project team.

6.0 OTHER OPTIONS CONSIDERED

- 6.1 The only other option considered is to defer these additional works to the future and only undertake a limited resurfacing involving surface course replacement at this time. However, in this case there would be a significant risk of the Council breaching the Tri-partite Agreement by having to carry out major maintenance works within 5 years of completion of the Bidston Moss Viaduct works.

7.0 CONSULTATION

- 7.1 Road closures will be required for resurfacing activities and Costain has followed both the Council's and HA's procedures for the application of closures and diversions and has liaised appropriately with stakeholders and local businesses. The local media have also been informed about all planned traffic diversions.

8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

- 8.1 There are no implications in this report for voluntary, community or faith groups.

9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS

- 9.1 The Department of Law, HR and Asset Management and the Department of Technical Services will jointly oversee the works on behalf of the Council.
- 9.2 The Contractor, Costain, will provide all professional services including design, supervision and CDM Co-ordination in the contract sum.
- 9.3 There are no additional staffing implications with these proposals.
- 9.4 The total estimated cost of the contract works will increase from £832,553 to £1,100,000.

- 9.5 The original budget for the works was £890,000 comprising £490,000 from 2010/11 and £400,000 from 2011/12, in the LTP Structural Maintenance settlement. The revised funding requirement of £1,150,000, including £50,000 for Employer's risk, will be met from an additional allocation of £260,000 from the 2011/12 LTP Structural Maintenance settlement. This has been accommodated in the programme managed by the Director of Technical Services.
- 9.6 There are no additional IT implications with these proposals.
- 9.7 The Technical Services Department bridges asset database will be updated on completion of the contract to reflect all works undertaken on the Poulton Viaduct under the contract.

10.0 LEGAL IMPLICATIONS

- 10.1 There are no specific legal implications associated with this report. The Legal and Member Services Section within the Department of Law, HR and Asset Management have been involved with the completion of the contract.

11.0 EQUALITIES IMPLICATIONS

- 11.1 There are no specific implications in this report for equal opportunities, including women, ethnic minorities or the elderly. There is no project-specific Equality Impact Assessment (EIA) but the design has followed the principles contained in the DMRB.

12.0 CARBON REDUCTION IMPLICATIONS

- 12.1 Improvements in road surface quality could lead to a potential reduction in carbon emissions from vehicles. However, specific estimates have not been quantified. There is no specific carbon budget for the highway asset operated by Technical Services, which includes the A5139 Docks Links Roads.

13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

- 13.1 Highway maintenance works of the nature proposed under this scheme are exempt from planning consent requirements.
- 13.2 There are no community safety implications arising from this report.

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APPENDICES

None

REFERENCE MATERIAL

The information used in the preparation of this report was obtained in consultation with Technical Services Department and with reference to their asset database and register information. No other background papers have been used in the preparation of this report.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet report – BIDSTON MOSS VIADUCT UPDATE AND DOCKS LINK ROADS RESURFACING	9 December 2010