



DECISION OF DIRECTOR OF DEVELOPMENT AND ENVIRONMENT

DECISION NO. 16/17 DE 3

SUBJECT:

MetroWest Phase 1 – Award of contract for NEC3 engineering professional services to support the highways construction procurement process.

The contract will include:

- Early identification and management of risks associated with highways construction;
- Assessment of most appropriate procurement methodologies;
- Cost and develop programme of work packages;
- Ensure that the project has a robust and compliant process for tendering, awarding and administering the highways construction contracts.

Background:

The MetroWest Phase 1 project proposes to re-open the Portishead rail line with stations at Portishead and Pill. The project is being promoted by the four West of England councils; Bath & North East Somerset, Bristol City, North Somerset and South Gloucestershire. The project forms part of a wider MetroWest programme to deliver strategic enhancements to the local rail network over the next 10 years during Control Period 5 and 6. MetroWest Phase 1 is being led by North Somerset Council on behalf of the four councils. In respect of infrastructure, the MetroWest Phase 1 project in summary comprises rebuilding the 5km dis-used section of railway between Portishead and Pill, upgrading the Portbury freight line, partial reinstatement of the Down Relief line near Bedminster station, minor signalling works at Avonmouth and a crossover and signalling at Bathampton.

Re-opening the Portishead rail line will require new highways infrastructure at Portishead, Pill and a number of other sites. Key elements of new infrastructure include:

- Re-alignment of Quays Avenue in Portishead;
- Car-parks and associated highways access at Portishead and Pill stations;
- New or improved walking, cycling and bridleway links within Pill and Portishead and between Pill and Portishead (NCN26); and
- Maintenance and construction access to the rail line from the existing highway.

It has been confirmed that MetroWest Phase 1 is a nationally significant infrastructure project (NSIP) because it includes more than 2km of railway build outside the existing operational railway. The Planning Act 2008 requires NSIPs to be subject to the Development Consent Order (DCO) process for planning powers to build and operate the

proposed development. The DCO process is a six stage process taking up to three years, comprising:

- Pre-application (Stage 1)
- Acceptance (Stage 2)
- Pre-examination (Stage 3)
- Examination (Stage 4)
- Recommendation & Decision (Stage 5)
- Post decision (Stage 6)

The pre-application stage entails a considerable investment in resources and time, given the technical requirements including; GRIP engineering design / project development stages, Environmental Impact Assessment, an Environmental Statement and formal consultation processes.

The procurement of Faithful & Gould for NEC3 professional services for the DCO process has been undertaken through the SCAPE framework, which is a national framework contract which all highway authorities are party to.

DECISION:

To award a contract to Faithful & Gould for NEC3 professional services to support the highways construction procurement process, based on an estimated spend of £39,862.

Reasons:

The highways construction work stream will form a substantial proportion of the overall project cost. This work stream is also critical for the facilitation of the rail construction (e.g. the re-alignment of Quays Avenue will need to make way for the new station site at Portishead). The work is complex, with risks relating to contaminated land and diversion of utilities.

Faithful and Gould are specialists in this work area and their involvement at this stage will help to de-risk the highways construction workstream and the project as a whole; particularly in relation to programming and cost. Faithful and Gould have a track record working with North Somerset on highways schemes including the South Bristol Link and Town Centre Regeneration projects.

Other Alternatives Considered:

The promotion of a DCO and the need to ensure our highways construction procurement is robust and compliant requires very specialist professional advice and could not be undertaken using in-house resources alone.

Risk Assessment:

The top three key project risks are:

- Ensuring technical and legal compliance with the prescriptive DCO requirements as set out in legislation and guidance documents,
- Managing the complex programme interfaces between the various technical work streams, ie environmental assessment, engineering design, stakeholder engagement and consultation,
- Managing stakeholder expectations in relation to the scope of the scheme in respect of the design and technical evidence base required for the DCO application.

The MetroWest Phase 1 project manager maintains a risk register and manages risks through the risk strategy.

Financial Implications:

The project capital outturn cost is estimated at £58.2m, and is expected to be funded mainly from the WoE LEP through the Local Growth Fund, with some funding provided by the four councils. The estimated cost of £39,862 for the contract is to be met from the project funding of £3,143,000 for 2016/17. However, whilst funding is available, this has not yet been approved into the Council's capital programme, but is expected to be approved at the Executive meeting on 21 June 2016. In the meantime, the Directorate's revenue budget will underwrite the small risk that the approval will not be forthcoming.

Implications for Future Years:

The award of contract does not commit North Somerset Council to delivering the project.

Signed..........Director of Development and Environment.

Dated.....16/5/16.....

