

Cabinet

30<sup>th</sup> August 2016

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor J Innes

**Director Approving Submission of the report:**

Executive Director of Place

**Ward(s) affected:**

All Wards

**Title:**

Swanswell Viaduct Refurbishment

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**Is this a key decision?**

Yes – The proposal in this report is a key decision because expenditure is above the £1m threshold and although geographically the site is located within St Michael's ward it will have an impact on Ring Road traffic affecting the whole of the City.

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**Executive Summary:**

The Swanswell Viaduct Refurbishment scheme involves the structural refurbishment of substandard elements on the Swanswell Viaduct between Junction 1 – 4 of the Coventry Ring Road.

In order to maintain its capacity the structure has had cyclic inspections and maintenance carried out since its construction in the 1960s and 70s. However, supporting elements of the viaduct are in need of essential maintenance and/or upgrading. Some of the key features of the viaduct, such as parapet and edge require upgrading, with deck joints and waterproofing to be replaced to prolong the life of the structure.

As outlined and approved in the 2016/17 Transportation and Highway Maintenance Capital Programme Cabinet Report (8 March 2016), the Council has been successful in securing £5.5million of Department for Transport (DfT), Local Highways Maintenance Challenge Funding, with a requirement for 10% (£550k) contribution from the Council. In total £6.05million is available to spend on the refurbishment of the structure. DfT funding conditions require for all funds to be spent by end of financial year 2017/18.

As the value of works is in excess of £1million per annum, Cabinet is being asked to approve the various procurement routes chosen to deliver the scheme.

**Recommendations:**

Cabinet is requested to:

1. Note the funding award from DfT, Local Highways Maintenance Challenge Fund of £5.5million for the purposes of refurbishing the Swanswell Viaduct.
2. Approve the advanced design consultancy costs of £0.1million to determine and prioritise the sub-standard elements on the structure along with the associated project management costs to be procured via the West Midlands Highway Alliance (WMHA) Shared Professional Services Contract (SPSC).
3. Approve the investigation work costs of £0.25million via the Highways Maintenance Contract (HMC) 2011-2016.
4. Approve procurement of the detailed design via mini-competition through the West Midlands Highway Alliance (WMHA) Shared Professional Services Contract (SPSC).The value expected to be circa £0.5million.
5. Delegate authority to the Executive Director of Place, following consultation with the Cabinet Member for City Services, for the appointment of a Principal Contractor for the works through and competitive procedure under Birmingham City Council's Highways and Infrastructure Framework.

**List of Appendices included:**

Appendix A – Location Plan  
Appendix B – Swanswell Viaduct adjacent land usage  
Appendix C – Project Delivery Structure

**Other useful background papers:**

None

**Has it been or will it be considered by Scrutiny?**

No

**Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?**

No

**Will this report go to Council?**

No

## **Report title: Swanswell Viaduct Refurbishment**

### **1. Context (or background)**

- 1.1 Coventry Ring Road is the hub of the city's road network, carrying large volumes of traffic. The city's economy relies on this connectivity.
- 1.2 Some of the key features of the viaduct are below current standards, including the bridge parapets and the deck edges.
- 1.3 The bridge decks also need to be waterproofed. Following waterproofing, the carriageway surface will need to be replaced. This will have the benefit of reducing on-going maintenance costs.
- 1.4 The objectives of the scheme are to:
  - Maintain and upgrade the Ring Road structures and carriageway
  - Minimise short and long term maintenance costs
  - Improve safety

Combining all of these works into one scheme will ensure procurement and implementation is as efficient as possible and traffic disruption is minimised.

- 1.5 A structural assessment was carried out in 1992, and, whilst some of the most urgent repairs have been carried out as part of the Councils cyclic maintenance, the root causes of many of the problems were not satisfactorily resolved. This scheme will address the remaining issues e.g. waterproofing and leaking joints.

### **2. Options considered and recommended proposal**

- 2.1 In order to meet the tight delivery timescales imposed by the DfT funding conditions, the scheme works are proceeding. An initial high level structural review has been completed to confirm that the assumptions made within the bid process are correct. Following the high level review an options report has been produced to prioritise deficiencies.
- 2.2 A design consultant was appointed through the existing Shared Professional Services Contract (SPSC) to carry out the high level review and subsequent options report as well as project management of the works.
- 2.3 The options report required extensive intrusive testing on the structure which was procured via the existing Highway Maintenance Contract (HMC).
- 2.4 It is recommended that a design consultant be appointed via mini-competition through the existing SPSC to carry out detailed design works. SPSC requirements require works above £50k to be awarded through a competitive tender process).
- 2.5 It is recommended that the procurement of the Principal Contractor to carry out the core refurbishment work, be undertaken through Birmingham City Council's Highways and Infrastructure Framework through a competitive tender process. Framework suppliers have already been approached to gauge interest and to confirm the works are within their area of expertise. It is expected that the refurbishment element will total circa £5 million.

### 3. Results of consultation undertaken

- 3.1 Coventry City Council's Procurement Team has been consulted to determine the most appropriate procurement strategy for delivery of the scheme. Existing framework routes have been identified for all phases to drive efficiency and value for money through well established supply chains.

### 4. Timetable for implementing this decision

- 4.1 Due to the significant investigation works required to achieve a construction start by early 2017, the current programme is very challenging and the delivery dates below need to be met.

Key Milestones	Delivery Dates
High Level Review	March 2016 (Achieved)
Investigation Works	April 2016 (Achieved)
Options Report	May 2016 (Achieved)
Detail Design Start	September 2016

### 5. Comments from Executive Director of Resources

#### 5.1 Financial implications

- 5.1.1 Funds for the scheme have been secured via the DfT, Local Highways Maintenance Challenge Fund with a 10% contribution from the Council's Capital Highways Maintenance budget.

- 5.1.2 DfT funding conditions require all funds to be spent by end of financial year 2017/18. There is the potential for claw-back should this condition not be met.

- 5.1.3 The overall project costs of £6.05m are based on financial modelling using the following assumptions:-

- Design costs including preliminary studies, options review, detailed design and onsite support including project management throughout the life of the scheme costing circa £0.65million.
- Construction costs which include advance investigation works and works to be undertaken by the Principal Contractor costing circa £5.4million.

- 5.1.4 The funding award is not sufficient to carry out all the refurbishment works, it is currently estimated that a total budget of £12.3m would be required to deliver a full refurbishment.

- 5.1.5 The Principal Contractor will be appointed via the Birmingham City Council's Highways and Infrastructure Framework which is an NEC contract and provides an opportunity for the current phase to be scaled to work within the available funds.

- 5.1.6 This is possible as the nature of the works, commencing at Jct 4 working through towards Jct 1, provides an opportunity to halt works at a suitable location once funds are fully utilised. Areas not completed within phase 1 will be included in future funding bids that will be required for the remainder of the structure.

- 5.1.7 The Detail Design process will include an outline for the anticipated extent of the works to be undertaken as part of phase 1, taking into consideration the available funds. Monthly financial monitoring and Project Board meetings will give the project team an opportunity to discuss actual progress against planned and seek approvals for a logical completion of this phase of the works.

5.1.8 Revenue costs are not expected on the scheme.

## 5.2 Legal implications

5.2.1 Any works carried out as part of the scheme which exceed EU procurement thresholds will be tendered through procurement routes which are compliant with the Public Contract Regulations 2015 and the Council's Rules for Contracts.

5.2.2 As the works are a refurbishment of an existing highway structure, it is expected no planning consents will be required. Should aesthetic alterations to the viaduct fascia be proposed the planning team will be consulted.

## 6. Other implications

### 6.1 How will this contribute to achievement of the Council Plan?

The delivery of the scheme will prolong the life of the Swanswell Viaduct as an integral part of the city's highway network. Non-delivery of the scheme would result in future maintenance costs being borne by the Council's Highway Maintenance budget causing a burden in future years.

Further deterioration of the structure could result in a closure or having lane closures or weight restrictions applied between Junctions 1- and 4, causing significant congestion across the city.

Highway maintenance is of fundamental importance to achieving the integrated transport agenda.

### 6.2 How is risk being managed?

To mitigate the risks associated with this project, a comprehensive governance structure has been put in place to ensure correct procedures are followed and that the programme is maintained. The governance structure can be found in Appendix C.

An Interactive Planning Session has been held in which the main risks and associated mitigation measures have been identified.

### 6.3 What is the impact on the organisation?

Though the majority of the scheme is funded with external funds, a small contribution is required from existing highway maintenance budgets, therefore there will be a small impact on the maintenance funds for other structures in the city. This is being managed by the highway team and does not present any significant concern.

### 6.4 Equalities / EIA

Delivery of these works will assist the Council in its role as the Highway Authority to maintain the public highways on behalf of all Coventry residents and visitors.

The City Council will work with all suppliers and their supply chains to ensure that all works are carried out in line with industry best practise and that all environmental standards and legislation is adhered to.

## 6.5 Implications for (or impact on) the environment

Undertaking this scheme will contribute to the Council's responsibility for maintaining Coventry's road network which will in turn contribute to achieving environmental targets as well maintained roads improve the efficiency of traffic flow and therefore reduce environmental impact through reduction of emissions.

## 6.6 Implications for partner organisations?

Improvements to the highway network will benefit all users and promote the city to partner organisations and further development.

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Place Directorate

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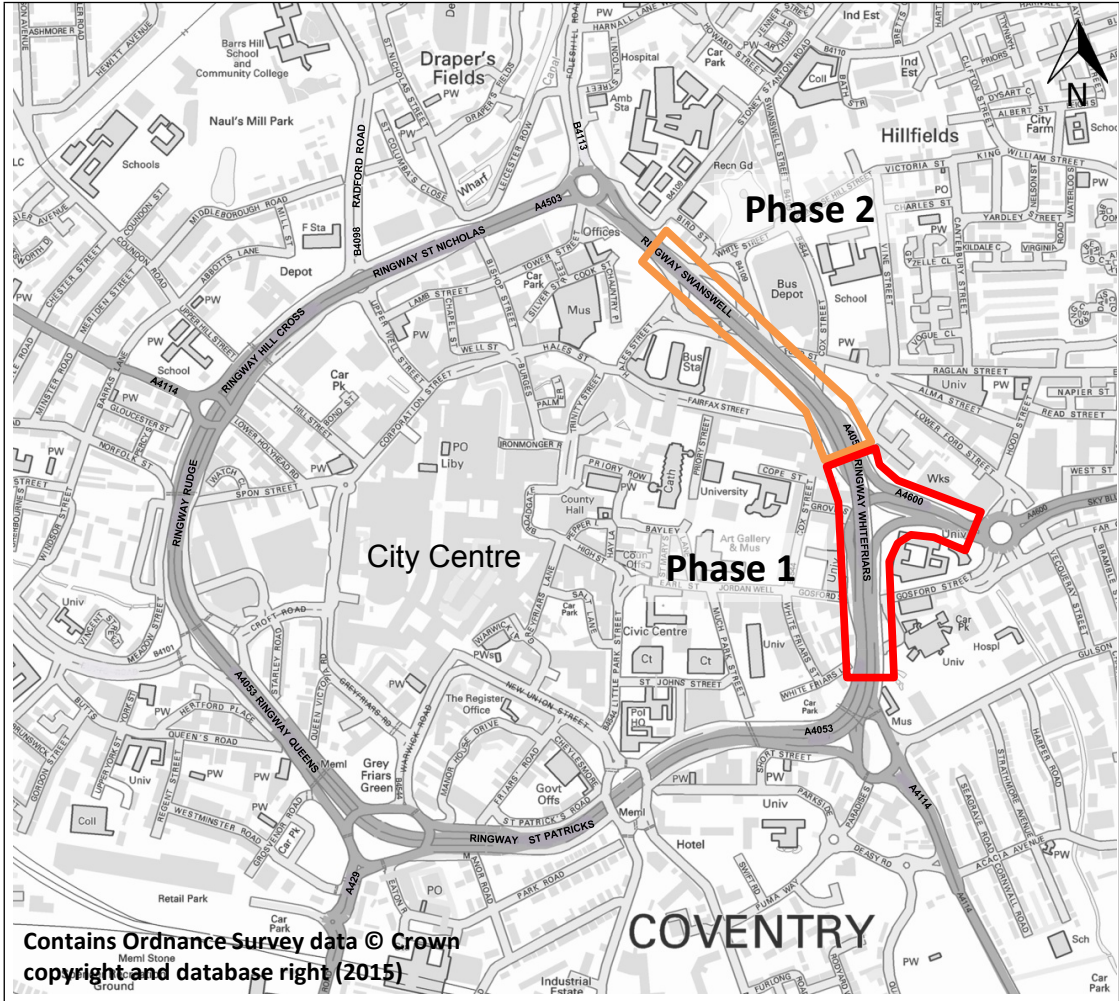
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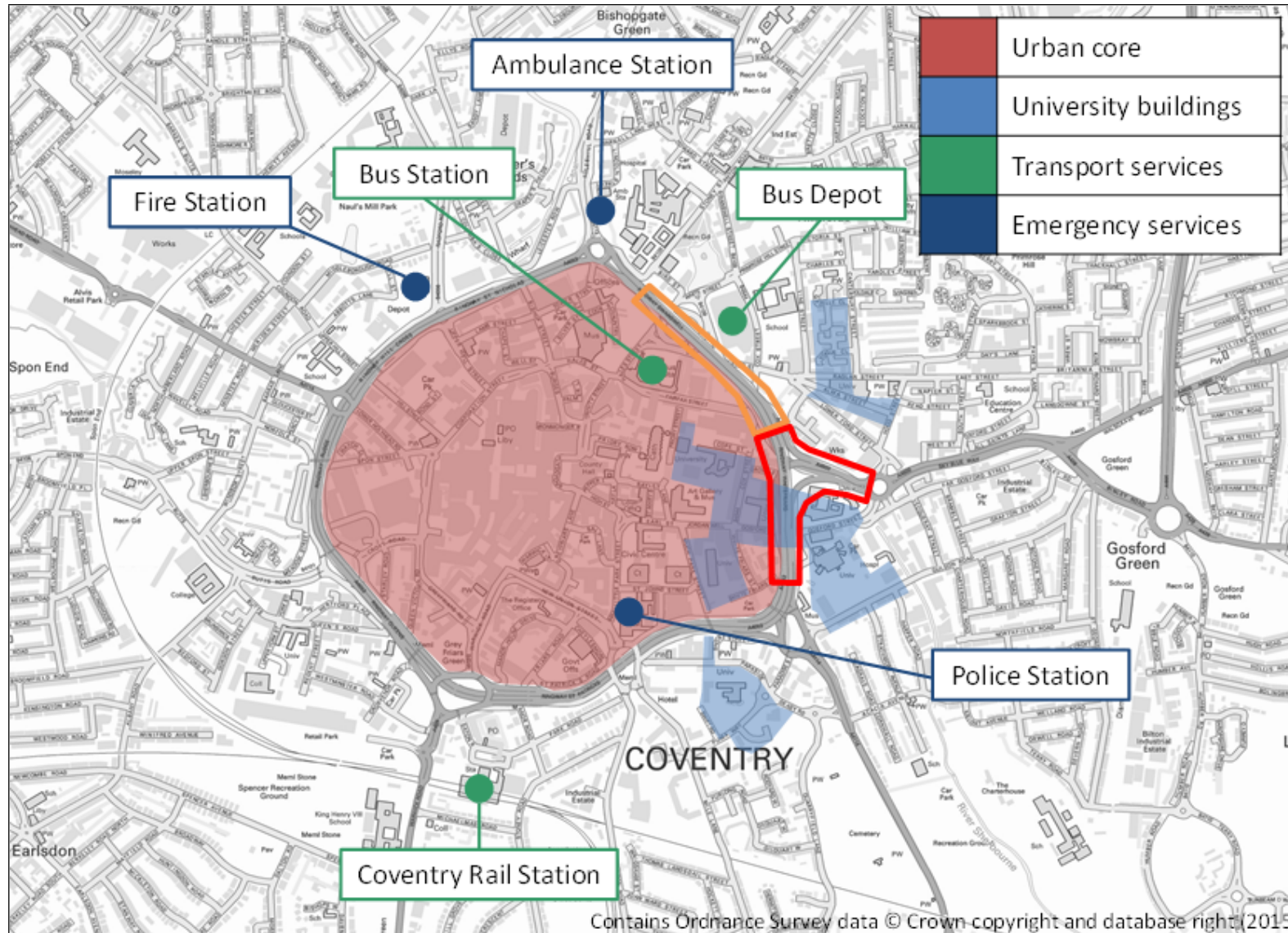
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Councillor J Innes	Cabinet Member for City Services	-	25/07/2016	03/08/2016

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Appendix A – Location Plan



Appendix B – Swanswell Viaduct adjacent land use





Appendix C – Project Delivery Structure

