

Report for: Cabinet Member for Environment

Item number: 4

Title: Commission Network Rail to undertake strengthening of the bridge

Report authorised by : Lyn Garner, Director, Regeneration, Planning and Development.

Lead Officer: Bob McIver, Head of Building Control

Ward(s) affected: Harringay/Stroud Green

**Report for Key/
Non Key Decision:** Key Decision

1. Describe the issue under consideration

1.1 To vary an existing agreement in accordance with Contract

Standing Orders 10.2.2 with Network Rail Infrastructure Ltd for payment of a contribution to Network Rail to carry out the bridge strengthening which has been progressed by Network Rail through their works contractor. The cost of the variation is £1,034,000 and the cost of the project has increased to £4,329,000 from an initial estimated project value of £3,295,000. Network Rail's overall capped cost input share of £659,000 of the current total estimated costs of £4,329,000. These works have been carried out and are now completed. There has been a delay in receiving the final cost for the works and this has delayed the preparation of this report.

2. Cabinet Member Introduction

2.1 There is a variation of the cost of this project to the amount of £1,034,000. The funding has been successfully secured from TfL. We now seek approval so that we can increase the purchase order.

3. Recommendations

3.1 For the Cabinet Member for Environment to approve, for the Council in its role of highways authority, a variation to Haringey Council's agreement with Network Rail Infrastructure Ltd to increase our contribution to Network Rail (as the owner of Wightman Road Bridge) towards the costs of the bridge strengthening improvement works to the sum of £1,034,000. The overall cost of the anticipated final account is now £4,329,000. Network rail's contribution is capped at £659,000.

4. Reasons for decision

4.1 Haringey Council, as Highway Authority, must meet the EU regulations that Highway structures must be maintained in good condition and are able to carry heavy goods vehicles up to 40 Tonnes.

5. Alternative options considered

5.1 Network Rail and Haringey Council have a statutory responsibility to maintain the Wightman Road bridge and the highway respectively. The alternative course of action would have been to leave the bridge works incomplete. This would have likely resulted in legal action being taken against Haringey by both Network Rail and their contractors.

5.2 The project has now been completed. The cost has increased due to design changes and unforeseen circumstances on site. These primarily were firstly re-design of the deck to reduce loads on the existing abutments and secondly detection of unknown statutory plant.

5.3 Funding has already been allocated by TfL for the additional costs. The approval of this report will enable Haringey to raise the existing purchase order in order to pay Network Rail for the outstanding costs of the works.

6. Background information

6.1 Network Rail was originally commissioned by Haringey Council to prepare a feasibility report. During this feasibility stage of the project, Network Rail advised that a budget cost for the replacement of the bridge for the sum of £3,295,000 would be sufficient. During the design process and tendering of the replacement of the bridge as a design and build package, the design of the bridge was altered to reduce loads on the existing abutments and in line with proposals to increase the height of the soffit of the bridge deck to accommodate the Gospel Oak rail line improvements.

6.2 In view of this, the structural deck construction was amended from steel to pre-stressed, precast concrete to enable the slimmer deck construction resulting in increased costs. Some of the costs are also attributable to statutory authorities' diversions and additional traffic management over and above that agreed in the original agreement with Network rail.

6.3. Tenders were invited by Network Rail in line with their procurement guidelines and Dyer and Butler were awarded the contract as the lowest tenderer.

6.4 An allocation was made in this financial year to complete the replacement of the bridge as undertaken by Network Rail. Funding for the design of the bridge

replacement was allocated in 2014-15 and implementation was undertaken in 2015-16 with the balance successfully allocated in 2016-17.

6.5 This is in accordance with the legal agreement between Haringey Council and Network rail Infrastructure Ltd dated 26th March 2015.

7. Contribution to strategic outcomes

7.1 Priority 3 of the Corporate Plan 2015-18 is “a clean and safe borough where people are proud to live”. The bridge was heavily corroded with a reduced load capacity.

7.2 Strengthening the bridge relates to the following objectives of priority 3 of the Corporate Plan:

- We will make Haringey one of the most cycling and pedestrian friendly boroughs in London.
- We will work with communities to improve the environment, particularly by reducing anti-social behaviour and environmental crime.
- We will make our streets, parks and estates clean, well maintained and safe are proud to live.

7.3 Following the works the load bearing capacity of the bridge is now compatible with EU requirements.

8. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)

Finance

8.1 The total cost of the works is estimated to be £4.329m. £0.659m of this is Network Rail’s capped contribution. This leaves an estimated contribution for the Council of £3.67m. The Council have already paid approximately £2.5m to Network Rail for these works.

8.2 This scheme is funded by TFL grant. There will be no further expenditure in the current financial year and a bid has been submitted to TFL for the 2017/18 financial year to cover the difference between the amount paid out and the expected final account. The service expect this grant bid to be approved as TFL have agreed to fund the full cost. The Council’s capital budgets will be changed to match the grant approvals through standard budget virement and approval processes.

Procurement

8.3 The Central Procurement Unit note the need to vary the original agreement with Network Rail due to the additional works and traffic management requirements. Haringey Council though as the Highways Authority and as the work progresses by the Network Rail contractor should review the cost of the variations by the Network Rail contractor as value for money.

Legal

8.4 The Assistant Director of Corporate Governance notes the contents of the report and confirms there are no legal reasons preventing the Cabinet Member for Environment from approving the recommendations in the report.

Equality

8.8 “The Council has a public sector equality duty under the Equalities Act (2010) to have due regard to:

- tackle discrimination and victimisation of persons that share the characteristics protected under S4 of the Act. These include the characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation;
- advance equality of opportunity between people who share those protected characteristics and people who do not;
- Foster good relations between people who share those characteristics and people who do not.

8.9 The Wightman Road Bridge strengthening project was included within the Council’s Sustainable Transport Works Plan 2016/17 (STWP), which is strategically informed by Haringey’s Local Implementation Plan 2011-31 (LIP). An Equalities Impact Assessment (EqIA) was undertaken as part of the statutory consultation process for the development of the LIP. The EqIA found that the LIP programme is not likely to have a disproportionately adverse impact on any of the protected characteristics. The proposed contract variation intends to enable the delivery of the bridge strengthening project in line with the STWP and LIP, and will not alter the intended aim to secure the safety and accessibility of Wightman Road Bridge for all groups of users.

8.10 Network Rail as the contracted provider is required to demonstrate a strong commitment to equality and fairness in its actions and adherence to the Equalities Act 2010. The proposed contract variation will not change these expectations.”

9. Use of Appendices

N/A

10. Local Government (Access to Information) Act 1985

10.1 No supporting documents are required to support this award.

