

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	Liveable Neighbourhoods - Romford Ring Road
<b>Cabinet Member:</b>	Councillor Osman Dervish, Cabinet Member for Environment, Regulatory Services and Community
<b>SLT Lead:</b>	Steve Moore, Director of Neighbourhoods
<b>Report Author and contact details:</b>	Chris Smart, Economic Development, Projects and Programme Manager; 01708 432 150; <a href="mailto:Chris.Smart@havering.gov.uk">Chris.Smart@havering.gov.uk</a>
<b>Policy context:</b>	Mayor's Transport Strategy (2010) Havering Local Development Framework Romford Development Framework Romford Public Realm Strategy 2016 Havering Local Implementation Plan 2014/15 – 2016/17
<b>Financial summary:</b>	Authorisation to commission LoHAC (Ringway Jacobs) to deliver the detailed design for the Romford Ring Road Liveable Neighbourhoods scheme.  Funding awarded by TFL for delivery of detailed design 2018/19 is £0.220m.
<b>Relevant OSC:</b>	Towns & Communities OSSC
<b>Is this decision exempt from being called-in?</b>	No It is a non-key decision by a member of staff



Non-key Executive Decision

**The subject matter of this report deals with the following Council Objectives**

Communities making Havering	X
Places making Havering	X
Opportunities making Havering	[]
Connections making Havering	X



## Part A – Report seeking decision

### DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

Following the award of continued TfL funding for the Romford Ring Road Liveable Neighbourhoods scheme, the London Borough of Havering requests authorisation to commission LoHAC (Ringway Jacobs) to deliver the detailed design for the Romford Ring Road Liveable Neighbourhoods scheme. The value of TfL gate 2 element of the scheme is £0.220m.

LoHac have played an instrumental role in putting the TfL funding bid together and retention of their knowledge of the scheme will support in ensuring successful delivery within budget and required timescales.

### AUTHORITY UNDER WHICH DECISION IS MADE

**The authority on which the decision is made = Part 3.4 of the constitution – Powers of second tier managers contract powers rule A**

December 2009 Cabinet agreed

Authority for action

- a) That authority for action to implement the above recommendations (excluding land disposals) be delegated so far as necessary to the relevant Cabinet Member(s), in consultation with the Leader and the Lead Member for Housing, Public Protection and Regeneration and with the Cabinet Member for Finance and Commerce where expenditure is involved and that such decisions will be taken in accordance with the Council's Constitution.
- b) That authority be delegated to the relevant Lead Member in consultation with the lead member for Finance and Commerce to authorise commencement of tenders and award contracts to implement the recommendations in this report up to a value of £5 million.

The Group Director for Finance and Commerce be delegated authority to refine the financial arrangements after consultation with the Lead Member for Finance and Commerce to achieve the outcomes within the finance available as information becomes confirmed.



## STATEMENT OF THE REASONS FOR THE DECISION

### Background

In 2017, the London Borough of Havering submitted a bid to Transport for London for Liveable Neighbourhoods funding, which is aimed at improving the design and accessibility of the Romford Ring Road. Urban Design consultants Urban Movement were appointed using agreed procurement exemption process and Ringway Jacobs were appointed through the TfL LoHAC contract to deliver the required technical work for the concept design. The bid development and preparation was funded by 2017/18 LIP. In October 2017, London Borough of Havering was successful in securing £0.220m from TfL' Liveable Neighbourhoods fund, to take the Romford Ring Road Liveable Neighbourhoods scheme forward. This funding will be used to deliver the initial stages of the detailed design, including feasibility studies, surveys, and stakeholder engagement.

Currently, the Romford Ring Road creates a significant barrier for pedestrians and cyclists wishing to access the Town Centre. With access primarily via subway networks, many of which have gradients exceeding the maximum recommended gradients and include numerous blind corners, hence walking and cycling can feel uncomfortable. Where ground level pedestrian crossing exists, they were badly designed and have a poor safety record. The proposed scheme will make significant improvements to one section of the Romford Ring Road, by closing some subways and introducing a number of crossings to make the Ring Road more accessible to cyclists and pedestrians and encourage social integration for new residents moving into Housing Zone developments in and around the Ring Road.

With time constraints related to funding and the development programme for the Romford Housing Zone, the borough considers that the continued appointment of engineering consultants LoHac (Ringway Jacobs) to deliver the detailed design for the project would deliver best value and ensure deadlines are met. This is due to their substantial knowledge of the scheme, and expertise in urban realm design both nationally and internationally.

Approval is therefore requested to appoint Ringway Jacobs, via LoHAC.

## OTHER OPTIONS CONSIDERED AND REJECTED

Use of other framework consultants, the time taken for a new team to acquire knowledge of the project and it's technical aspects would increase timescales and project cost, potentially in excess of the limits set by TfL. This option is not considered to be best value for money.

Havering conducts its own tender process. This would involve significantly increased timescales, beyond those set as a requirement for funding by TfL. Use of a full tender process may result in loss of funding.





Non-key Executive Decision

**PRE-DECISION CONSULTATION**

Discussions have been undertaken with procurement, TfL and other key stakeholders to consider the optimum procurement route.

**NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER**

Name: Chris Smart

Designation: Projects & Programme Manager

Signature:

Date:



## Part B - Assessment of implications and risks

### LEGAL IMPLICATIONS AND RISKS

The Council is a Highway Authority under Section 1(3) of the Highways Act 1980. Section 41 of the same Act places a duty on Highway Authorities to maintain the safety and usability of roads that are kept at public expense. The Service seeks authority to award a contract to Ringway Jacobs in exercise of this function.

Use of the LoHac Framework was authorised in the Cabinet Report dated 19 March 2014. Due to exceptional circumstances, the term of this framework agreement is 8 years. Participating authorities therefore have until 31 March 2021 to call-off from this Framework.

The Council's Contract Procedure Rules confirm that all subsequent purchases under a framework shall either not require further competition (if a single supplier) or, if there are two or more suppliers for those goods or services on the framework, follow the express framework provisions for choosing a supplier. If there are no such express provisions a mini-competition should be held amongst the relevant suppliers.

As the contract value exceeds £150,000 the contract must be executed as a deed by the affixing of the Council's seal. The call-off contract must therefore be sent to Legal Services to be executed.

Authorised by: - **Tara Philip, Procurement Lawyer**

### FINANCIAL IMPLICATIONS AND RISKS

Failure to procure an appropriate contractor to deliver the detailed design may result in loss of funding.

The Liveable Neighbourhoods grant is capital funding secured from TfL and does not require match funding.

In year 2017/2018, TfL granted funds of £0.200m (project code A2627); this was to cover the initial stages of the design. The spend to date on A2627 remains within this allocation.

This decision relates to the 2018/19 TfL secured funding of £0.220m.

Provision of full funding is subject to satisfactory completion of TfL Gate 2. the commissioning of LoHAC (Ringway Jacobs) to deliver the detailed design will assist in ensuring that these conditions are met, and future funding is secured.

Authorised by: - **Hayley O'Brien, Strategic Finance Business Partner**



**HUMAN RESOURCES IMPLICATIONS AND RISKS  
(AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)**

Commissioning LoHAC (Ringway Jacobs) will impact positively on human resources, as it avoids the use of resources which would be required to carry out a full procurement exercise.

The workload associated with delivering the project will be managed within existing staff resources.

Authorised by: - **Geraldine Minchin, Strategic HR Partner**

**EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS**

As part of the initial funding bid submission, an analysis of equalities and social inclusion implications and risks took place. The scheme is based on improving the accessibility of the Romford Ring Road; people with limited mobility, intellectual or cognitive disabilities may find subways unfriendly and difficult to use. The high level of antisocial behaviour and crime in relation to several subways also limits their use generally. The new design will take in to consideration how to make the Ring Road more welcoming and safe, catering for all needs. A full Equalities Impact Assessment will be undertaken as part of the detailed design process.

The Liveable Neighbourhoods Romford Ring Road will support and compliment the regeneration of Romford significantly. Those visiting and or living in Romford currently face issues with accessing one part of Romford from another. By providing a number of new, well designed crossing facilities, and improving the local environment, the Liveable Neighbourhoods project will at promote cycling and walking and encourage modal shift within the community. As one of London's 13 Metropolitan Centres, Havering currently has the third lowest conversion rate of walkable trips. This is coupled with 54% of adults being classed as obese, the oldest population of any Borough in London, and the second highest proportion of people with a severe physical disability. Improvements to the safety and accessibility of crossings for the Ring Road will remove many of the current physical and perceived barriers and impact positively on health and wellbeing for many people living and working within Romford and the surrounding area.

It is envisaged that the Liveable Neighbourhoods Romford Ring Road scheme will also help increase social inclusion and improve community safety in the borough and in particular the Romford area.

Authorised by: - **Vernal Scott, Corporate Diversity Advisor**

**BACKGROUND PAPERS**



Non-key Executive Decision

**Part C – Record of decision**

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

**Decision**

Proposal agreed

*Delete as applicable*

~~Proposal NOT agreed because~~

**Details of decision maker**

Signed 

Name: *C S HILTON*

Cabinet Portfolio held:

CMT Member title:

Head of Service title

Other manager title:

*Assistant Director of Development*

Date: *29-3-18*

**Lodging this notice**

The signed decision notice must be delivered to the proper officer, Debra Marlow, Principal Committee Officer in Democratic Services, in the Town Hall.

**For use by Committee Administration**

This notice was lodged with me on \_\_\_\_\_

Signed \_\_\_\_\_

