



Notice of KEY Executive Decision

Subject Heading:	Crossrail Complementary Measures – award of contract for works to deliver public realm improvements at Harold Wood station
Cabinet Member:	Councillor Osman Dervish
SLT Lead:	Steve Moore, Director of Neighbourhoods
Report Author and contact details:	Lauren Gee, Regeneration Officer, Economic Development. X1784 lauren.gee@havering.gov.uk
Policy context:	Mayors Transport Plan Mayor’s London 2020 Vision London Riverside Opportunity Area Framework Havering Local Development Framework Crossrail Complementary Measures Guidance (2014) and Urban Integration Study for Harold Wood (Oct 2013)
Financial summary:	In 2014, the Council was awarded an indicative sum of £4.1m by TfL to deliver public realm improvements over a five year period up until 2019 at its three Crossrail stations. This includes a total of £1.148m for Harold Wood Station. The construction work must be delivered in 2018/19.

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Reason decision is Key	Indicate grounds for decision being Key: (a) Expenditure or saving (including anticipated income) of £500,000 or more
Date notice given of intended decision:	
Relevant OSC:	Towns and Communities
Is it an urgent decision?	No
Is this decision exempt from being called-in?	No

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

Communities making Havering	<input type="checkbox"/>
Places making Havering	<input checked="" type="checkbox"/>
Opportunities making Havering	<input checked="" type="checkbox"/>
Connections making Havering	<input checked="" type="checkbox"/>

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

This Executive Decision seeks authority to award the contract to deliver public realm improvement works at Harold Wood Station to Marlborough, the term contractor for the Council. This matter is urgent in order to fit in with the overall programme constraints for Crossrail improvements at Harold Wood Station, which are required to enable implementation of the Crossrail service from December 2019. There are also restrictions attached to the funding, which will require a contractor to be on site by June 2018 in order to retain the full amount awarded by TfL. A contractor was identified previously, but this fell through as the contractor subsequently declined the work due to capacity issues, leading to urgency in appointing a contractor in unforeseen circumstances. A checkpoint report was produced and reviewed by the checkpoint panel on 1st May 2018, and approval was given to proceed with procurement of Marlborough.

Marlborough was appointed as a single supplier of a measured term contract for Reactive & Planned Highways Maintenance and Construction of Improvement Schemes Contract and the Maintenance, Repair and Replacement of Street Lighting, Other Illuminated Signs and Associated Electrical Equipment Contract by the Cabinet on the 18th January 2017, for a period of 5 years with an option to renew for 2 years, commencing on the 1st April 2017, following a competitive procurement process under the Public Contracts Regulations 2015 ('Regulations'), the approximate value of the measured term contract is £0.080m. It is proposed that Marlborough be appointed to undertake the current works, which is within the scope and value of work of the Council's 2017 measured term contract.

The Crossrail Complementary Measures programme at Harold Wood Station will deliver the following elements:

- Public realm improvements based within the station car park
- Station entrance improved through paving treatment and better lighting
- A ramp and stairs providing improved access to the station from street level and the car park
- Provision of cycle parking facilities
- Providing soft landscaping and green space integrated on ramp

The total estimated project cost is £1.402m of which 2018/19 cost is estimated at £1.148m, which includes the design work being undertaken by Jacobs up to £0.248m.

Currently, £0.900m of the 2018/19 funding has been allocated for the construction work, with £0.750m for overall cost, and a further 20% contingency for risk of £0.150m.

Background

In 2014, the Council was successful in securing TfL Crossrail Complementary Measures funding, with an indicative amount of £4.1m awarded in total. This amount was spread across the three Crossrail stations in the Borough – Romford (£1.3m),

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Gidea Park (£1.4m) and Harold Wood (£1.4m). Improvements to Romford Station have now been completed, and the works at Gidea Park are nearing completion.

In 2018/19, £1.148m of this funding is allocated to improvements at Harold Wood station. The funding must be spent by March 2019, or it will be lost.

Harold Wood station is part of the Shenfield TfL Rail branch which currently runs between Shenfield and London Liverpool Street. It is scheduled to become part of the new Elizabeth Line in December 2019.

The Crossrail Complementary Measures scheme is based within the Network Rail car park at Harold Wood Station, which is owned and managed via leasehold by Rail for London. MTR Crossrail (who will own and operate Crossrail) will take responsibility for public realm areas in the future.

How Havering has taken this work forward

In 2015, Jacobs were appointed to design the scheme, which was originally intended to begin on site in 2016. The station itself has been undergoing Crossrail improvement works over the last four years, including construction of new lifts and an overbridge to provide step free access, in addition to lengthening of the platforms and provision of new infrastructure within the main station building, incorporating cable routing which extends out into the car park area.

Delivery of the programme was initially intended to begin in 2016/17 in Harold Wood, however, due to Network Rail delays with their own contractor, the work was pushed back, with funding for 16/17 reallocated to Romford Station.

In 2017 Costain were provisionally awarded the contract to carry out the work at Harold Wood, with a start-on-site date of January 2018. However, in January 2018 Costain announced their intention to decline the contract, due to capacity issues.

Works at Romford and Gidea Park stations have now been completed/are nearing completion and the final funding has now been confirmed for Harold Wood Station, with work to be completed by 31st March 2019.

What the TfL Crossrail Complementary Measures funding will deliver

The funding will facilitate the delivery of a new pedestrian plaza on the eastern side of the station car park, immediately to the south of the existing station building. This will create DDA compliant level access to a new ticket office.

The proposals have been agreed by Crossrail, Network Rail, Rail for London, TfL and the rail operator MTR.

Recommended action:

Approve award of the Harold Wood Crossrail Complementary Measures contract for works to Marlborough.

AUTHORITY UNDER WHICH DECISION IS MADE

December 2009 Cabinet agreed

26 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.

27 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

This Decision is necessary to ensure that Crossrail Complementary Measures can be delivered, prior to commencement of Crossrail service at Harold Wood station, and in conjunction with other station works being carried out to enable this service which includes energisation of the ATF cable. Any work carried out subsequent to the energisation of this cable would be subject to an exclusion zone and therefore prohibitively disruptive and expensive.

OTHER OPTIONS CONSIDERED AND REJECTED

Abandon the project – rejected. This would lead to a lost opportunity for station improvements which would have serious future impact, given the projected need for increased access provision and capacity once Crossrail arrives.

Reduce the scope of the project in order to minimise the timescale for works and allow for a longer procurement process – rejected. This would require significant additional work including amendment of the design, re-gaining approvals from RfL, MTR and TfL, and resubmission of the scheme for planning permission. In addition to the increased timescale and costs involved, this option presents several risks including planning permission not being granted due to the limited benefit of proposals under a reduced scope, and negative publicity which would be likely, given that the works have already been advertised by Crossrail and the Borough and presented at public meetings and consultation events.

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Appoint an alternative contractor, via a competitive route – rejected. The use of competitive process would require additional time and resources which would make project delivery untenable, due to the urgent nature of the works which has arisen as the previously identified preferred contractor was unable to fulfil the contract.

Marlborough was appointed under a measured term contract following a competitive tender process by the Council following the Public Contract Regulations 2015, approved by Cabinet on the 18th January 2017. The value and scope of work now proposed is within the scope of the original measured term contract and Marlborough can be commissioned to undertake the work order under the 2017 measured term contract.

PRE-DECISION CONSULTATION

N/A

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

Name:

Designation:

Signature:

Date:

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

The report states that Marlborough was appointed by Cabinet on the 18th January 2017 under a measured term contract, following a competitive procurement process under the Public Contract Regulations 2015 ('Regulations'). The report states that the measured term contract is for 5 years with the option to extend, and that the scope of the current proposed works and value are within the terms of the measured term contract. Legal has not had sight of the measured term contract, but the arrangement was approved by the Council as stated in this report on the 18th January 2017.

In order to make a commission under the measured term contract the Council needs to comply with the Council's Contract Procedure Rules (CPR) and Financial Regulations is required. Part 3.3 of the CPR permits members of the Senior Leadership Team (SLT) to approve the commencement of all contracts above £500k and award all contracts with a value of between £500k and £5m.

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 Local Government Act 1999 requires the Council to make arrangements to achieve best value in the exercise of its functions, which includes the works contained in the proposed procurement. While conducting the procurement process and evaluating the proposal put forward by Marlborough, officers must satisfy themselves that the procurement process is in accordance with this principle.

The total value of this contract is up to £1.148m. Therefore, the decision to award the Contract will need to be made by a member of SLT by way of a Key Executive Decision. The decision due to its value (above £500,000) is a key decision and is subject to a 28 day public notice, it will also need to be published on the forward plan and be subject to the Council's Call-in procedure in accordance with Part 4 of the Constitution and the Overview and Scrutiny Committee Procedure Rules.

FINANCIAL IMPLICATIONS AND RISKS

Havering propose to deliver a comprehensive transformation programme for the public realm around Harold Wood Station, which will deliver public realm improvements including a new ramp and stairs, better lighting, enhanced paving. The estimated cost for this work is between £0.600m - £0.750m.

These costings were assessed as part of the original Crossrail Complementary Measures scheme proposal, and have since been further refined through the design work carried out by Jacobs.

Of the initial £1.389m awarded in 2014, £0.241m has been spent to date. In addition to this a further £0.013m funded by TfL has been spent, totalling £0.254m This leaves a remaining balance of £1.148m for construction, and allow for any additional project

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management or design work.

Spend and funding has been identified as follows:

	2015/16 A2045/A2044	2016/17 A2342	2017/18 A2648/A2647	2018/19 A2931	TOTAL
Expenditure					
Design Cost	£0.112m	£0.080m	£0.062m	£0.248m	£0.502m
Implementation Cost				£0.750m	£0.750m
Risk contingency				£0.150m	£0.150m
TOTAL					£1.402m
Funding					
TFL Crossrail Complementary Measures	£0.111m	£0.080m	£0.050m	£1.148m	£1.389m
TFL Crossrail Complementary Measures	£0.001m		£0.012m		£0.013m
TOTAL					£1.402m

All remaining funding must be utilised by March 31st 2019.

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

There are no direct human resources implications and risks associated with a decision to award the contract to Marlborough. The workload associated with delivering the project will be managed within existing staff resources.

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

Primary and secondary research, technical studies and initial equality analysis indicate that the proposed Crossrail Complementary Measures at Harold Wood infrastructure project will have a positive impact on local residents and commuters across all protected characteristics.

The current layout of the public realm around Harold Wood Station suffers from a number of issues that have arisen due to the competing uses of station and non-station amenities in the immediate area. This includes inaccessible platforms, high brick walls around the railway bridge which create a negative and imposing visual aesthetic socially, significant level changes which cause feelings of isolation for the secondary station entrance, poor placement of bus stops and lanes in relation to the pedestrianised area which impacts negatively on pedestrian movement and experience, and narrowing of the pedestrian area which impedes flow. The surfacing materials in the area are also inconsistent and in poor condition at various locations within the area designated for improvement. There is predicted to be an increase in

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station use due to the arrival of Crossrail, and the construction of significant new housing development in the area, which would further exacerbate several of these issues.

The proposed Crossrail Complementary Measures will dramatically enhance accessibility for users of the station, and provide secure cycle storage for cyclists. The enhanced public realm will reduce the current issues with pedestrian movement and improve the aesthetics of the area, opening it up to encourage social oversight and increased cohesion. Improved accessibility should deliver increasingly positive health outcomes, with more people able to easily use public transport and walk and cycle to commute.

An Equality Analysis will be carried out to ensure that the Crossrail Complementary Measures scheme for Harold Wood Station complies with the required Health and Safety standards, accessibility and inclusive design requirements, and meets resident, visitor and commuter needs. Accessibility and inclusivity will be assessed at every stage of the project's progress, and every effort will be made to minimise any potential temporary disruptions for local residents with protected characteristics.

BACKGROUND PAPERS

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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

Proposal NOT agreed because

Details of decision maker

Signed 

Name: Steve Moore

Cabinet Portfolio held:

SLT Member title:

Head of Service title:

Other manager title:

Date: 18/06/18

Lodging this notice

The signed decision notice must be delivered to the proper officer, Andrew Beesley, Committee Administration & Interim Member Support Manager in the Town Hall.

For use by Committee Administration

This notice was lodged with me on 18/6/2018

Signed 