

## HAYES TOWN TRANSFORMATION: PROPOSED BOTWELL BRIDGE BOARDWALK

<b>Cabinet Member(s)</b>	Councillor Keith Burrows Councillor Douglas Mills
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling Community, Commerce and Regeneration
<b>Officer Contact(s)</b>	Helena Webster, Residents Services
<b>Papers with report</b>	<ul style="list-style-type: none"> <li>• Site Plan</li> <li>• Appendix 1 - CGI images Botwell Bridge Boardwalk (colour copies available at the Cabinet meeting)</li> </ul>

### 1. HEADLINE INFORMATION

<b>Summary</b>	This report seeks Cabinet approval to appoint Conway Aecom Limited as contractors to design and construct the Botwell Bridge boardwalk extension utilising the London Highways Alliance Contract (LoHAC) framework agreement.
<b>Putting our Residents First</b>	Putting our residents first: <i>Our Built Environment town centre improvements</i>
<b>Financial Cost</b>	Financial cost of £392,352 to be funded through the £9m Hayes Major Scheme budget, including match funding contributions
<b>Relevant Policy Overview Committee</b>	Corporate Services and Partnerships Policy Overview Committee Residents and Environmental Services Policy Overview Committee
<b>Ward(s) affected</b>	Botwell and Townfield

### 2. RECOMMENDATION

That Cabinet:

1. Agree the creation of a boardwalk extension to Botwell Bridge as part of the ongoing transformation of Hayes Town;
2. Agree to utilise the London Highways Alliance Contract (LoHAC) framework agreement as a 'one-off' instance of where financial and efficiency benefits can be achieved;
3. Authorise the appointment of Conway Aecom Limited as contractors to design and construct the Botwell Bridge boardwalk extension utilising the London Highways Alliance Contract (LoHAC) framework agreement.

## **Reasons for recommendation**

This report seeks to facilitate design and construction of the Botwell Bridge boardwalk extension as part of the ongoing transformation of Hayes Town.

To progress this, it is recommended to use LoHAC - a framework of collaborative highways services contracts developed jointly by London boroughs and Transport for London (TfL). There are no membership or usage fees and there is no obligation to use it exclusively. Authorities can utilise individual call-offs for any elements with no loss of autonomy. The contractor for the North West London area is Conway Aecom Limited, a joint venture between FM Conway and Aecom.

Following a competitive tender Aecom were awarded the contract to undertake a feasibility study to ascertain options and initial cost estimates for widening Botwell Bridge to complement the wider Hayes Town Centre improvements. Taking forward the feasibility work under Conway Aecom will achieve continuity in detailed and technical design through to construction and handover. In addition, Conway Aecom Limited will be responsible and accountable for ensuring that the initial cost estimates which they calculated have credibility.

The recommendation will ensure that construction of the boardwalk can commence from autumn 2017 to complete by March 2018 in line with the 2017-18 TfL Hayes Major Scheme grant allocation.

## **Alternative options considered / risk management**

Cabinet could decide not to accept the recommendation that in this specific instance, the LoHAC framework provides financial and efficiency savings to facilitate design and construction of the Botwell Bridge boardwalk extension.

The alternative option to run an open tender was fully considered. This could mean that a successful contractor would want to independently review all elements of the original feasibility study which could impact on the intended delivery timescale.

Furthermore, as grant funders, TfL may want to benchmark tenders against the LoHAC framework and could be unsupportive if any costs were less favourable. Utilising the North West London contractor, Conway Aecom Limited, appointed under the LoHAC framework mitigates against this risk.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

With the arrival of the initial Crossrail (Elizabeth Line) services from 2018 and significant major regeneration underway such as the Old Vinyl Factory mixed use development of the former EMI site, there is significant growth in the number of people living, working, studying and visiting Hayes.

Linkage to the town centre is vital to attract these new residents and visitors to use the existing business and services within the high street in order to maximise the opportunity and economic benefits throughout Hayes town centre.

The Botwell Bridge boardwalk extension complements the £6m major scheme supported by Transport for London which started February 2015 to transform Hayes Town Centre by improving accessibility throughout the town centre and connectivity to the new Hayes and Harlington Crossrail Station.

The concept of developing the bridge to better accommodate cyclists, pedestrians and road traffic, including buses has been presented to Transport for London who supported feasibility development to validate design, deliverability and cost. The primary objective of the bridge improvements is to create:

- An improved urban realm providing a distinctive gateway and much improved linkage between the existing town centre with the wider regeneration of Hayes and Harlington Crossrail station;
- The introduction of a cycle lane on one side of the bridge, creating over one kilometre of continuous cycle lane provision, and
- Improved visibility and connection between the high street and the canal, highlighting the proximity to the canal side vista. This will also promote the improvements undertaken to the canal as part of the canal network 'Quietways' programme including better quality surfaces, wider paths, improved access points and signage.

Aecom have investigated designs for the boardwalk which are practical to construct, structurally economical whilst also visually striking and providing an attractive route for pedestrians which is not significantly longer than using the existing footway. The boardwalk extension can only be accommodated on one side (east side) as the buildings on the west side restrict access.

Steel is proposed for the main structure as this offers the opportunity to maximise off-site fabrication. This is important as the location offers a limited working area and will also minimise the extent of traffic diversions required during construction. The preferred option presents the opportunity to incorporate seating for people to enjoy the canal views. See appendix 1 for two CGI images.

For this particular project there are advantages to procuring on a design and build basis, which include:

- **Single Responsibility:** The design/build approach provides architecture/engineering and construction under a single contract. Risk of cost and time overruns is greatly reduced by contracting with a single company that is commercially incentivised to successfully deliver the project in its entirety;
- **Firm Cost from the outset:** The costs provided by Conway Aecom are guaranteed through the LoHAC framework agreement. Both design and construction expertise have fully and jointly considered systems of work, materials etc. achieving greater cost efficiencies and value-engineering;
- **Project timescale:** The design and construction methodology are coordinated so that lead time for purchasing materials etc can be made early on in the design phase, eliminating the need for redesigns and reducing the risk of construction and delivery time overruns, and
- **Minimising potential for possible architect/engineer/contractor conflicts** as the design and build team is solely responsible and motivated to deliver the contractual quality aspects of the project.

## Financial Implications

The current budgeted funding profile for Hayes Town Centre Major Scheme based on actual prior year expenditure and MTFF budget approved at February 2017 Cabinet is as set out opposite:

Funding Source	2013/14 Actual £'000	2014/15 Actual £'000	2015/16 Actual £'000	2016/17 Budget £'000	2017/18 Budget £'000	2018/19 Budget £'000	2019/20 Budget £'000	Total
TfL Major Scheme	96	392	995	3,047	500	-	-	5,030
Other TfL (LIP)	-	70	425	1	-	-	-	496
Section 106 Hayes Town Centre	-	-	67	163	-	-	-	230
Council Resources	-	-	4	342	-	-	-	346
<b>Hayes Town Centre Major Scheme</b>	<b>96</b>	<b>462</b>	<b>1,491</b>	<b>3,553</b>	<b>500</b>	<b>-</b>	<b>-</b>	<b>6,102</b>
<b>Additional Works</b>								
Hayes & Harlington CCM Major Scheme	-	-	-	200	1,600	-	-	1,800
Section 106 Hayes & Harlington CCM	-	-	-	-	-	794	-	794
Section 106 Hayes Town Centre Extended Works	-	-	-	-	65	233	275	573
<b>Total Hayes Town Centre Improvements</b>	<b>96</b>	<b>462</b>	<b>1,491</b>	<b>3,753</b>	<b>2,165</b>	<b>1,027</b>	<b>275</b>	<b>9,269</b>
Capital	-	254	1,216	3,225	2,165	1,027	275	8,162
Revenue	96	208	275	528	-	-	-	1,107

Since February Cabinet, Council Resources contributions towards the scheme have increased by £12k following Cabinet Member approval of the new CCTV system within Hayes Town Centre. This included a £12k virement from the CCTV Programme budget.

The revised budget for the Major Scheme works which commenced in 2015 is £6,102k and in addition there have been further allocations of £1,800k grant funding for Crossrail complementary measures at the new Hayes & Harlington Station. These are supplemented by Section 106 contributions totalling £1,367k for Crossrail measures and future extensions to the works on the periphery of the town centre. This results in the overall funding allocated to Hayes Town Centre improvements totalling £9,269k. It is planned that the proposed works costing £392k are charged to the TfL Major Scheme grant which ends in 2017/18.

The recommendation will enable the construction of the boardwalk to commence from autumn 2017 to complete by March 2018 in line with the 2017/18 TfL Hayes Major Scheme grant allocation.

Following a competitive tender Conway Aecom Limited were previously awarded the contract to undertake a feasibility study to ascertain options and initial cost estimates for widening Botwell Bridge to complement the wider Hayes Town Centre improvements. The recommendation to use Conway Aecom Limited under the London Highways Alliance Contract Framework will enable continuity in detailed and technical design through to construction and handover.

There are no fees for the use of the LoHAC framework agreement and there is no obligation to use the LoHAC framework exclusively.

### **Costings**

The estimated design fees amount to £44k representing around 13.3% of the construction works. Due to the project being in early stages, the costs contained within this report are estimated and are subject to change which include a further allowance for investigation works. However, the estimate of £330k for construction works does contain a contingency element, which provides some flexibility for any adverse variations in fees and costs. The total projected budget for the works is £392k. Conway Aecom Limited meet the minimum requirement for the Council's credit risk assessment in letting of contracts.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

The proximity to the Grand Union canal should rightfully be a genuine asset to Hayes Town Centre. At present, the solid brick parapets obscure any view of the canal and the lack of footfall particularly around Western View has attracted anti social behaviour including drug dealing.

Constructing a 'board walk' pedestrian bridge section as an extension to one side of Botwell Bridge will provide a segregated cycle lane across the narrow road section and at the same time create an attractive walk-way with open views down the Grand Union canal towards the east.

The overall objective is to achieve the following benefits:-

- Improved connection between the high street and the canal, highlighting the presence of and the positive opportunities to enjoy the waterside views and creating greater footfall;
- Introduction of a cycle lane at a central pinch point, connecting Hayes & Harlington Station with Hayes Town Centre and enabling the bridge to more safely accommodate cyclists, pedestrians and road traffic, including buses, and;
- Utilising 'Design out Crime' principles to support reduced criminal activity without compromising the enjoyment and greater usability of this part of Hayes Town Centre. This includes increased natural surveillance from passing traffic and pedestrians to complement improved CCTV surveillance.

These benefits will support the local economy by greatly enhancing the connection between the station and the high street, increasing footfall and spending and encouraging growth and vitality to improve the local retail and leisure "offer". This is particularly important as Hayes has many smaller, independent businesses often run by family owners contributing to the identity and diversity of the Hayes community, which the Council wants to sustain and encourage.

## **Consultation Carried Out or Required**

A consultation plan for the Hayes Major Scheme was developed to understand people's views in more detail and allow people who live, work and run a business in Hayes to comment on the provisional plans. A full six weeks was allowed for responses with the consultation starting on 2 December 2014 through to 13 January 2015.

A variety of methods were used to ensure that people knew about the consultation and had an opportunity to have their say and find out more information. These included:-

- A letter and leaflet posted to 4,350 households living closest to Hayes town centre;
- Face to face distributed surveys at peak times at Hayes & Harlington station and within Hayes town centre itself;
- A public display at Botwell Green Sports and Leisure Centre where officers were also in attendance on publicised days to give more information;
- A feature in Hillingdon People, the Council magazine delivered to all households within the Borough;
- An electronic mail out to a variety of stakeholders for wider distribution and promotion through their networks;
- Leaflets delivered to local businesses for distribution to their customers and places of worship for distribution via their congregations, and
- Extensive press coverage in the local Gazette newspaper

In total, 652 responses were received made up of 140 on line and 512 written responses. This represents a 6.52% response rate based on the 10,000 leaflets distributed. When asked specifically "Do you support the proposals to revamp the bridge so that the canal views can be enjoyed from Station Road?" over 80% of respondents agreed.

As part of the initial feasibility study, the Metropolitan Police Inspector for Hayes was shown the specific bridge boardwalk design showed in appendix 2 and would support this concept as a means of encouraging increased footfall in this area of the town centre.

## **5. CORPORATE IMPLICATIONS**

### **Procurement**

The LoHAC Framework Agreement started in 1 April 2013 aims to improve consistency in the quality of works and materials used, and to minimise disruption by sharing best practice and coordinating works, across London.

### **LoHAC Scope of Works**

1. The scope of this framework is to perform highways maintenance and improvement schemes across London, including on the Transport for London Road Network (TLRN) and Borough roads.
2. Although work will be primarily carried out on highways, work may be instructed off highway on housing estates, green space, schools, bus stations, garages, car parks, crematoriums, cemeteries and any other locations requested by an Employer.
3. The scope of this framework includes the following activities and any associated requirements:
  - Maintenance and Improvement Works;
  - Road pavements (including minor repairs and resurfacing);

- Kerbs, footways and paved areas;
- Traffic signs;
- Street lighting;
- Road markings;
- Fencing;
- Road restraint systems (including pedestrian guardrailing);
- Drainage;
- Earthworks;
- Horticulture, landscaping and ecology;
- Bridges and other structures;
- Tunnels; and
- Street furniture.

#### **4. Related Services:**

- Winter service;
- Emergency call-out service;
- Associated civil engineering work;
- Horticulture, landscaping and ecology;
- Street cleansing (street sweeping and litter picking); and
- Street cleansing (gully cleansing).

#### **5. Professional Services:**

- Asset safety inspections;
- Asset service inspections;
- Inspections of bridges and other structures; and
- Design services for design and build scheme work including associated site investigations and surveys.

The Agreement shall run for a maximum of eight (8) years until 31 March 2021. If the Council were to enter this agreement then it could utilise the entire scope of the framework, without any obligation to do so, over the next four (4) years.

The framework agreement has been split up into discreet geographical packages with Conway Aecom Limited (Joint Venture (JV)) servicing the North West of London (LoHAC N/W).

In order to engage the services of Conway Aecom Limited under the LoHAC N/W agreement, the Council would first have to enter into a separate framework agreement as the "London Borough of Hillingdon and Conway Aecom Limited LoHAC Framework Agreement" *mirroring* the scope of the existing TfL framework Agreement. Under which the Council would be under *no* obligation to call-off any of the services within this agreement.

The services required would then have to be agreed and entered into via a Build Task Order under the overarching *London Borough of Hillingdon and Conway Aecom Limited LoHAC Framework Agreement*.

### **Corporate Finance**

Corporate Finance has reviewed this report and confirms the financial implications outlined above, noting that recommended works will be funded from Transport for London grant monies as part of the broader programme of investment in Hayes Town Centre. As detailed within the body of this report, the recommended appointment of Conway Aecom Ltd through the LoHAC framework will deliver continuity on the project while ensuring Value for Money is secured as rates have already been market tested in developing the framework.

### **Legal**

The Council's Procurement and Contract Standing Orders ordinarily require a minimum of five tenders to be sought where the value of a contract exceeds £50,000. However, Standing Order 4.4 enables Cabinet to waive the requirement to obtain competitive tenders where the works or services will be obtained through an approved buying consortium or through their nominated suppliers.

The London Highways Alliance Contract (LoHAC) framework agreement is a pre-tendered, OJEU compliant framework agreement which gives the Council the flexibility to call-off a contractor from the framework agreement.

The Borough Solicitor therefore confirms that there are no legal impediments to the Council appointing Conway Aecom Limited as contractors to design and construct the Botwell Bridge boardwalk extension

### **Corporate Property and Construction**

None at this stage

## **6. BACKGROUND PAPERS**

NIL



# Site Plan



**Appendix 1** (colour copies available at Cabinet)



