

REPORT OF THE STRATEGIC DIRECTOR PLACE

TO THE PROCUREMENT BOARD

ON 19th FEBRUARY 2020

TITLE: Salford Bolton Network Improvements – Delivery Package 2, Madams Wood Road, A580 / Worsley Road and A580 / Lancaster Road.

RECOMMENDATIONS:

That the Procurement Board is recommended to:

1. Approve that the following works be tendered to establish a construction price and facilitate the submission of a full business case by TfGM to GMCA
 - SBNI Delivery Package 2;
 - SBNI Reserve Scheme Package - Madams Wood Road;
 - SBNI Reserve Scheme Package - A580 / Worsley Road junction and A580 / Lancaster Road.

2. Approve that the final sign off of the delivery agreement with TfGM and GMCA for the delivery of the works be delegated to the Strategic Director Place in consultation with the Council's Legal Team.

EXECUTIVE SUMMARY:

The purpose of this report is to seek approval from Procurement Board to proceed with the procurement of a contractor for Delivery Package 2, Madams Wood Road, A580 East Lancs Road / Worsley Road and A580 East Lancs Road / Lancaster Road of the Salford Bolton Network Improvement (SBNI) scheme.

The measures within the SBNI schemes will improve bus journey times and reliability between Bolton, Salford and Manchester, enhancing highway network performance where possible and improving sustainable movement of the public in and around Salford and Bolton areas and in particular the key District Centres.

The SBNI programme is being promoted and funded by Transport for Greater Manchester (TfGM) on behalf of Greater Manchester Combined Authority (GMCA), in association with Salford City and Bolton Councils as part of the Greater Manchester Growth and Reform Deal.

The SBNI programme in Salford consisted of five separate packages. The packages include major improvements in Pendleton and Swinton town centres, and access improvements to the rail station at Walkden. They also include a number of junction improvements at key locations throughout the City. Some interventions include significant public realm improvements, and all are considered to have potential to create a positive step change in the environment within Salford, together with improvements in safety and efficiencies in bus operations. In addition to the initial 5 packages, reserve schemes along Madams Wood Road and the A580 junctions with Lancaster Road and Worsley Road have been developed utilising a budget underspend from the main scheme. All the packages in Salford are to be designed and delivered by Salford City Council on behalf of TfGM. Schemes are to be delivered under a Delivery Agreement between TFGM/GMCA and the City Council.

In July 2015, following consultation with Lead Member, the City Mayor agreed to support the submission of the Outline Business Case by TfGM and support the continuing development of the scheme details. The SBNI outline business case obtained Conditional Approval from GMCA in February 2016. Work towards developing a full business case for each of the individual elements of the scheme is continuing with Packages 1, 3, 4 and 5 having completed these processes. This involves consultation, finalisation of the detailed design and the establishment of an accurate construction price through a procurement exercise. As the scheme is being delivered across Salford as five works packages between 2016 and 2020 it is expected therefore that there will be five Full Business Case submissions by TfGM requiring the support of the City Council. Construction of Packages 1 and 5 is complete. Construction of Package 4 commenced in October 2019, and Package 3 is scheduled to commence in February 2020. This report seeks approval to tender the Package 2 works, and the reserve schemes along Madams Wood Road and the A580 junctions with Worsley Road and Lancaster Road.

During the early development stage the City Mayor and Lead Member were assured that officers would consult with Members to define the individual elements of the project before presenting them for consideration and approval by the City Council. Members were consulted in relation to Package 2 in December 2019. Councillors Derek Antrobus and Roger Jones were presented with the outline reserve schemes in October 2019 and will be given further details once the designs have been developed. It is now intended to take these packages of works to tender during March / April 2020 to establish an accurate construction price and inform the Full Business Case.

Subject to approval of the proposals and the Full Business Case for all the remaining packages, it is anticipated that construction could take place in the summer of 2020.

BACKGROUND DOCUMENTS:

City Deal: Future Transport Prioritisation - report to GMCA, 29 June 2012
Future Transport Prioritisation, report to GM Local Transport Body, 26th June 2013.
Future Transport Prioritisation - Governance - report to GMCA, 25 January 2013.
Greater Manchester Growth and Reform Plan: Transport Strategy and Investment Plan - GMCA, March 2014.
Report to the City Mayor's Regeneration Briefing – 13 July 2015
Salford Bus Lanes – An Overview (Urban Vision) - 6th November 2015
TfGM OBC Draft Appendix B – Schematic Plan from OBC - November 2015
Urban Vision – Regeneration Panel Presentation – July 2016
Report to Lead Member for Planning & Sustainable Development – 9th May 2017
Report to the Property and Regeneration Briefing – 13th May 2019.

KEY DECISION: YES

DETAILS:

1. Introduction and Background

- 1.1 The Salford Bolton Network Improvement scheme (formerly known as Bolton Salford Quality Bus Network and Bolton Salford Corridor), was included in the list of 12 major transport schemes approved for inclusion in GM's 2014 Growth Deal 1. The project has a funding allocation of £39.6 million which will fund a package of measures across the 2 districts.
- 1.2 The project aims to provide several highway interventions at multiple locations and focus on opportunities to meet the following local objectives:
 - Support the economic vitality of the district centres of Walkden, Swinton and Pendleton;
 - To substantially improve the punctuality, regularity and reliability of bus services operating through the defined study area, and help to enhance highway network performance where possible;
 - Strengthen links within and links in and out of the area to high employment / health / education and leisure locations (with emphasis on employment);
 - Promote active, healthy lifestyles and making active sustainable travel safer and easier to use and an attractive alternative to the private car;
- 1.3 The project is to be delivered as a programme of works on behalf of GMCA, managed by TfGM under their established governance procedures. As all of the interventions are on the public highway and in line with previous schemes

of a similar nature, there will need to be a Delivery Agreement between Salford City Council, as highway authority, GMCA and Transport for Greater Manchester. The Delivery Agreement is in place with a Deed of Variation (DoV) to be developed for each package and the DoV will be presented for consideration and approval with the detail prior to Salford City Council entering into a contract with the contractor.

- 1.4 The preferred option for the complete SBNI scheme includes major improvements in Pendleton and Swinton town centres, and improvements outside the frontage of the rail station in Walkden. It also includes a number of junction improvements throughout the City and significant improvements to the public realm. The scheme is considered to have potential to create a positive step change in the environment within Salford, together with improvements in safety and efficiencies in bus operations. Separate briefings have been held with Lead Member and City Mayor as the detailed design around these specific measures is developed for each package.

For Package 2, Programme Key milestone dates are currently as follows:

Package 2 (Swinton Town Centre – A6 Chorley Road / B5231 Station Road / Partington Lane Highway Improvements)

- Procurement Board – Approval to go out to tender 19/02/20
- Issue Tenders - March 2020
- Tender returns - April 2020
- TfGM Investment Board - May 2020
- Transport Strategy Group FBC Approval – June 2020
- SCC Procurement Board – Approval (Subject to TSG approval) to award contract expected to be submitted for the SCC Procurement Board – May 2020
- Contract Award – June 2020
- Start on Site - July 2020
- Completion December 2020

Madams Wood Road Reserve Scheme

- Procurement Board – Approval to go out to tender 19/02/20
- Issue Tenders - February 2020
- Tender returns – March 2020
- TfGM Investment Board - April 2020
- SCC Procurement Board – Approval (Subject to TSG approval) to award contract expected to be submitted for the SCC Procurement Board – April 2020
- Contract Award – May 2020
- Start on Site - June 2020
- Completion - September 2020

A580 Worsley Road and A580 Lancaster Road Reserve Schemes

- Procurement Board – Approval to go out to tender 19/02/20
- Issue Tenders - March 2020
- Tender returns – April 2020
- TfGM Investment Board - May 2020
- SCC Procurement Board – Approval (Subject to TSG approval) to award contract expected to be submitted for the SCC Procurement Board – May 2020
- Contract Award – June 2020
- Start on Site - July 2020
- Completion - November 2020

1.5 TfGM's Outline Business Case, which was informed by bus operator consultation, local member's workshops, and surveys, obtained Conditional Approval from the GMCA in February 2016. The scheme is to be delivered across Bolton and Salford as a number of works packages between 2016 and 2021 As such there will be a number of Full Business Case submissions from TfGM to GMCA.

1.6 The design development of the Package 2 interventions for Salford is now completed with Cllr Antrobus and Cllr Jones briefed on several occasions. There were no issues raised by the Lead Members or ward councillors in the feedback from these consultations that have not been addressed or accepted. Due to the value and nature of these packages, TfGM will be submitting a Full Business Case to GMCA in or at least prior to any tender award. The construction works of this package are hoped to commence as noted above.

2. Details of the works for the Schemes are outlined below

2.1 The Improvements included in Package 2 are summarised as follows –

Delivery Package 2

- A dedicated bus lane along A6 Chorley Road (northwest bound) from Chorley Road / Stafford Road Junction to Chorley Road / Wellington Road Junction and from Chorley Road / Wellington Road Junction to the approach of Chorley Road / Partington Lane / Station Road Junction to improve the reliability of the services. Cycles and taxis will also benefit from being able to use the bus lane through exemptions.
- The full upgrade of the A6 Chorley Road / B5231 Station Road / Partington Lane junction including updated signal infrastructure and

equipment with technological improvements to optimise traffic flows throughout the junction and wider network.

- Closure of the segregated left turn lane from Station Road onto the A6 Chorley Road providing increased footway space in this area, improving the pedestrian environment by building out the existing footway adjacent to the Church Inn public house and removing existing sections of pedestrian guardrail which currently create a pinch point for pedestrians.
- The full junction upgrade of the A6 Chorley Road / Wellington Road junction including updated signal infrastructure and equipment with technological improvements to optimise traffic flows throughout the junction and wider network

Madams Wood Road

- Removal of carriageway chicanes, traffic signs, bollards, and speed cushions.
- Provision of new speed cushions, traffic signs, re-surfacing of carriageway, and new road markings.
- There are areas of carriageway that require resurfacing from a routine structural maintenance perspective. As there is some minor resurfacing required as part of the SBNI Madams Wood Reserve scheme, the opportunity has been taken to carry out the additional resurfacing at the same time. This additional resurfacing is being funded by the City Council's Highways Investment Programme 2019/20 as noted in the report of the Strategic Director Place to the Property and Regeneration Briefing on 13th May 2019.
- 20mph speed limit along Madams Wood Road and surrounding roads.

A580 East Lancs Road / Lancaster Road junction

- Widening the northbound side of Lancaster Road between Swinton Park Road and A580 East Lancs Road to provide an additional left-turn lane.
- Alterations to the Lancaster Road arm of its junction with A580 East Lancs Road to improve pedestrian crossing facilities.

A580 East Lancs Road / Worsley Road / Partington Lane

- Bringing forward the stop line on the south eastern arm of the junction (A580 outbound) with the associated extension of the central traffic island to enable the stop line to be brought forward for right turning vehicles on this arm of the junction;
- Building out the kerblines adjacent to the subway to enable the stop line on the north western arm of the junction (A580 inbound) to be brought forward with associated amendments to lane widths/lining/traffic islands to enable this; and
- Amendments to refuge islands on the south eastern arm of the junction (Worsley Rd) to provide improved/safer facilities for pedestrians (crossings to remain uncontrolled).

2.2 Costs for Package 2 and Reserve Schemes

The current Outline Business case values or Pre Tender Estimates for the schemes are as noted below, this includes Civils Works costs (including Statutory Undertaker Diversions), TfGM costs and site supervision fees

Delivery Package 2: - circa £1,400,000

Madams Wood Road:- circa £300,000 (this includes a maximum £170k contribution from the Salford City Council Highways Investment Programme)

A580 East Lancs Road / Lancaster Road:- circa £400,000

A580 East Lancs Road / Worsley Road:- circa £440,000

2.3 Key points raised at Consultation and response:

As noted above informal Lead Member briefing has been undertaken and all significant issues addressed. The DP2 proposals have been subject to consultation with the Traffic Management Unit and Ward Members, and the proposed Traffic Regulation Orders have been published in accordance with legislation. The TRO and tender process are currently being run in parallel, and the results of the TRO process (i.e. any objections raised and negotiations required) will feed into the Procurement Board report for approval to award the tender to the successful contractor. Ward Members will be further briefed with respect to the results of TRO publication prior to the tender award and presentation of the report to the Procurement Board.

The Reserve Schemes have been subject to consultation with Lead Member and Cllr Roger Jones and will shortly be subject to consultation with Traffic Management Unit and Ward Members. Ward Members will be further briefed with respect to the results of TRO publication and a report with the detailed

proposals will be presented to Lead Member prior to the report to the Procurement Board to award the tender.

3.0 Next Steps

3.1 Subject to Procurement Board approval, Package 2 and the Reserve schemes tenders will be separately issued to contractors for pricing, utilising the either the Bolton or Manchester Council Highways Framework. Following tender evaluation identifying preferred bidder/s a Transport Strategy Group approval process by TfGM to GMCA for approval of required funding will be sought.

Subject to approval of the full business case by GMCA and the approval of a Delivery Agreement Deed of Variation by the Strategic Director for Environment and Community Safety, a report will be presented to Procurement Board recommending the appointment of the preferred contractor.

3.2 A communications and engagement plan will be developed and agreed with TfGM and Salford City Council. The costs of these activities will be included in the overall project cost.

KEY COUNCIL POLICIES:

Salford 2025, a Modern Global City.
Transport in Salford 2025.

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS:

The procurement process will expect all contractors to provide a method statement which describes how they will bring additional social, environmental and economic value to Salford through the delivery of this project, and how this will be measured and evaluated. The cost of these outcomes will be at no additional cost to the Council as this will form part of the tender. Their response will be expected to consider the core and added value outcomes that can be delivered and how you could they will monitor these, to include;

- Local, social, economic and employment.
 - The delivery of construction training and apprenticeships
 - Ethical purchasing including fair trade products
 - Increasing recycling, minimising waste and re-using resources.
 - Reducing energy use and emissions.
 - Local employment/apprenticeship schemes for the construction period and beyond.
 - Interaction with existing local community initiatives
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ASSESSMENT OF RISK:

Low: The report is seeking approval of the Reserve Schemes and Package 2 proposals and to go out to tender at this stage only. Full Business Case and Gateway Review will follow by TfGM prior to a contract being signed. The Delivery Agreement Deed of Variation between Salford City Council, GMCA and Transport for Greater Manchester will be agreed and signed prior to SCC entering into a contract with the Contractor.

LEGAL IMPLICATIONS Supplied by: Tony Hatton 0161 219 6323

When commissioning contracts for the procurement of goods, services or the execution of works the Council as a 'contracting authority' must comply with the Public Contracts Regulations 2015 (PCR) as well as the provisions of its own Contractual Standing Orders (CSO's), Financial Regulations and the duties of Best and Social value. CSO's stipulate that where a suitable framework exists, this must be used unless there is an auditable reason not to do so.

The purpose of a framework agreement is to select through a procurement/evaluation process a number of providers who can meet the service requirements of the Council, as and when those services are required. If they are required then the Council will undertake an exercise to call off the services from one or more of the providers who have been selected to be on the framework and this may be through any number of ways such as mini-competition as in this instance, or direct allocation, depending on the circumstances. A contract will then be formed between the Council and the chosen provider/s. The Council will need to follow the procedure set out in the framework agreement to ensure the procurement process is compliant and bids are evaluated in accordance with published criteria.

The Manchester and Bolton Framework Agreements referred to, which were procured in accordance with the Public Contracts Regulations 2015 following an OJEU process, were set up to allow the Council (or group of authorities) by putting in place, through open competitive process, an arrangement whereby suppliers can be preselected to supply a defined scope of works or services under an agreed set of terms and conditions. The terms and conditions established under the framework agreement govern the contracts let under the framework although each contract will inevitably have some differences to reflect the agreement struck between the parties to the contract.

The Council is also under a duty to provide "Best Value", and hence reserves the right to provide the works and/or services through whatever resources will provide that best value, which gives the Council flexibility to allow them to consider going out to the wider market as well as using the existing framework arrangements, and using the mini competition format within a framework agreement will give some comfort to the Council in ensuring that value for money is being obtained and competition maintained.

Legal services will be happy to advise on any contractual documentation including the Deed of Variation to the Delivery Agreement with TfGM and GMCA upon receipt of instructions.

FINANCIAL IMPLICATIONS Supplied by: Natalie Birchall, Finance officer, Ext 2316

The purpose of this report is to update the City Mayor and Procurement Board on the development of Design Package 2 proposals and to proceed with the procurement of a contractor for this package of works.

The project is to be delivered as a programme of works on behalf of GMCA, managed by TfGM under their established governance procedures.

Subject to approval of the full business case by GMCA and the approval of a Delivery Agreement Deed of Variation by the Strategic Director for Environment and Community Safety, a further approval report will be required prior to SCC entering into a contract with the contractor.

PROCUREMENT IMPLICATIONS Supplied by: Heather Stanton

The project will be procured in accordance with Salford Council's Contractual Standing Orders under the Council's constitution governing contract procurement.

The project is to be delivered as a programme of works on behalf of GMCA, managed by TfGM under their established governance procedures. The mini competitions will be tendered under either the Manchester or Bolton Council Highways Framework as part of the Greater Manchester Growth and Reform Deal. Schemes are to be delivered under a Delivery Agreement between TFGM/GMCA and the City Council.

HR IMPLICATIONS Supplied by: Not applicable at this stage.

CLIMATE CHANGE IMPLICATIONS The measures within the SBNI schemes will improve bus journey times and reliability between Bolton, Salford and Manchester, enhancing highway network performance where possible and improving sustainable movement of the public in and around Salford. This improvement aims to encourage people to use public transport rather than private cars. This would contribute to reducing CO2 emission levels.

OTHER DIRECTORATES CONSULTED: Environment and Community Safety.

CONTACT OFFICER: Opu Anwar: Ext 4880
Nicola Smithies: Ext 6070

WARDS TO WHICH REPORT RELATES:
Little Hulton, Swinton North, Swinton South, Claremont