
Report of Group Engineer (Bridges)

Report to Chief Officer, Highways and Transportation

Date: 30th July 2019

Subject: Regent Street Flyover Crossover & Propping – Procurement

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|---------------------------------------------------------------------------------------------|-----------------------------------------|----------------------------------------|
| Are specific electoral wards affected? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If yes, name(s) of ward(s): Little London & Woodhouse and Burmantofts and Richmond Hill. | | |
| Has consultation been carried out? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Are there implications for equality and diversity and cohesion and integration? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Will the decision be open for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, access to information procedure rule number: Appendix number: | | |

Summary

1. Main issues

- Regent Street Flyover is a 3 span reinforced concrete structure, built in the late 1960s, that carries the A64(M) Inner Ring Road (IRR) over A61 Regent Street.
- The monitoring regime has identified deterioration in the east abutment south span. To mitigate the risk and protect the IRR, the south span will be proactively propped.
- The beam at the south deck spans a paved footway and is adjacent to a cycle way, so requires only minimal traffic management and minimal disruption. This propping protects the ability to maintain at least two lanes of traffic on the IRR in the event that Regent Street Flyover deteriorate further.
- Included in the scope are the construction of cross over points on the A64 and A64(M). These will allow contra-flow traffic during the erection of propping (east abutment north span) if required.
- The report seeks approval to procure advance works through the Scape Civil Engineering and infrastructure framework.

2. Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

- The scheme contributes positively to the Sustainable Infrastructure strategy as set down in the Best Council Plan by giving greater resilience to the IRR if propping is required to the north beam on Regent Street Flyover and improving air quality by minimising congestion during the north beam propping.

3. Resource Implications

- Savings on preliminary costs as the scheme can access existing site management resources and facilities.
- Reduced risk of Contractor conflict between proposed and existing works during the main structural works which would, in turn, reduce the likelihood of incurring stand down costs associated with such conflict.

Recommendations

- a) The Chief Officer Highways and Transportation, is requested to:

Approve the procurement of the Regent Street Flyover Crossover & Propping via the Scape Civil Engineering and Infrastructure framework.

1. Purpose of this report

- 1.1 The purpose of this report is to seek approval to procure the construction of the Regent Street Flyover Crossover & Propping via the Scape Civil Engineering and Infrastructure framework.

2. Background information

- 2.1 Regent Street Flyover is a 3 span reinforced concrete structure, built in the late 1960s, that carries the A64(M) Inner Ring Road over A61 Regent Street.
- 2.2 During a regular inspection of the structure defects were noted to the east abutment beam that required further investigation. As a part of the ongoing investigation a risk management strategy was developed in line with national standards (BD 79 Risk Management of Sub Standard Structures) and an options evaluation exercise undertaken.
- 2.3 The risk management strategy implemented an ongoing inspection regime for the structure and developed what if scenarios with corresponding responses.
- 2.4 The options evaluation concluded that renewal of the asset provides best value and increased resilience of LIRR, and underpins the opening of City Square and other city centre developments.
- 2.5 The monitoring regime has identified further defects in the east abutment south span. To mitigate the risk to the LIRR, the south span of the east abutment is to be proactively propped.
- 2.6 The propping will span a paved footway adjacent to a cycle way, so will require only minimal traffic management with negligible disruption to traffic. The propping protects the ability to maintain at least two lanes of traffic on the IRR should Regent Street Flyover deteriorate further.

- 2.7 During the installation of propping the opportunity is to be taken to construct crossover points east and west of the bridge on the A64 and A64(M) to enable future traffic management options and minimise disruption and congestion. The cross over design is underway but has highlighted the need to remove a sign gantry at the east end. The gantry will be removed and replaced once the main construction work has been completed, with temporary signs used in the interim.

3. Main issues

- 3.1 The Scape framework is a (national) competitively tendered framework contract a single supplier. The framework is fully compliant with UK and EU procurement regulations and provides instant access to a well-proven delivery team.
- 3.2 There are a number of considerations (listed between 3.3 and 3.8) that rationalise the procurement of construction of the Regent Street Flyover Crossover & Propping through the Scape Civil Engineering and infrastructure framework.
- 3.3 A direct appointment would avoid the conflict of two contractors working within the same site during the replacement works (the propping would to be maintained / dismantled during the demolition of the bridge deck). There are risks of the contractor's safety responsibilities being blurred during these operations.
- 3.4 Potential savings are available on preliminary costs affording greater value for money to the Council as there are sites and teams already set up working on ELOR advanced junctions and on main ELOR. These cost savings have the potential to be shared between the projects.
- 3.5 Acceleration of programme - Timescales for delivery of the construction (Autumn 2019) means traditional tendering procurement would lengthen the time till commencement on site. With a reduced tendering process resilience for the IRR can be attained sooner with respect to further propping of the north beam at Regent Street Flyover.
- 3.6 Scape Group is a public sector partnership that offers a suite of fully managed frameworks that are available to any public body in the United Kingdom. The Scape Civil Engineering and Infrastructure Framework is structured to ensure complete legal transparency and full collaboration between all parties involved in scheme development and construction. Leeds City Council have access to this framework.
- 3.7 The Scape Civil Engineering framework suite is fully performance managed and operates in full compliance of UK, EU and Scottish procurement regulations. The client is free to award elements of the whole contract and commitment is phased through planned stages/milestones within the overall scheme duration, with no commitment beyond any live stages.
- 3.8 Efficiencies can be made by working together as a collaborative team from the outset. Time efficiency being afforded major benefits by avoiding the need for the more time consuming procurement methods for a scheme of this nature.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Ward members will be informed of the scheme scope and consulted as a part of the scheme, with wider consultation being undertaken including local businesses, commuters, developers and residents.
- 4.1.2 A communications plan for the main works will be covered in a future report.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 A screening document has been prepared and an independent impact assessment is not required for the approvals requested.

4.3 Council policies and the Best Council Plan

- 4.3.1 The scheme supports the aspirations of the Leeds Transport Vision, namely;
 - *Prosperous Leeds – A transport system for Leeds that facilitates a prosperous, sustainable economy for the City, the City Region, the North, cementing our long-term economic competitiveness both nationally and internationally.*
 - *Liveable Leeds – A transport system which helps Leeds to be a great place to live and work for everyone.*
 - *Healthy Leeds – A transport system that has a positive effect on people's health and wellbeing and raises health standards across the city through the promotion of walking and cycling and the reduction of air pollution.*
 - *Sustainable Leeds – A transport system that does not harm the environment and will specifically reduce the impacts of air and noise pollution, greenhouse gas emissions and energy consumption.*
- 4.3.2 It also contributes positively to the Sustainable Infrastructure strategy as set down in the Best Council Plan by giving greater resilience to the IRR if propping is required to the north beam on Regent Street Flyover and improving air quality by minimising congestion during the south propping erection phase.

Climate Emergency

- 4.3.3 Areas of Leeds will form part of the Clean Air Zone (CAZ) with a greater emphasis placed on promoting healthier lifestyles and modal shift. This scheme would be in the vanguard of these actions. It also aligns with emerging local and transport strategies to deliver a healthy and greener Leeds as outlined in the Leeds Transport Strategy.
- 4.3.4 There will be some unavoidable negative effects during construction, such as embedded carbon involved with materials, construction traffic etc. Leeds City Council will work with the Contractor to explore opportunities to reduce carbon emissions and will advise on this and the details of any measures they take to minimise carbon emissions, including effectively managing waste and transporting plant and goods through recycling of materials.

4.4 Resources, procurement and value for money

- 4.4.1 The cost of this work is covered in the report to the Highways Board (Highways Infrastructure Maintenance Programmes 2019/20) dated 25 March 2019, capital scheme 32776.

4.5 Legal implications, access to information, and call-in

- 4.5.1 Nothing contained in this report, or attached appendices, is deemed confidential. The proposals contained in this report are eligible for call in.
- 4.5.2 Procurement advice has been sought to ensure that there is no risk of challenge by procuring these works through the Scape Civil Engineering and Infrastructure framework.

4.6 Risk management

- 4.6.1 It is considered that there should be no risk of challenge to this method of procurement.

5. Conclusions

- 5.1 Given the risks of not awarding through the Scape Civil Engineering and Infrastructure framework it is felt that this procurement route is the most efficient and cost effective way to construct the works.

6. Recommendations

- 6.1 The Chief Officer Highways and Transportation, is requested to:
Approve the procurement of the Regent Street Flyover Crossover & Propping via the Scape Civil Engineering and Infrastructure framework.

7. Background documents¹

- 7.1 None.

¹ The background documents listed in this section are available to download from the council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

Equality, Diversity, Cohesion and Integration Screening

As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being or has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

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| Directorate: City Development | Service area: Highways Infrastructure |
| Lead person: Robert Ingall | Contact number: 01133787353 |

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|-----------------------------------------------------------------------------|--------------------------|-------------------------------------|---------------------------|
| 1. Title: Regent Street Flyover Crossover & Propping Procurement | | | |
| Is this a: | | | |
| <input type="checkbox"/> | Strategy / Policy | <input checked="" type="checkbox"/> | Service / Function |
| | | <input type="checkbox"/> | Other |
| If other, please specify | | | |

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| 2. Please provide a brief description of what you are screening |
| Construction of two vehicular crossovers on the A64 and A64(M) to allow contraflow traffic on LIRR during installation of propping on Regent Street Flyover. The propping is required to give resilience to this strategic route. The propping is to be constructed on a redundant footway and require partial closure of a cycleway during construction only. |

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| 3. Relevance to equality, diversity, cohesion and integration All the council's strategies and policies, service and functions affect service users, employees or the wider community – city wide or more local. These will also have a greater or lesser relevance to equality, diversity, cohesion and integration. The following questions will help you to identify how relevant your proposals are. |
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| When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being. | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| Questions | Yes | No |
| Is there an existing or likely differential impact for the different equality characteristics? | | No |
| Have there been or likely to be any public concerns about the policy or proposal? | | No |
| Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom? | | No |
| Could the proposal affect our workforce or employment practices? | | No |
| Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> • Eliminating unlawful discrimination, victimisation and harassment • Advancing equality of opportunity • Fostering good relations | | No |

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

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| 4. Considering the impact on equality, diversity, cohesion and integration |
| <p>If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.</p> <p>Please provide specific details for all three areas below (use the prompts for guidance).</p> |
| <ul style="list-style-type: none"> • How have you considered equality, diversity, cohesion and integration? (think about the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected) |
| <ul style="list-style-type: none"> • Key findings (think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another) |
| <ul style="list-style-type: none"> • Actions (think about how you will promote positive impact and remove/ reduce negative impact) |

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| 5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment . | |
| Date to scope and plan your impact assessment: | |
| Date to complete your impact assessment | |
| Lead person for your impact assessment (Include name and job title) | |

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| 6. Governance, ownership and approval Please state here who has approved the actions and outcomes of the screening | | |
| Name | Job title | Date |
| Claire Richardson | Bridges Group Manager | 12/07/2019 |
| Date screening completed | | 12/07/2019 |

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| 7. Publishing | |
| <p>Though all key decisions are required to give due regard to equality the council only publishes those related to Executive Board, Full Council, Key Delegated Decisions or a Significant Operational Decision.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> • Governance Services will publish those relating to Executive Board and Full Council. • The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions. • A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record. <p>Complete the appropriate section below with the date the report and attached screening was sent:</p> | |
| For Executive Board or Full Council – sent to Governance Services | Date sent: |
| For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate | Date sent: 12/07/2019 |
| All other decisions – sent to equalityteam@leeds.gov.uk | Date sent: |