

CABINET MEETING – 11th March 2009
EXECUTIVE SUMMARY SHEET – PART I

Title of Report:

**SUNDERLAND STRATEGIC TRANSPORTCORRIDOR – NEW WEAR BRIDGE
USE OF A CONSULTANT TO PROVIDE HIGHWAY DESIGN SERVICES**

Author(s):

Director of Development and Regeneration

Purpose of Report:

The purpose of this report is to seek approval to commission a consultant to provide highway design services for the Sunderland Strategic Transport Corridor – new Wear bridge project.

Description of Decision:

Cabinet is recommended to approve the commissioning of a consultant to provide highway design services for the Sunderland Strategic Transport Corridor – new Wear bridge project.

Is the decision consistent with the Budget/Policy Framework?

Yes

If not, Council approval is required to change the Budget/Policy Framework

Suggested reason for Decision:

It is necessary to start work on the detailed highway design in September 2009 so that the project can remain on programme.

Alternative options to be considered and recommended to be rejected:

The Council has the capability to provide the highway design service in house but does not have sufficient capacity to be able to deliver the completed design within the required timescale.

It would be possible to procure the design through the Engineering Services framework contract but the value of the commission is such that market testing by means of a competitive procurement is more appropriate.

Consideration has been given to using the Design and Construct procurement method where a contractor would be appointed to be responsible both for the design of the works and their construction. The principal disadvantage of this method is that the client, which is the Council, does not have control of the design as it is developed. Design and Construct is normally used for relatively uncomplicated projects where it is possible to fully define the client's requirements at tender stage. The design of the concept bridge is not yet at the stage of development necessary for it to be included in a Design and Construct contract, therefore this option is not recommended.

<p>Is this a “Key Decision” as defined in the Constitution? Yes</p> <p>Is it included in the Forward Plan? Yes</p>	<p>Relevant Review Committee: Policy and Co-ordination</p>
--	---

**SUNDERLAND STRATEGIC TRANSPORTCORRIDOR – NEW WEAR BRIDGE
USE OF A CONSULTANT TO PROVIDE HIGHWAY DESIGN SERVICES**

Report of the Director of Development and Regeneration

1.0 Purpose of the Report

- 1.1 The purpose of this report is to seek approval to commission a consultant to provide highway design services for the Sunderland Strategic Transport Corridor – new Wear bridge project.

2.0 Description of Decision

- 2.1 Cabinet is recommended to approve the commissioning of a consultant to provide highway design services for the Sunderland Strategic Transport Corridor – new Wear bridge project.

3.0 Background

- 3.1 A preliminary design of the highway works, sufficient for the purpose of promoting a Compulsory Purchase Order and other statutory orders and powers, has been completed. The next stage of more detailed design development is necessary to allow the production of tender information for construction procurement.
- 3.2 Following Cabinet approval on 3rd December 2008 to progress the new Wear bridge project on the basis of the concept bridge design, the project team has undertaken a review of the project programme. A conclusion of this review is that for the project to remain on programme it will be necessary to begin the detailed design of the highway works in September 2009.

4.0 Proposal

- 4.1 Should Cabinet agree that a consultant be commissioned for the detailed design of the highway works, the procurement process, from advertisement to appointment, will take approximately five months to conclude. The value of the commission is estimated to be £700,000 and Cabinet approval is required for the use of a consultant, where the value exceeds £100,000.

5.0 Reason for the Decision

- 5.1 It is necessary to start work on the detailed highway design in September 2009 so that the project can remain on programme.

6.0 Alternative Options

- 6.1 The Council has the capability to provide the highway design service in house but does not have sufficient capacity to be able to deliver the completed design within the required timescale.

- 6.2 It would be possible to procure the design through the Engineering Services framework contract but the value of the commission is such that market testing by means of a competitive procurement is more appropriate.
- 6.3 Consideration has been given to using the “Design and Construct” procurement method where a contractor would be appointed to be responsible both for the design of the works and their construction. The principal disadvantage of this method is that the client, which is the Council, does not have control of the design as it is developed. “Design and Construct” is normally used for relatively uncomplicated projects where it is possible to fully define the client’s requirements at tender stage. The design of the concept bridge is not yet at the stage of development necessary for it to be included in a Design and Construct contract, therefore this option is not recommended.

7.0 Relevant Considerations

Financial Implications

The report to Cabinet on 3rd December 2008 entitled “Sunderland Strategic Transport Corridor – New Wear Bridge Design Options” referred to the funding of development costs of the project to date from resources committed by ONE North East.

The report stated that resources of £2.68million from ONE North East were subject to approval. This funding has now been approved. A further sum of £2.804million has been included in the Single Programme Investment Plan for 2009/2011, which was the subject of a report approved by Cabinet on 14th January 2009. The costs of the proposed commission for highway design services will be met from the above funding in the short term.

Programme Entry status has been granted for the project by the Department for Transport (DfT) and funding levels have been agreed. Any preparatory costs (design fees and the like) of the project following Programme Entry will be shared on a 50/50 basis between the DfT and the Council. However, this funding will not be made available until Conditional Approval is granted by the DfT. In the longer term therefore, 50% of the costs of the commission will be recoverable from the DfT, subject to Conditional Approval being granted.

8.0 Background Papers

Sunderland Strategic Transport Corridor – New Wear Bridge Design Options - report submitted to Cabinet on 03.12.08

Single Programme Investment Plan for Sunderland 2009/11 – report to Cabinet on 14.01.09

Correspondence with the DfT