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Forward Plan Ref: SMPP77

Executive Public – 02 October 2007

CONTRACT FOR BEDFONT ROAD FOOT BRIDGE

Report by: Councillor Barbara Reid – Lead Member for Environment and Planning

SUMMARY

This report seeks authorisation to seek tenders for the procurement for the above footbridge construction.

1.0 RECOMMENDATION

1.1 That the Executive Member authorise the Director of Street Management & Public Protection to procure a contract for the construction of a foot/cycle bridge and approach ramps over the railway on Bedfont Road, following a competitive tendering process in accordance with the procedures set out in the Tender and Contracts Regulations.

2.0 BACKGROUND

2.1 The road bridge over the railway at Bedfont Road has no footway on either side of the carriageway, thus making the crossing potentially hazardous. Therefore, a request for a footbridge alongside the present highway bridge owned by Network Rail at Bedfont Road has been made by members of the public and supported by elected Members for many years.

2.2 In April 2006 the Consultant, Mouchel Parkman was commissioned by the SM&PP Department to carry out a feasibility study and detail design for a pedestrian/cycle crossing over the railway at Bedfont Road funded via the Council's Borough Spending Plan allocation from TfL for 2006/7.

2.3 The feasibility and options report was received in April 2007 and sets out the findings of the detail design and investigates options for the construction of the deck, abutment and approach ramps.

3.0 PROPOSAL

3.1 The proposed works comprise a 200m approach ramp with footway on either side of a 35m single span Vierendeel foot/cycle bridge with side cover placed over the railway line.

3.2 In order to obtain the services from Network Rail for this project, the Council signed a Basic Services Agreement with Network Rail in June 2007.

- 3.3** Mouchel Parkman has now completed the design and contract documentation which is ready to be submitted to Network Rail for comments and to obtain an outline Approval in Principle (AIP). Network Rail will also provide a “works agreement” which will need to be signed by the London Borough of Hounslow prior the commencement of the bridge works.
- 3.4** The land on the eastern side of the footbridge approach is owned by the Crown (Acting through H.M. Prison Service) and is required to form an approach path to the proposed footbridge. The land in question is planted with trees which will need to be removed and these operations form part of development proposals which have been approved by the Government Office for London and for which the Council’s Sustainable Development Committee has resolved to grant planning permission subject to the prior completion of a legal agreement made under section 106 of the Town and Country Planning Act 1990. The Council understands that HM Prison Service intends to enter into a licence agreement with the Council for the use of the said land once the section 106 agreement has been completed and planning permission has been issued. The Director of Legal Services shall be instructed to negotiate terms of the requisite section 106 agreement and is also dealing with the necessary legal matters in order for the Council to gain the “land license” to use this land for highway construction works, public rights of way and access for highway maintenance.
- 3.5** An “aerial easement agreement” with Network Rail will be required for construction of structural elements of the footbridge. The land on the western side of the footbridge approach has no ownership found, but the public have been informed through planning application notice issued on 14 March 2007 about this proposal.

4.0 PROGRAMME OF WORKS

- 4.1** The Contract documents will be ready in mid October 2007. It is intended to issue the documents and to invite potential Tenderers to bid for this Contract by November 2007. It is anticipated that the Contract will start on site by March 2008.
- 4.2** The draft construction programme has been drawn up with expected completion by March 2009.

5.0 FINANCIAL IMPLICATION

- 5.1** The funding (£900k in total) from TfL has already been agreed over 3 financial years commencing from year 07/08 at £300K per annum.
- 5.2** Tendering and construction will be completed within two financial years (2007/08 and 2008/09). Therefore it will be necessary for the remaining £300K to be temporary unfunded until the final £300K allocation is received from TfL at the beginning of the financial year 2009/2010.
- 5.3** The Director of Finance comments that TfL is committed to £900K funding over the next three financial years. It is envisaged that there will be unfunded expenditure at the end of 2008/09. This will only be a temporary situation, as a claim will be submitted in April 2010.

6.0 EQUALITIES/DIVERSITY IMPLICATIONS

- 6.1** A relevance test has been carried out and it is considered that this project will have no adverse impact on any equalities group and therefore an Equalities Impact Assessment is not necessary.

7.0 ENVIRONMENTAL IMPLICATIONS

- 7.1** The provision of the bridge and approach ramps will have a positive impact on the environment by making it much safer for all road users to cross the railway bridge and make the route to Bedfont Lakes Country Park from the west that much more accessible and popular for pedestrians, cyclists and elderly people.

8.0 COMMENTS OF DIRECTOR OF LEGAL SERVICES

- 8.1** The comments of the Director of Legal Services have been incorporated in the body of this report.

9.0 COMMENTS OF THE HEAD OF PROCUREMENT

- 9.1** The Head of Procurement will assist throughout in the management of tendering process.

10.0 NETWORK MANAGEMENT IMPLICATIONS

- 10.1** The Traffic Manager comments that provision of the bridge will not adversely affect traffic flows or congestion on the borough's or adjacent road networks and will contribute to removing conflict between vehicular and pedestrian /cycle traffic, thus marginally improving traffic flows. This is entirely consistent with the Council's Network Management duty as well as contributing to reducing the potential for road traffic accidents which adversely affect the Council's KPI.
- 10.2** The Traffic Manager also comments that due consideration must be given to minimising disruption to traffic flows during construction. Therefore the Traffic Manager and TfL's Network Assurance Team will need to be consulted before the tender is let.

Background Papers:

Location Plan and Draft Programme.

This report has been or is due to be considered by:

Executive Public – 2 October 2007

This report is relevant to the following wards/areas:

Wards 1 (Bedfont) and 4 (Feltham West) / West Area