NetworkRail

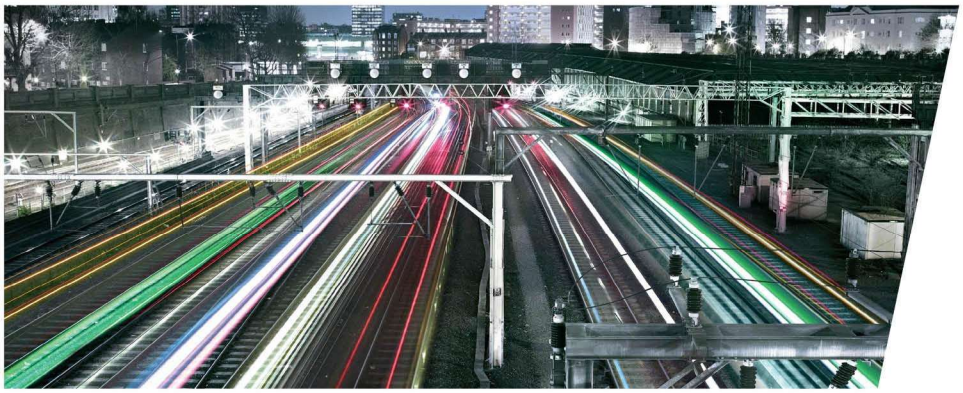
North West and Central Region

Kodak Footbridge Project

Proposal for the delivery of GRIP Stage 4 - Approval in Principle

22 October 2021

Revision; final v1
Produced by; K.Scholer - Business Development Manager
Approved by; H.Baker - Programme Commercial Manager
Accepted by; G.Collinson - Sponsor



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1. Introduction

Harrow Council are promoting the development of a new footbridge with lifts, crossing the West Coast Main Line Railway (WCML) at Wealdstone. This is to provide improved pedestrian and cycle connectivity within the local area where the WCML does represent quite a barrier to free movement. The bridge is to be known as Kodak footbridge as one side lands within the former Kodak site which is planned for redevelopment.

To date Harrow Council have progressed feasibility studies and optioneered locations and layouts resulting in the selection of the solution that is presented in the current remit. That remit requests a proposal from Network Rail for the further development of the project through to the significant Approval in Principle (AiP) stage. This proposal aims to address the remit requirements and provide the solution that will drive the project towards the outcomes, budgets and timescales that you desire.

Delivering infrastructure projects in the heavily regulated rail environment is highly specialist and complex, with the added risk factor at this location of interfacing with one of the busiest mainline railways in the country where any disruption to the service would be extremely expensive. To deliver the project efficiently, and to minimise risk and costs, the design solution that is developed needs to be fully cognisant of the specifics of the rail environment and stakeholders. It should also take full account of buildability reviews, including Early Contractor Input (ECI), to ensure that the solution strikes the right balance between traditional labour/ /plant/ material costs and the very high potential costs of obtaining access to the railway for the construction stages.

Network Rail Capital Delivery (NRCD) are the infrastructure project delivery arm of Network Rail. NRCD deliver over 3000 projects a year in the rail environment and have the expertise and rail specific supply chain which we would use to manage the risks and optimise the outcomes for you. These benefits are maximised if ‘baked in’ to the solution as early as possible. Details of our selected supplier, Story Contracting Ltd are included in Section 5 and Appendix A.

Our delivery of this next stage of your project to AiP will provide you with a design solution to your requirements that is also optimised for the rail environment. We would consult and secure buy in from a range of internal stakeholders and asset managers in NR. Risks will have been investigated and resolved as far as reasonably possible, with trial holes dug to identify obstructions, rail access opportunities investigated and detail specifications for the next stage provided etc etc. These will all inform the eventual programme, risk evaluation workshop and Network Rail Assured Cost Estimate which we will produce to provide you with a robust, risk mitigated, best value solution for the final design and build stage of the project.

Both this proposal, and the final delivery cost estimate seek to provide you with a cost estimate that predicts the outturn cost of your project. As such, these are not comparable to tender winning submissions, which would need to exclude as much commercial risk as possible in order to secure the commission. They do however provide very good value by mitigating your risks as described above and also, by asking NR to delivery your scheme for you, there is no need for you to allow for the cost of engaging with NR under a separate Asset Protection Contract as this service is delivered efficiently within our project management offering.

Within this proposal we explain how we would deliver your project for you. Included is confirmation of the specific deliverables, the cost and programme to deliver the works, and an explanation of the contracting mechanism and the benefits of utilising Network Rail. In Appendix A we include the Story Contracting Limited (SCL) delivery proposal, programme and benefits which underpins this NR proposal.

Subject to timely entry into contract, the AiP design would be submitted to Harrow Council in June 2022 for approval. Once the design is approved by you the specification for the next stage of development, the risk workshop, the programming and estimating would take place and these outputs would be complete in October 2022, though we have allowed appropriate project contingency on these dates.

Our estimate to provide the services and deliverables described is £339,885, with details contained in Section 4 of this document.

We trust that this proposal meets your needs and would be pleased to explain the contents and benefits of Network Rail delivery to you in more detail. Please contact George Collinson or Karsten Scholer to arrange this at your convenience.

2. Scope of Works

Network Rail is in transition between two Project Management Processes. The outgoing process, termed 'GRIP' is broken into eight stages which all infrastructure projects delivered by us follow. On this project to date you have progressed through Feasibility stage broadly equivalent to GRIP 2 and have selected your preferred option which equates to GRIP stage 3. Our new process termed PACE also contains similar stages, but allows for more flexibility and discretion about the inclusion of certain products and processes.

This proposal is for the further design and development of your project through the Approval in Principle Stage/ GRIP 4, but note that we will adopt the greater flexibility allowed by PACE where we can identify an advantage in doing so.

Your Kodak Bridge Remit, doc 1 v2 dated 7/9/21 sets out your requirements and along with this proposal provides the baseline for the scope to be delivered.

Below we have defined the services and deliverables which the remit, the GRIP process and our risk-based assessment of scope suggest are required at this stage to successfully progress your project.

2.1 Services

As well as the deliverables listed in the remit and in section 2.2 below the following services are also included within our proposal to you.

	Services
1	Project management of this commission incorporating the full asset protection (ASPRO) services
2	Technical process, approval and assurance management and administration.
3	Commercial management and administration for this commission.
4	Requirements management.
5	Preparation and submission of reports/papers as required for progression through relevant Network Rail Contractual and Investment Approvals processes including those required for progression to next stage of scheme development.
6	Other administration services associated with this work stream, e.g. progress reporting, producing, copying, & distributing reports.
7	Periodic design/progress meetings (with standing invite for Harrow Council).
8	CDM – Principal Designer Role
9	Possession Planning Services
10	Possession and Isolation management Services
11	Engagement with NR Property to determine rail land and Bridge Rights status
12	Engagement with relevant Network Rail disciplines as required by scheme development, including Asset Managers and NR Property team.
13	Attendance at all appropriate meetings including those with Third Party developers and Stakeholders as required by scheme development.

2.2 Deliverables

	Deliverables
1	Approval in Principle design submission
2	OHLE heights & staggers survey
3	Ecology survey & report
4	Drainage Survey
5	Trial holes to locate obstructions
6	Topo survey validation
7	NR Property review of relevant rail property impacts
8	Contracting Strategy for next stage D&B package (GRIP 5-8)
9	Specification for next stage D&B package - Route Requirements Document (RRD)
10	Specification for next stage D&B package - Contract Requirements Technical (CR-T) Document
11	Programme for GRIP 5-8
12	Quantitative Cost Risk Analysis Workshop and output
13	NR validated Cost Plans for GRIP 5-8
14	Full delivery proposal for completion of the project

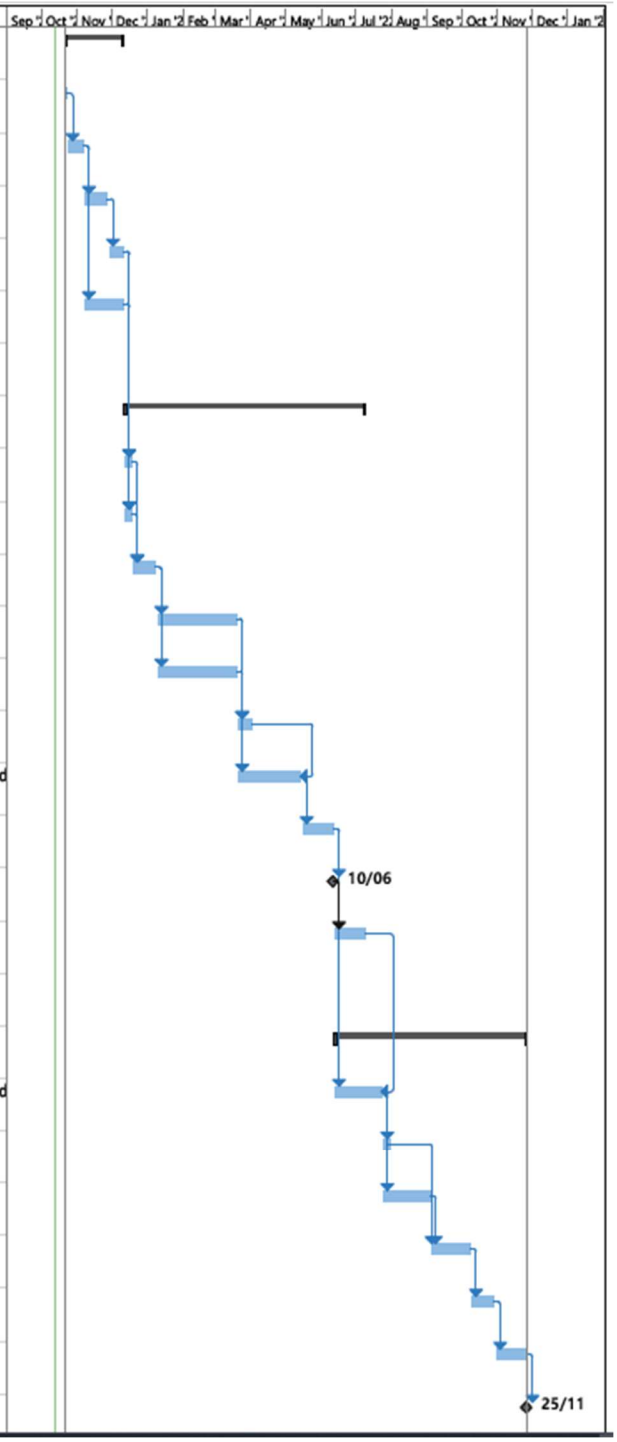
This proposal responds to the Client Remit and therefore should meet your aspirations. Some clarifications have been included within the proposal where known information suggests this is sensible, or where there has not been the time or information available at this stage to properly evaluate certain issues.
A high-level assessment of the uncertainties has been made and appropriate contingency sums and durations have been allowed for within this delivery proposal.

3. Programme

The delivery timescales for the scope included in this proposal are shown on the programme below. This includes breakdown into numerous sub-activities and their interrelation to each other. It also includes strategic contingency durations for our delivery of this phase of the project.

The timescales shown are obviously subject to all the parties achieving the delivery and review milestones shown and timely entry into contract.

ID	Task Name	Duration	Start	Finish	Predecessors
1	**Pre-Contract**	**36 days**	**Fri 22/10/21**	**Fri 10/12/21**	
2	Submit Proposal	1 day	Fri 22/10/21	Fri 22/10/21	
3	Client accept proposal in principle	10 days	Mon 25/10/21	Fri 05/11/21	2
4	Draft DSA	15 days	Mon 08/11/21	Fri 26/11/21	3
5	Agree & Sign DSA	10 days	Mon 29/11/21	Fri 10/12/21	4
6	NR Investment Authority	25 days	Mon 08/11/21	Fri 10/12/21	3
7					
8	**Design development**	**150 days**	**Mon 13/12/2**	**Fri 08/07/22**	
9	Entry into contract	5 days	Mon 13/12/21	Fri 17/12/21	5,6
10	NR Mobilisation	5 days	Mon 13/12/21	Fri 17/12/21	5,6
11	Story award and mobilisation	15 days	Mon 20/12/21	Fri 07/01/22	10,9
12	Book/plan surveys	50 days	Mon 10/01/2	Fri 18/03/22	11
13	Arrange land access	50 days	Mon 10/01/2	Fri 18/03/22	11
14	Complete Surveys	10 days	Mon 21/03/2	Fri 01/04/22	12,13
15	Develop AiP design	40 days	Mon 21/03/2	Fri 13/05/22	12,14FF+30 d
16	Story/NR review/ update AiP	20 days	Mon 16/05/2	Fri 10/06/22	15
17	AiP issued to Harrow for approval	0 days	Fri 10/06/22	Fri 10/06/22	16
18	AiP approved	20 days	Mon 13/06/2	Fri 08/07/22	17
19					
20	**Prepare for detail design & build sta**	**120 days**	**Mon 13/06/2**	**Fri 25/11/22**	
21	Prepare specification (RRD & CR-T	30 days	Mon 13/06/2	Fri 22/07/22	16,18FF+10 d
22	Programme for GRIP 5-8	5 days	Mon 25/07/2	Fri 29/07/22	21
23	Story Cost estimate for GRIP 5-8	30 days	Mon 25/07/2	Fri 02/09/22	21
24	NR approve Cost Plan Report	25 days	Mon 05/09/2	Fri 07/10/22	22,23
25	D&B proposal issued to Harrow	15 days	Mon 10/10/2	Fri 28/10/22	24
26	Contingency	20 days	Mon 31/10/2	Fri 25/11/22	25
27	Contract completion	0 days	Fri 25/11/22	Fri 25/11/22	26



4. Estimate

The breakdown of the estimated cost for the delivery of the scope described in this proposal is shown below.

Kodak Footbridge Project **Estimate for development to complete GRIP 4**		**final v1**
Story Contracting Ltd (SCL) Costs	**Cost estimate**	**notes**
Surveys		
OHLE heights and staggers	£1,500	Provisional sum
Ecology survey & report	£1,500	Provisional sum
Drainage survey	£5,000	Provisional sum
Trial holes to locate obstructions,	£10,000	Provisional sum
Topo survey validation	£10,000	Provisional sum
Attendance on surveys	£16,000	
GRIP 4 AiP design by FJD Consulting	£92,000	
SCL project management, estimating, planning etc	£33,000	
SCL design/development subtotal	**£169,000**	
NR Deliverables		
GRIP 5-8 specification (RRD & CR-T)	£10,000	
QCRA	£5,000	
Validated GRIP 5-8 Cost Plan Report	£10,000	
GRIP 5-8 contracting strategy & delivery programme	£3,000	
GRIP 5-8 delivery proposal	£3,000	
NR Deliverables subtotal	**£31,000**	
Network Rail Management & Services (including ASPRO services)		
Project, Engineering & Commercial Management	£37,500	
Possession Planning	£1,500	
HSQE, Risk & Value Management, ECI support	£5,000	
Sponsorship	£24,000	
Possession & Isolation costs	£7,500	assume 3 No ROR
NR Asset Manager input	£5,000	
NR Property Support	£10,000	
TOTAL NR costs	**£90,500**	
Estimate subtotal	**£290,500**	
Other Costs to the Customer		
NR Fund Fee 1%	£2,905	
Industry Risk Fund Fee 1%	£2,905	
Estimate Contingency at 15%	£43,575	Reflects risk of scope creep & opportunity of further efficiencies. Sufficiency to be agreed.
Estimate total	**£339,885**	
Inflation	£0	incl. for submitted programme
ESTIMATE TOTAL (inc. inflation)	**£339,885**	

This estimate includes our suggestion for appropriate contingency sums. As the works would be delivered under an emerging cost form of contract you would only be charged for costs actually incurred, so these sums may not be expended. You would be largely in control of the decisions to expend these sums.

4.1 Underlying Assumptions

This proposal is based on the following assumptions. The Story Contracting Limited (SCL) offer to NRCD details further assumptions which should be read in conjunction with this list, but the main points have been included here:-

1. Harrow Council will enter into a standard template Development Services Agreement (DSA) (Emerging Cost) with Network Rail for the delivery to GRIP stage 4.
2. SCL will be engaged by Network Rail Capital Delivery to produce the engineering development and deliverables.
3. The SCL delivery will be in accordance with their Offer Pack – see Appendix A
4. Harrow Council will lead on stakeholder engagement.
5. Design Approvals by Harrow Council will be in line with the submitted programme.
6. Option 9 is the only option that is to be considered and progressed.
7. Disability Impact Assessments including surveys have been undertaken by Harrow Council and the outcome is addressed by the Option 9 solution that we are to progress.
8. Topo surveys will be provided by Harrow Council in CAD format and will be sufficient for the purposes of design of rail clearances and gauging.
9. Option 9 provides sufficient clearances to OHLE and P-way to meet NR standards. No alteration of OHLE or track will be required.
10. That structure clearances are sufficient to avoid signal sighting issues.
11. GI information and report to be provided will be sufficient and suitable for AiP design.
12. M & E development at this stage will provide lift sizes, positions of motor rooms, lighting levels and arrangements, DNO supply location etc. Further development/ Formal M&E design will be carried out in GRIP stage 5.
13. Access on or near the railway for surveys and visual inspections, if required, will be in a Rules of the Route possession. Train Operator disruption is not expected, and no Train Operator compensation costs are allowed for in this estimate.
14. Harrow Council will arrange access onto any 3rd party land.
15. Periodic meetings will generally take place on-line via Teams or similar.
16. This proposal allows for the production of the proposal for the follow-on stage, which is assumed to be GRIP stage 5-8 Detailed design and Build.

17. This proposal assumes that the supplier for GRIP stage 5-8 will be SCL, and there will be no requirement to source the supplier via a separate competitive tender.
18. To reflect the uncertainty due to the COVID 19 virus our supplier contracts will have clauses inserted indemnifying them against any ensuing consequences.

4.2 Necessary Consents required

a) To be obtained by Network Rail:-

- Network Rail will arrange temporary access onto Network Rail land and access into railway possessions to enable inspections to be carried out, if required.

b) To be obtained by Harrow Council:-

- Planning Permission
- Temporary access to adjacent 3rd party land to enable inspections and surveys to be carried out.
- Any environmental permits or licenses for this stage.

4.3 Information to be provided by the customer

- Pre-construction Information Pack (PCIP) in accordance with CDM requirements.
- Ground Investigation and interpretative report.
- Topo survey in CAD format.
- Ownership details for adjacent properties.
- Client Remit for GRIP stage 5-8.

4.4 Exclusions

The following are excluded from this proposal :-

- Client or other 3rd party costs.
- Fees, rent or access charges.

5. Proposed Contract Mechanism

5.1 Contract Between Network Rail and our Client

For clarity, we should explain that NR is the owner, operator and maintainer of the rail infrastructure and NR Capital Delivery (NRCD) is the project delivery division within NR. NRCD would deliver this project on behalf of NR. Your contract would be with NR.

We note that the client for this project is Harrow Council and any agreements for the delivery phase will be between NR and Harrow.

The contracting arrangements have been reviewed in detail during the preparation period of this proposal and our conclusion is that they provide the most advantageous trade-off between certainty of delivery, risk mitigation and the outturn cost.

Herein we set out what we believe to be the optimum contracting arrangements between Harrow Council and NR.

NR use a standard suite of Templated Contractual Agreements prescribed by the Office of Road and Rail (ORR). These Template Agreements can be found on our website under the 'Working with us' section.

The Template Agreements have full regard for our obligations and accountabilities and are aimed at reducing the need for time-consuming negotiation of contractual arrangements for each project.

They also aim to reduce barriers to 3rd party investment in the network by:

- Establishing a framework that allows NR to take risk.
- Providing equitable distribution of risk.
- Removing "Industry Risks" from the Customer.
- Setting clear fee funds to act as insurances against a number of rail industry risks, some of which can be prohibitive for a 3rd party client to bear.

For the delivery of GRIP Stage 4 Approval in Principle of Kodak Footbridge project, NR would enter into a Development Services Agreement (DSA) form of Contract with Harrow Council. We deliver a great number of infrastructure projects for local authorities such as yourselves, utilising these standard agreements which have been provided by the ORR for this purpose.

Fee Funds

There are two associated fees, which are applied at varying levels to protect you, the project and NR. These fees are known as the Network Rail Fund Fee (NRFF) and the Industry Risk Fund (IRF), both provide you an equivalent to insurance. The Fund Fee sums are set at the point of entry into contract with you.

- The **NRFF** covers NR's potential liabilities to you. This is a pooled fund from which NR pays you in the event of a breach of its obligations, for example if NRCD delays access to pertinent records and you suffer a resultant loss.

- The **IRF** covers low probability, high impact risks specific to rail industry conditions. Again this is a pooled fund, and payments are typically made where:-
  - industry standards or law changes during the project result in increased costs to the promoter,
  - or where events arising elsewhere on the network have a direct impact on the project.

More details relating to the fee funds can be found in 'Stakeholder Relations Code of Practice– Investing in the Network' which is accessible through our website, and in 'Investment Framework Consolidated Policy and Guidelines (October 2010) which can be found on the ORR's website.

5.2 Contract Between Network Rail and our supplier

Following engagement of NR by Harrow Council under the DSA, NRCD propose the appointment of Story Contracting Ltd. This will be via our Programme Framework Contract which was procured by a fully Official Journal of the European Union (OJEU) compliant process. By engaging with NR you would save the expense and time of the procurement process, and benefit from the value that has been driven by the size of the 5-year contract that our suppliers have bid for. The frameworks have been designed to deliver a range of benefits including outstanding levels of safety, improvements in cost and quality and greater productivity through collaborative working. Story will engage railway specialist design consultants FJD to carry out the design development scope.

6. Benefits of Network Rail Projects Delivery

We recommend that Harrow Council commission Network Rail to deliver this project as opposed to opting to self-deliver.

Delivery by Network Rail Capital Delivery (NRCD) provides you with the benefits of our high levels of expertise in project delivery, design development and railway operations. We, combined with our framework contractor Story Contracting Limited (SCL) are expert in developing and delivering projects in the rail environment and managing multidisciplinary projects. We have the rail industry expertise and resources to successfully deliver your project and manage the inherent complex rail industry risks, providing you with a solid foundation on which to take your project forward.

Through a Development Services Agreement with us you can save the expense of your separate project management organisation plus the cost of a stand-alone ASPRO contract. Both Project Management and the ASPRO service would be efficiently included within the single NR Project Management costs.

Also, more generically, but just as valuable it is because we can offer you a better value project delivery solution, as there are cost efficiencies generated by including the delivery of your project within our on-going portfolio of works.

This all translates into lower costs, more assured delivery, improved rail possession access planning, and the ability to benefit from NRCD's agile supply chain, purchasing scale and huge rail expertise.

Please find below further details of the significant benefits of engaging Network Rail including Capital Delivery for your railway project delivery:-

- **Rail Interface Management Expertise -** The rail industry is highly regulated and is a complex arena in which to deliver projects. NRCD has unparalleled experience of the management of rail industry stakeholders and rail interfaces which equates to a lower project risk profile for you than if the project was self-delivered. By using our industry knowledge and connections we simplify the processes and requirements for 3rd parties to deliver projects in the rail environment. Put simply, Harrow Council do not need to expend time, effort and risk in gaining rail industry knowledge and expertise, nor do Harrow need to expend considerable sums hiring this expertise in from external consultants.
- **Possession Management –** NRCD are best placed to plan, co-ordinate and manage possession access that your project needs.
- **Established Supply Chain -** Our rail industry supply chain has been developed over many years and hundreds of contracts. Their expertise enables us to offer a high quality, high value construction service to our clients.

  The OJEU compliant procurement of specialist supplier framework contracts enables us to readily deliver any scope of works. These five year + framework contracts are worth a share of £2.2bn, which ensured extremely competitive value driven tender returns. The contracts are heavily focussed on collaboration and are incentivised to introduce further investment and efficiencies which will bring improvements to safety, whole-life cost efficiency and delivery performance to Network Rail's internal portfolio of works. These benefits are equally available to you via NR's delivery of your projects.

Your project would be efficiently included as part of our on-going portfolio of works hence benefiting from the economies of scale which arise.

The readily available and experienced supply chain offers the significant advantages of Early Contractor Involvement (ECI), which will drive early review of buildability and value-driven solutions.

As the framework contracts are already in place, NR delivery of your projects would also save you both the considerable cost, and the time, involved in a traditional procurement process.

- **Constructability Input –** The cost of delivering your Kodak Footbridge project is likely to be determined as much by the method, construction stages, and railway disruption elements as the traditional considerations of materials, labour and plant. At Approval in Principle stage the understanding and incorporation of constructability into the design solution is critical to ensuring efficient, risk mitigated delivery. The further development of this scheme by our expert framework contractor combined with input from our own Construction Mangers will ensure the optimum solution is realised and developed.

- **Communication** – Network Rail project delivery presents a clear line of communication and a single delivery contract from the client with a single point of contact. This facilitates an effective interaction between the major project participants, which is important for successful project delivery. Through client self-delivery of a project, the risk of delay and misunderstanding is increased due to multiple lines of communication and more complex contractual relationships. The graphic below identifies the fundamental differences in these relationships.

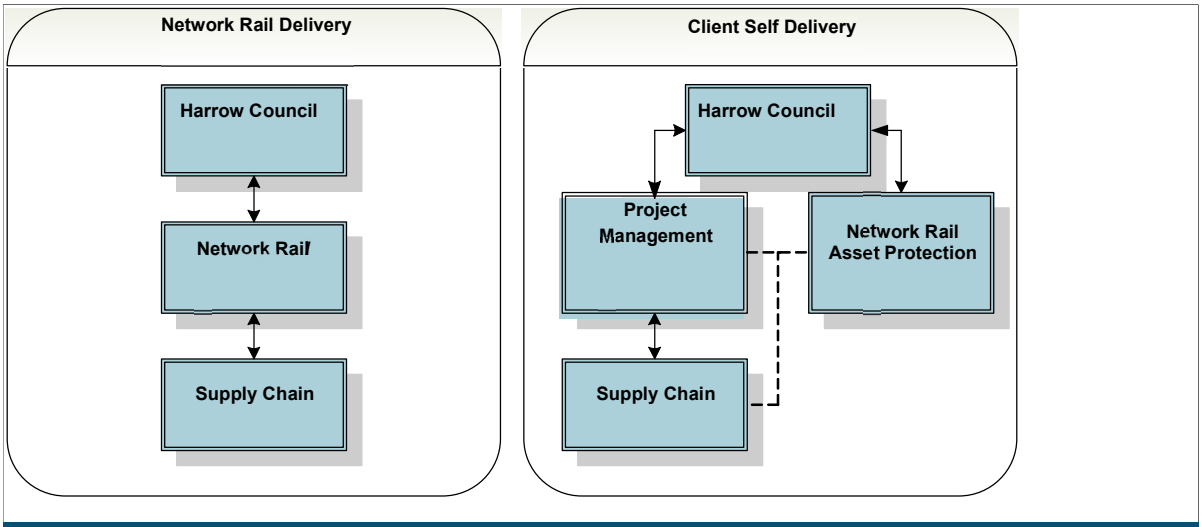


Figure 6.1 Comparison of Contractual Relationships

- **Safe and Sustainable Project Delivery–** We believe that high safety standards are inextricably linked to high performance. We set our expectations and manage projects commensurately, resulting in outstanding safety performance in the delivery of our rail projects and services. Provision of Principal Designer role is naturally included in our offering to you.

7. Appendix A – Story Contracting Offer Pack

1) Offer letter
2) Why Story – expertise & experience
3) Detailed programme

Story Contracting Ltd
Burgh Road Industrial Estate
Carlisle, Cumbria, CA2 7NA

01228 590444 fax: 01228 593359
contracting@storycontracting.com

Our ref: - 3411
Your ref: - Kodak Footbridge

Network Rail
Karsten Shcholer
Business Development Manager IP Central Region
T. 07970 235 145

Wednesday 7th October 2021

Dear Karsten,

Reference – Kodak Footbridge, Harrow GRIP4 proposal.

We are pleased to provide our proposal estimate for the GRIP4 design services on the above project.

We trust you find this of interest and should you require any additional information please contact us.

Yours sincerely

Steven Douthwaite
Lead Estimator – Rail England
Direct Tel: 07817 399589
Email: steven.douthwaite@storycontracting.com

Attachments:

- Kodak Footbridge – Story GRIP4 Programme
- Kodak Footbridge – Why Story Capability

STORY

Price breakdown:

Our offer is broken down as follows:

Ref	Description	Qty	Unit	Rate	Value
A	Project/Design Management	1	Sum	£33,000.00	£33,000.00
	Surveys				
B	Heights and Staggers Survey - PROVISIONAL	1	Sum	£1,500.00	£1,500.00
C	Ecology Survey and Report - PROVISIONAL	1	Sum	£1,500.00	£1,500.00
D	Drainage Survey - PROVISIONAL	1	Sum	£5,000.00	£5,000.00
E	Trial holes and reinstatement - PROVISIONAL	1	Sum	£10,000.00	£10,000.00
F	Topo survey validation - PROVISIONAL	1	Sum	£10,000.00	£10,000.00
G	Attendance on surveys	1	Sum	£16,000.00	£16,000.00
	Design				
H	GRIP4 AIP	1	Sum	£92,000.00	£92,000.00
	TOTAL				**£169,000.00**

We have assumed the contract would be let through Lot 3 of CP6 framework and based rates and fees on this.

Basis of offer:

Our tender is based on the following information:

- Kodak FB Remit
- Doc 20 - HE5140544-ATK-SCT-WLD-SK-CH-000001
- Doc 19 - HE5140544-ATK-HGN-WLD-SK-CH-000001-000004
- Doc 18 - HE5140544-ATK-HGN-WLD-OS-CH-000001- OS MAPPING
- Doc 17 - HE5140544-ATK-EVD-WLD-SK-CH-000001-000002
- Doc 16 -HE5140544-ATK-SCT-WLD-EX-CH-000001
- Doc 15 - HE5140544-ATK-EVD-WLD-EX-CH-000001-Existing-P2
- Doc 14 - 2181-E-701-P1-BD-Footbridge Overlay
- Doc 13 - West Elevation (South Side)
- Doc 12 - West Elevation (North Side)
- Doc 11 - East & North Elevations (North Side)
- Doc 10 HE5140544-ATK-HGN-XX-SK-CH-000008-P1
- Doc 09 HE5140544-ATK-HGN-IFBV-DR- Land Take Requirements (1)
- Doc 08 HE5140544-ATK-HGN-HV-DR-Land Take Requirements
- Doc 07 HE5140544-ATK-HGN-IFBV-DR
- Doc 06 HE5140544-ATK-HGN-IFBV-DR
- Doc 05 HE5140544-ATK-HGN-HV-DR
- Doc 04 HE5140544-ATK-HGN-HV-DR
- Doc 03 -HE5140544-ATK-HGN-IFBV-DR-(Zoomed in View)
- Doc 02 -HE5140544-ATK-HGN-HV-DR-(Zoomed in View)
- Doc 01- Atkins - Wealdstone Footbridge and Cycleway Report Rev P03_20201805

Assumptions/Qualifications:

Please find below our assumptions/qualifications:

1. Assumption Is that Option 9 is agreed and suitable to be taken forward to AIP without any major changes or rework.
2. There will be no formal M and E design, but the AIP will indicate DNO Supply, Lift Sizes, Position of Motor Room, Lighting levels required etc. Design will be undertaken at Detailed Design Stage once AIP is Approved.
3. The GI being undertaken by Atkins will be suitable and sufficient. We have allowed for a Prov Sum Trial Holes and a Drainage survey within our quote TBC once we have a specification produced once in contract.
4. The existing TOPO/OLE surveys will be provided in CAD format – We have allowed for validation of this survey only.
5. No Permanent way survey is required. Consider that topographical survey can provide sufficient 3D string level information for the purposes of design of clearances and gauging.
6. We assume that all clearances to the OLE meet NR standards and requirements and that there is no effect of the bridge over the OLE. No interaction issues. No reconfiguring of the OLE arrangements have been allowed for.
7. We have allowed for Bonding requirements to be shown in AIP, Design will be undertaken at Detailed Design Stage once AIP is Approved.
8. Harrow Council will deal with Land access both Temporary and Permanent from details supplied by SCL.
9. We have assumed a fully enclosed structure over the main Span and adjacent to the Railway, screens on Staircases where required.
10. We assume that all DIA requirements and disability surveys have been closed out during the feasibility studies to allow progression of the chosen solution.
11. We assume that Harrow/Atkins will obtain planning permission based on the AIP design produced by SCL.
12. Current assumption is for simple spread footing design throughout as no Geotechnical parameters are provided within the ITT package of information. Should the foundations solutions move towards piled solutions etc, this will affect costs and programme
13. P-ways works are limited to gauge clearance only. No track modifications are required as part of Option 9 solution. P-way remains untouched. Costs allowed for nominal consultation and advice on interaction. No formal design deliverables have been allowed for.
14. Notwithstanding Story Contracting exercising our expertise to mitigate cost and programme impact; we currently cannot quantify the risk associated with Coronavirus. As a result, we have excluded any allowance to our price or programme due to the spread of Coronavirus and/or any local or national restrictions imposed by the UK Government.
15. All Surveys are Prov Sums TBC once Specifications have been produced when in contract and based on previous costs for similar projects.
16. We deem that there will be Signal Sighting issues due to the envelope of the new structure.

STORY

Kodak Footbridge:
Why Story Contracting?

As demonstrated by the successful delivery of LEC1/45, Story will provide Network Rail and Harrow Council with a dedicated pre-construction delivery team to optimise the Kodak Footbridge buildability solutions and provide cost accuracy to a robust programme.

Story will explore added value opportunities and track access efficiencies to minimise disruption on transport services and the local community. A pre-construction risk register will be collaboratively developed to provide advance cost allocation and to embody the Story 'no surprise' culture.

Story and FJD will work with Network Rail to ensure Harrow Council aspirations are met, risk is identified, mitigated and managed during the preconstruction design period for cost and time accuracy.

About Us

Story hold over 900 experienced employees with specialist knowledge of rail, civil, earthworks and structures, supported by nine regional offices across England and Scotland.

Story are a family-owned contractor which retains the core values of being a transparent, flexible and socially conscious delivery partner.

Our Capability

Story have a wealth of experience in delivering structures projects throughout LNW, LNE and Scotland, including the refurbishment and reconstruction of underbridges, overbridges, footbridges and structure infills. We are a proud Network Rail principal delivery partner for the CP5, CP6 and Capital Works Frameworks, focussed on delivering rail projects across the UK.

Story provide Network Rail with a dedicated delivery team to provide efficiencies across frameworks Collaborating with Network Rail to achieve value for money solutions that meet project and client goals. Throughout the period of CP5, we generated and achieved value engineering efficiencies totalling £10million in savings. projects throughout the UK.

With an impressive portfolio of projects showcasing our capabilities, our team is focussed on exceeding client expectations.

LEC1/45 Footbridge, Harrow

Recent Case Studies

LEC1/45, Harrow, London

Story carried out the urgent replacement of the existing 1900s corroded footbridge with a new offsite fabricated aluminium single span structure.

The innovative solution of a rail-mounted Kirow crane enabled the commencement of the project which had been previously delayed for two years. With minimal disruption to the surrounding community, the cranes overcame extensive logistical restrictions to lift the lighter, 33m pre-fabricated aluminium footbridge over the existing six operational electrified lines spanning West Coast Main Line and two London Overground lines. The lighter weight of the structure enabled reduced foundations and significent cost savings to Harrow Council.

Whiteacre Footbridge, Birmingham

In collaboration with Network Rail and alongside our consultants FJD, Story completed the replacement of the 1900s footbridge with a 18.2m single span, offsite fabricated installation comprising precast concrete deck in just 18 weeks to facilitate client requirements.

As part of community engagement - we replaced the existing footpath from the footbridge 500m back to the access road to provide improved access to residents.

Whiteacre Heath Footbridge, Birmingham

STORY

The Story Culture

Our motto is to ***'Do It Right'*** and that applies to our people, our clients, our supply chain and the neighbourhoods in which we operate. This also drives our commitment to continous improvement with lessons learnt incorporated within the programme..

PLAN SAFE : WORK SAFE

Plan Safe:Work Safe is the cornerstone of our safety culture for effective hazard prevention. This includes:

- Meticulous planning & preparation
- Dedicated delivery team with applicable expertise to suit specific Kodak Footbridge project requirements
- Efficiencies and reliability of in-house plant

In-House Plant Delivery

Story have an extensive fleet of rail and civils machinery for hire, suitable for undertaking even the most complex of projects. Backed by a highly skilled award winning, in-house team of operators, product support and transport.

We proudly hold the prestigious Network Rail 'Route to Gold' recognising performance in plant reliability, commitment to continuous improvement and transparency.

Our Awards & Accreditations

In recent years Story have received a number of industry awards and accreditations. These cover a wide range of aspects of our business, from our projects and business management systems to community engagement and our commitment to developing our colleagues. These include:

Investing in Communities

Story are committed to leaving a lasting Social Value legacy on the communities in which we complete our projects.

A dedicated community engagement and social value plan is developed for every project and will be written for the Kodak Footbridge project in conjunction with consultation with Harrow Council. Early consultation with stakeholders will ensure minimal impact on the community.

ROSPA
Gold Award for five consecutive years

RAIL PARTNERSHIP AWARDS
Winners of 2019 Investing in People and Community Engagement Awards

PROJECT OF THE YEAR
Winners for the Institution of Civil Engineering Awards for track slab renewals

IN HOUSE
specialist Geotechnical team

OVER 100
projects delivered for Network Rail

NETWORK RAIL PLANT AWARDS
Winners of Continuous Improvement Award three years running

ICE COMPANY OF THE YEAR
Proud winners for the Yorkshire and Humber Awards 2021

530 PTS CERTIFIED
colleagues across the UK

Kodak Footbridge

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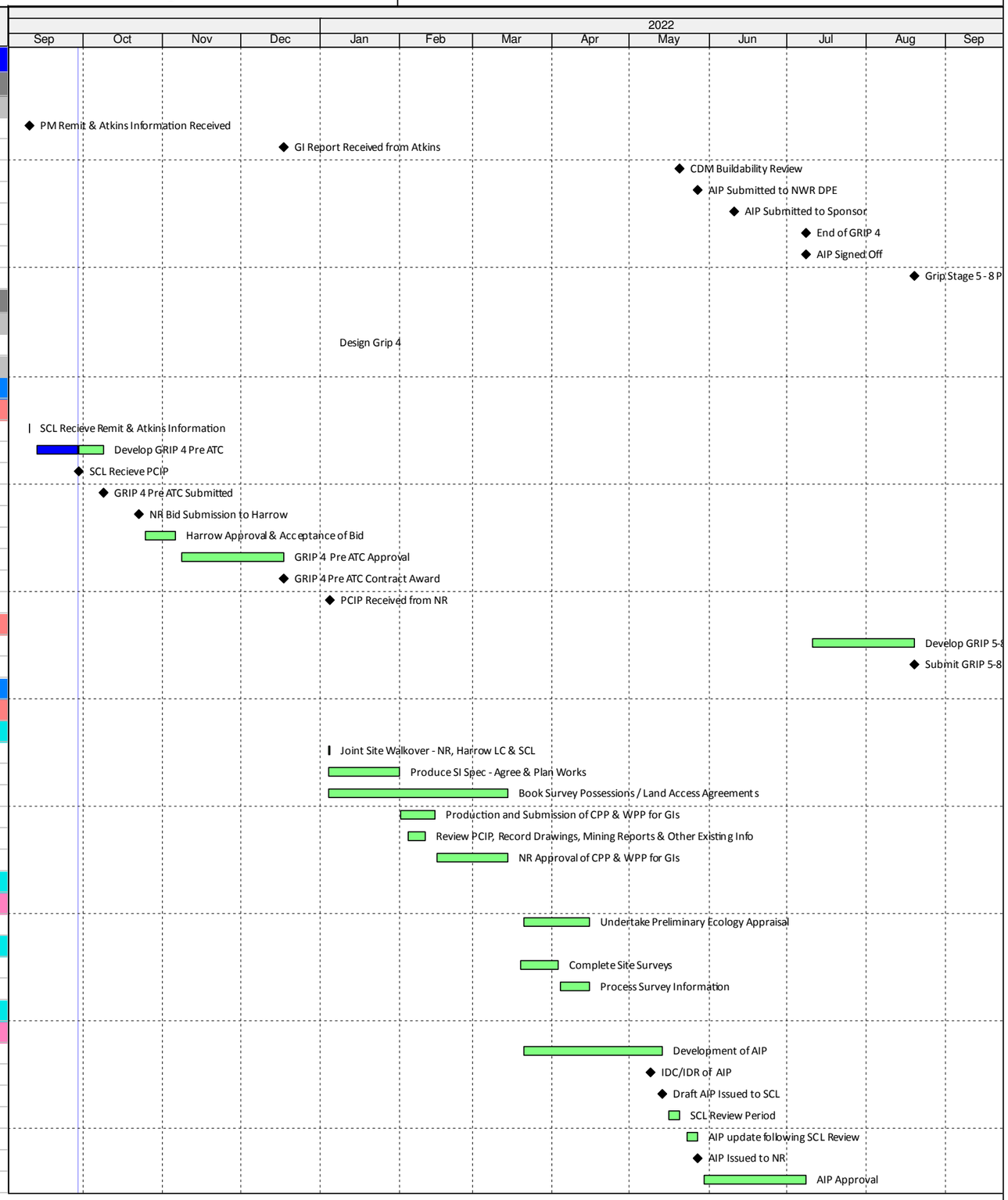
Activity ID	Activity Name	Original Duration	Start	Finish
Kodak Footbridge		319	10-Sep-21 A	19-Aug-22
PROJECT ID:NWR Reporting Milestones		319	10-Sep-21 A	19-Aug-22
GRIP: 4		319	10-Sep-21 A	19-Aug-22
A1156710	PM Remit & Atkins Information Received	0	10-Sep-21 A	
A1159120	GI Report Received from Atkins	0		17-Dec-21
A1157050	CDM Buildability Review	0		20-May-22
A1156780	AIP Submitted to NWR DPE	0		27-May-22
A1156950	AIP Submitted to Sponsor	0		10-Jun-22
A1156790	End of GRIP 4	0		08-Jul-22
A1156980	AIP Signed Off	0		08-Jul-22
A1158930	Grip Stage 5 - 8 Pre ATC Sub mitted	0		19-Aug-22
Contractor Activities		240	10-Sep-21 A	19-Aug-22
Workbank		0	04-Jan-22	04-Jan-22
A1158830	Design Grip 4	0	04-Jan-22	04-Jan-22
Project Management		240	10-Sep-21 A	19-Aug-22
Commercial		240	10-Sep-21 A	19-Aug-22
GRIP 4 Pre ATC		77	10-Sep-21 A	04-Jan-22
A1158410	SCL Recieve Remit & Atkins Information	1	10-Sep-21 A	10-Sep-21 A
A1158600	Develop GRIP 4 Pre ATC	20	13-Sep-21 A	08-Oct-21
A1157330	SCL Recieve PCIP	0		29-Sep-21
A1158610	GRIP 4 Pre ATC Submitted	0		08-Oct-21
A1159140	NR Bid Submission to Harrow	0		22-Oct-21
A1159150	Harrow Approval & Acceptance of Bid	10	25-Oct-21	05-Nov-21
A1158800	GRIP 4 Pre ATC Approval	30	08-Nov-21	17-Dec-21
A1157790	GRIP 4 Pre ATC Contract Award	0		17-Dec-21
A1159130	PCIP Received from NR	0		04-Jan-22
GRIP 5-8 Pre ATC		30	11-Jul-22	19-Aug-22
A1157360	Develop GRIP 5-8 Pre ATC	30	11-Jul-22	19-Aug-22
A1157370	Submit GRIP 5-8 Pre ATC	0		19-Aug-22
Project Management		134	04-Jan-22	08-Jul-22
GRIP 4		134	04-Jan-22	08-Jul-22
Project Management		50	04-Jan-22	14-Mar-22
A1157910	Joint Site Walkover - NR, Harrow LC & SCL	1	04-Jan-22*	04-Jan-22
A1157950	Produce SI Spec - Agree & Plan Works	20	04-Jan-22*	31-Jan-22
A1159110	Book Survey Possessions / Land Access Agreement s	50	04-Jan-22*	14-Mar-22
A1157970	Production and Submission of CPP & WPP for GIs	10	01-Feb-22	14-Feb-22
A1157810	Review PCIP, Record Drawings, Mining Reports & Other Existing Info	5	04-Feb-22*	10-Feb-22
A1157980	NR Approval of CPP & WPP for GIs	20	15-Feb-22	14-Mar-22
Consents		20	21-Mar-22	15-Apr-22
Environmental		20	21-Mar-22	15-Apr-22
A1158030	Undertake Preliminary Ecology Appraisal	20	21-Mar-22	15-Apr-22
Site Surveys		20	20-Mar-22	15-Apr-22
A1158750	Complete Site Surveys	3	20-Mar-22	03-Apr-22
A1157940	Process Survey Information	10	04-Apr-22	15-Apr-22
Design		80	21-Mar-22	08-Jul-22
Civils		80	21-Mar-22	08-Jul-22
A1157270	Development of AIP	40	21-Mar-22	13-May-22
A1158790	IDC/IDR of AIP	0		09-May-22
A1157630	Draft AIP Issued to SCL	0		13-May-22
A1157640	SCL Review Period	5	16-May-22	20-May-22
A1157660	AIP update following SCL Review	5	23-May-22	27-May-22
A1157650	AIP Issued to NR	0		27-May-22
A1158440	AIP Approval	30	30-May-22	08-Jul-22



Actual Work — Critical Remaining Work — Remaining Work — ◆ Milestone

Date	Revision	Checked	Approved
11-Oct-21	Initial Program	WM	SC

8. Appendix B – Client Remit

Kodak Footbridge GRIP 4 remit to Network Rail – doc 1, v2, dated 7/9/21.

Kodak Bridge Remit

1) Description of the project scope, with reference to the drawings and documents produced to date.

The proposed footbridge is located in Wealdstone near Harrow; the nearest postcode for the site is HA3 5JQ. The footbridge is intended to link Hailsham Drive on the south side of the West Coast Main Railway Line at LEC1 11m 60ch / London Overground line and Tudor Road on the northern side. The site is centred on grid reference TQ148898.

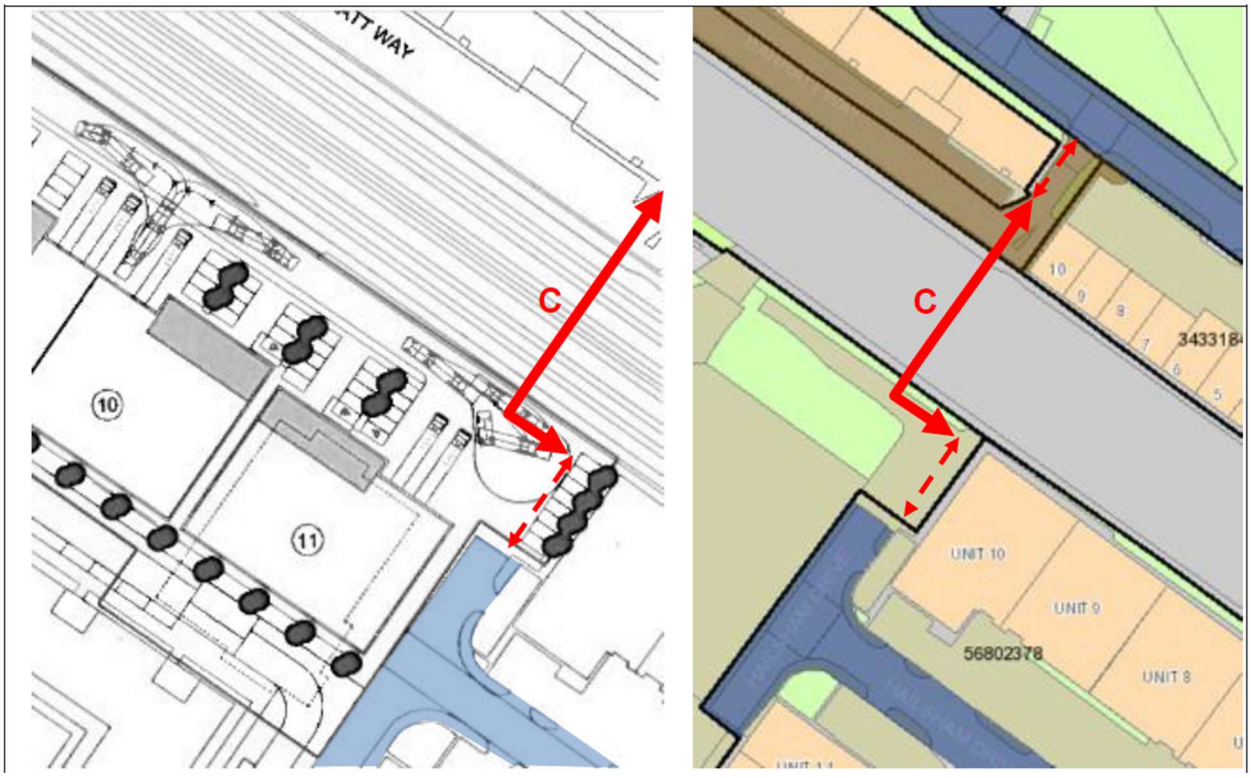
The proposed footbridge spans from Tudor Road on the northeast side of the railway through the Barratt Way Industrial Estate, crosses the Railway Line before passing through the Kodak development site and joining onto Hailsham Drive on the southwest side of the railway. The location of the proposed footbridge is constricted by the presence of existing structures in the Barratt Way Industrial estate on the northeastern side, by an overhead gantry and overhead electrification on the Rail Lines and by the proposed buildings and infrastructure on the southwestern side of the line in the Kodak development. The footbridge foundations are proposed to be constructed outside of Network Rail Land. The site generally sits around 59mOD.

On the southwest side, the bridge lands within the Kodak development site on a plot which is in the ownership of Big Yellow. This plot is identified for industrial use as a part of the agreed masterplan for the site. The proposed layout of this plot as well as the overall masterplan for the site is shown in below in Appendix A.

The crossing point shown on the plan lands on a proposed service road at the edge of the land boundary with the railway and close to the public highway. There is sufficient room to introduce a bridge support, staircase and lift but it will require amendments to the proposed service road and proposed parking / loading spaces in the development. The area shaded in blue represents the extent of the public highway (Hailsham Drive). The red dotted lines indicate the pedestrian route through the development that would be required to connect the bridge to the public highway. Establishing this right of way would also need to be negotiated with the developer / landowner and the short route adopted as public highway or where negotiations fail compulsorily acquired and provided to the public as public highway. The route is short and direct and would connect the bridge directly with the public highway.

Discussions with Big Yellow are on-going and are positive and there is a need to finalise the design of the access road layout around the landing point for the bridge and alignment and agree this with Big Yellow. This is currently being reviewed by our engaged consultant, Atkins. The construction of the Big Yellow development is currently underway and the final design of the bridge needs to fit with this Big Yellow design. It has been provisionally agreed that the access road at this point will be one way towards Hailsham Drive and a weight / width limit placed on the size of vehicles using this access road. The width of the road is narrow and so these are mitigations to address the narrow width. Other issues remaining to be resolved are protection for the bridge from vehicle strikes and a requirement from Big Yellow that their site can be secured by fencing to ensure security. The extent of land to be acquired as public highway will be dictated by the final design.

A plan superimposing the Big Yellow site layout and the proposed footbridge is provided and is a work in progress.



On the northeast side of the railway is the Barratt Way Industrial Estate (Right hand side, above). There is sufficient room to introduce a bridge support, staircase and lift in the industrial estate exit road. The bridge would need to pass over the internal estate exit road at the boundary with the railway before landing next to the building. The red dotted line indicates the pedestrian route through the site area that would be required to connect the bridge to the public highway in Tudor Road which is a short and direct route.

This proposal would have a minimal impact on businesses in the industrial estate as this area provides the exit road from the site and parking is restricted. The access road is wide enough to include the bridge and an exit route from the industrial estate. The use of this route by pedestrians would have little impact on businesses as there are no business frontages facing the bridge as the bridge lands to the side of the building. The bridge and pedestrian route are located at the very end of the site and will be less likely to affect any future development plans for the site. Furthermore, if this short piece of estate road was adopted as highway, there would be no need for a permissive licence for the public to cross private land and the Estate's security gates could be moved to directly before the 90 degree turn away from the railway so that the security of the industrial estate was not compromised and vehicles would continue to exit straight onto the highway.

The photos below show the areas where the bridge would land and the route required for the public to access the public highway Tudor Road, which could be adopted with the landowner's consent. The black gates pictured would be rotated through 90 degrees and re-positioned at the end of the estate road which runs parallel with the railway.

The owners of Barratt Way industrial estate oppose the proposal and it is likely that a compulsory purchase order process will be required to acquire the land. Negotiation with the owners is on-going via their representative from CBRE.

For clarification the South side of the bridge is on the side of Big Yellow (near the Kodak Development site) and the North side of the bridge is within the confines of the Barratt Way Industrial Estate.

Name	Land Owner	Notes
Big Yellow	Big Yellow	The overall site was originally owned by Kodak, before being bought for redevelopment by Land Securities (Harrow View LLP) and then Barratt Homes. Part of this site was then bought by Big Yellow. For planning purposes, the overall development site is also referred to as Harrow View East
Barratt Way Industrial Estate	Capital Industrial	

Barratt Way Industrial Estate – exit from Business Park on **Tudor Road (North side of the Bridge)**

Big Yellow - **Hailsham Drive (South side of Bridge)**

This proposal therefore requires negotiations with the landowners on both sides of the railway in order to formalise landing points and in particular with the industrial estate who own a slither of land to make connections to the public highway.

2) Description of the scope of <u>this</u> commission:- outline design to produce AiP aka GRIP stage 4 design.

Please see attached technical drawings as detailed below.
A number of locations and options were considered for the Bridge. As per **Doc 01,** the option we would like to progress is **Location 'C' and Option 9**.

Use the finalised desktop study prepared by our consultant Atkins in order to inform the design up to AIP stage. The desktop study includes:

- Original feasibility study (design standards included)
- Preliminary outline designs (plans and elevations)

- Land take plans (proposed public highway, some need revisions)
- Topographical surveys of railway and surrounding land
- Geotechnical surveys / signal sighting survey (still to be done)
- Utility searches

Documents attached are plans and feasibility study. Desktop study will not be complete until Oct / Nov 2021. The consultant briefs for the desktop study and GI study are included.

Documents submitted for review listed below:

Doc No.	Description	Ver	Submitted
Doc 01	Wealdstone Footbridge and Cycleway Report	1	07/09/2021
Doc 02	Bridge measurements on Big Yellow side (Zoomed in View)	1	07/09/2021
Doc 03	Bridge measurements on Barratt Way Industrial site (Zoomed in View)	1	07/09/2021
Doc 04	Full view of bridge and associated measurements	1	07/09/2021
Doc 05	Swept Path Analysis – Big Yellow side	1	07/09/2021
Doc 06	Full bridge view and associated measurements	1	07/09/2021
Doc 07	Swept Path Analysis – Barratt Way Ind Estate	1	07/09/2021
Doc 08	Land take requirements – Big Yellow side	1	07/09/2021
Doc 09	Land take requirements – Barratt Way Ind Estate	1	07/09/2021
Doc 10	Option 9 - Proposed vehicle alignments/access	1	07/09/2021
Doc 11	Bridge elevations – Barratt Way Ind Estate side (East)	1	07/09/2021
Doc 12	Bridge elevations – Barratt Way Ind Estate side (West)	1	07/09/2021
Doc 13	Bridge elevation – Big Yellow side	1	07/09/2021
Doc 14	Bridge overlay diagram	1	07/09/2021
Doc 15	Existing Elevations – Barratt Way Ind Estate	1	07/09/2021
Doc 16	Existing Elevations – Barratt Way Ind Estate	1	07/09/2021
Doc 17	Proposed bridge elevations	1	07/09/2021
Doc 18	Ordnance Survey Map	1	07/09/2021
Doc 19	Bridge Location Map	1	07/09/2021
Doc 20	Proposed bridge sections – Big Yellow side	1	07/09/2021

3) Details of any standards that you require us to comply with/ consider.

At the AIP stage consider the deliverability aspects of the project design in terms of lifting operations, weight of structure, short / medium / long term maintenance implications, etc.

4) Deliverables for this commission including:-

a. Multidisciplinary designs to AiP – One design based on desktop study

b. Drawings/ documents you need to submit for T&C Planning permission – No, being done by Atkins

c. Surveys (list any specifics or ask us to decide based on what you have already) – Yes as necessary, but take account of Atkins desktop study for survey work already undertaken

d. Early Contractor Input – Yes

e. Contracting strategy, price, programme for the GRIP 5-8 stages Yes

f. Confirmation of any necessary bridge agreements with NR Property – Yes if required

5) Services required for this commission including:-

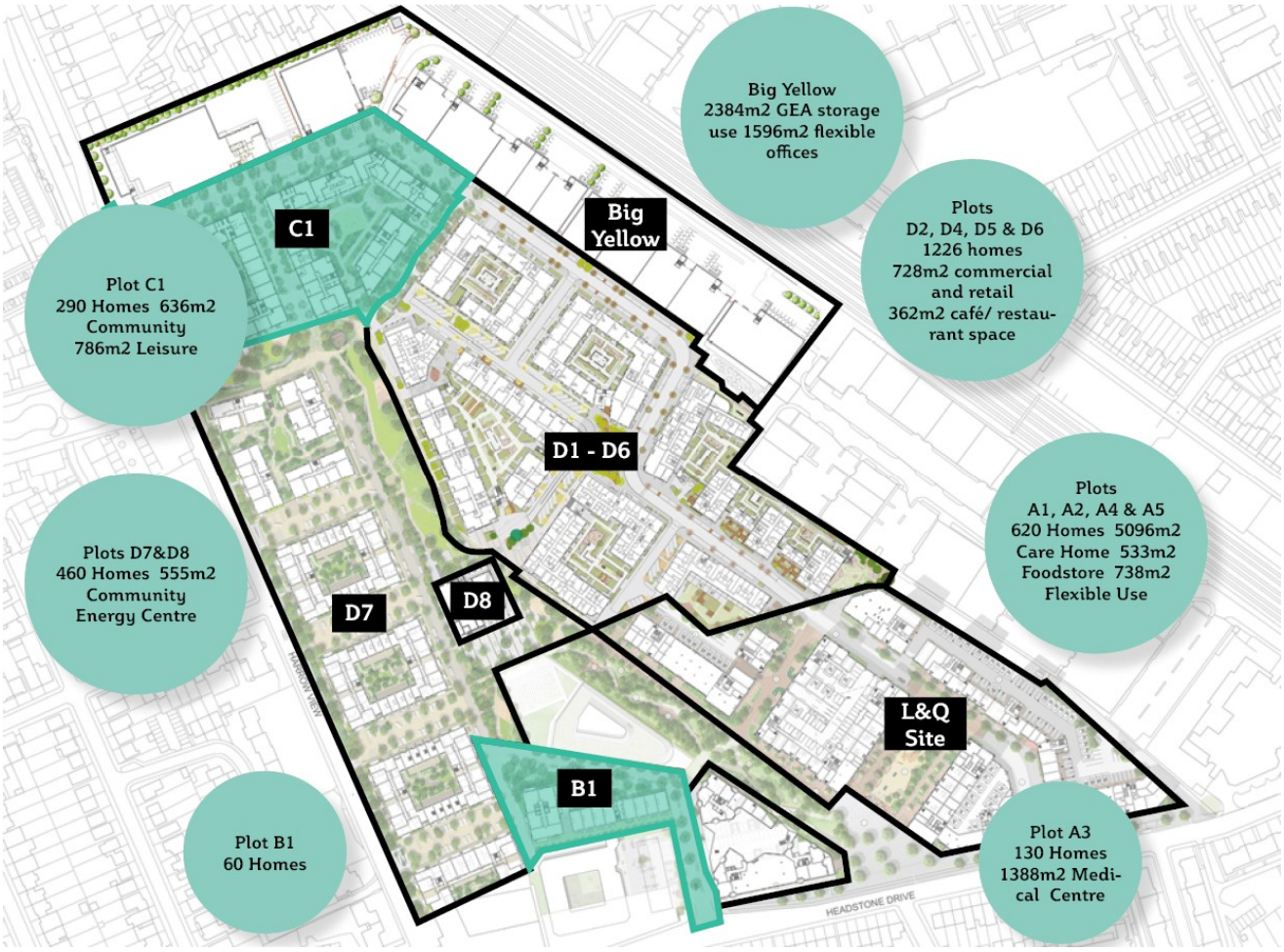
a. Project management - Required
b. Engineering management - Required
c. Commercial management - Required
d. Booking track access possessions - Required
e. Reporting regime - Required
f. NR Property consultation for bridge rights - Required
g. Network Rail Governance compliance - Required

6) Things that you will do, for instance:-

a. Stakeholder management - Yes
b. Submission of planning permission - Yes
c. Will you be the design approver? – Yes

Appendix A below: Big Yellow Development Plan

Appendix A: Location of Big Yellow development & overall "Kodak" Masterplan



Source: Barratt Homes October 2020