

Feltham Town Centre Phase 1 Scheme Update – January 2018

1. Tender start

Ph 1 originally went to tender in August 2016. Hounslow Highways received 3 returns, 2 of which were compliant. Due to a lack of information on the Lidl land, third party funding, agreements with Network Rail and detailed design items the tender process was suspended.

The scheme then went back out to tender on 22nd September 2017 with this information in place and 5 Contractors put together bids for the scheme.

2. Tender end

Tender responses were received on 20th November 2017.

3. Award - list of key contractors involved

Tenders were received in the 2017 tender by:

- Dyer and Butler
- Galliford Try
- Jackson
- McLaughlin & Harvey
- Osborne

Tenders were evaluated based on 60% price, 40% quality. Scoring was done by RHH, and validated with LBH.

A response was issued to all tenderers on 23rd January 2018 informing the result of the tender, however RHH could not award the contract at the time due to funding delays. Dyer and Butler agreed to hold their prices 30 days after the original tender validity period.

On 15th February 2018 RHH issued confirmation that the contract could be finalised after confirmation was given by LBH.

The contract was issued (with signed PO) on 16th April 2018, and the contract was awarded to Dyer and Butler.

4. Project commencement on site

Works on the Hounslow Road, road closure commenced on site on 29th May 2018.

Preparatory works to the New Road Car Park, site compound, temp. Lidl Car Park, accommodating bus stops, utility works had been taking place at various points over the year before.

5. Key events which have led to delay/quantum

The below table summarises the key delays the scheme has experienced to date. As such they have been accumulated and should be taken as approximate durations - the figures are to give some context of the scale of the impact. Please note that some of these delays are concurrent.

Also please note that some of the delays in the table below are seen as client (LBH) delays, and others are seen as contractor (RHH) delays. This is currently being agreed with our SCPs this will be finalised at a final contract review meeting on 15th January 2019.

Location	Description	Result	Time
RW01, RW02 and RW03	RAMS for piling works were not agreed with Network Rail ASPRO for RW01 (Bridge House Pond) and RW02 (Lidl) within the collapse radius of the Network Rail Bridge, nor RW03 (Network Rail Depot side).	Able to start RW01 and RW02 away from the collapse radius, but only 2 rigs were able to work, 3 had been proposed in programme. RAMS approval for all walls within the collapse radius granted 22 nd June 2018	37 days
RW01, RW02 and RW03	Supercrusher incident on RW02	Stopped Supercrushing activities whilst investigation took place, proposed new methods – RAMS approval required to be resubmitted, trying to liaise new proposed methods	60 days
RW01, RW02 and RW03	Existing concrete wall had much deeper foundations than envisaged, multiple concrete and old steelwork obstructions encountered throughout, including a redundant Network Rail fuel tank	Additional time to break out, and time to approve additional RAMS when in the location of Network Rail assets.	18 days
RW01	Utilities not as planned – encased in concrete, in different areas of the road when doing reduced dig	Knock on effect on other utility companies when one of them changes. Sky and Virgin encased in concrete – more time to break out	Ongoing – working with utility companies to limit impact
RW03	Water main leak	Repair to be carried out on Hounslow Road Pile mat, new RAMS had to be approved by Network Rail ASPRO for the repair and the working on it afterwards	13 days
RW03	Unknown Electric Cables found in the line of the RW03	Had to stop works in that area until resolution is found. Redesign works done and implemented to allow the ground between RW02 and RW03 to be reduced. Further redesign work will be required in order to complete the pedestrian ramp – awaiting on Network Rail decision on what to do with the cables.	Cable discovered 26/10/18. Impact ongoing until Network Rail confirm actions with cable
Longford River Bridge	Utility companies having more cables than envisaged, uncharted cables uncovered, taking longer than planned on site.	Time taken on site to undertake the work has increased dramatically	Ongoing

6. Remedial actions taken by HH

SCPs currently working Saturdays on RWs to counteract delays.

Piling SCP currently working 12hr shifts.

Working with cost consultant and SCP to proportion out delays and responsibility – main area of discussion regarding the utilities. To be concluded at final contract review meeting on 15th January 2019.

7. Current anticipated programme milestones

Network Rail to close crossing 15th March 2019

Last version of the programme, v7 (not accounting for delays created in the last 2 weeks of December 2018) sees project completion during the summer holiday period. The exact date cannot yet be confirmed given that much of the work now underway relates to utility apparatus and this is being undertaken by third party contractors over which the council and Hounslow Highways have little control or sanction.

8. Options to accelerate and achieve full/partial reopening of road

The Longford River Bridge will remain to be open to traffic under 2 way lights throughout the works. The only exception to this is when bridge beams need to be lifted into place, or when road resurfacing needs to be done – these dates will be communicated to residents.

RW02 and RW03 are on the critical path of the programme, and are fixed together using tie rods, connecting the 2 walls together. They are dependant on each other for structural stability, and so it is not possible to complete one side before the other to reopen the road. The option of opening the road with some of the footway access ramp and brick cladding works has been investigated, but due to the tight work space, and interaction with temp. lights at the Longford River bridge, this has not been deemed viable at the current time.