

FROM: **DIRECTOR OF PUBLIC TRANSPORT  
DEVELOPMENT**

SUBJECT: **APPOINTMENT OF PELL FRISCHMAN FOR  
DESIGN AND SUPERVISION WORKS FOR  
PARKGATE LINK ROAD AND PARK AND RIDE**

DATE OF MEETING: **04 MAY 2022**

Key Decision paper	Report signed off for publication?	Officer Decision Form required?	GMB	STOB	TEB	ARAP	MCA	ASRC	Approval/Information
Yes	Yes	Yes	X	X	X	X	X	X	Approval

## EXECUTIVE SUMMARY

To seek approval to appoint Pell Frischmann to continue with the design and supervision work for the implementation stage of the Parkgate Link Road and Park and Ride (a Transforming Cities Fund scheme) at a ceiling figure of £655,000.

### 1. **REASON FOR REPORT**

To seek approval to appoint Pell Frischmann to continue with the design and supervision work for the implementation stage of the Parkgate Link Road and Park and Ride at a ceiling figure of £655,000.

### 2. **RECOMMENDATIONS**

That SMT approve the appointment of Pell Frischmann to continue with the design and supervision work for the implementation stage of the Parkgate Link Road and Park and Ride at a ceiling figure of £655,000.

### 3. **BACKGROUND INFORMATION**

- 3.1. In September 2020, board approval was granted to appoint Pell Frischmann to progress the design and associated work required to move the Parkgate Link Road scheme to the submission of the planning application and preparation of tender documentation to the value of £295,000.
- 3.2. In April 2021, board approval was granted to appoint Pell Frischmann to progress the feasibility and detail design of the Parkgate Park and Ride. This design work has been progressed in parallel to the link road works and as the delivery is to be let as a single works contract the planning application and works tender process has been progressed as a single piece of work.
- 3.3. Following submission of the planning application and tender process a number of changes have taken place including:

- i) a request for a change in design to satisfy RMBC planning;
  - ii) a challenging tender process with numerous queries;
  - iii) a change from the originally planned Design & Build works contract to a fully designed scheme, placing further design requirements on Pell Frischmann; and
  - iv) a value engineering exercise on the drainage element of the works in an attempt to keep costs within the Transforming Cities Fund budget.
- 3.4. Further non direct costs have been met by Pell Frischmann to expedite the works including: the pre-planning application fee, the setting out survey to identify the highway alignment on the existing site, updating the knotweed assessment and fees associated with securing C3 stats estimates.
- 3.5. Whilst the change from a Design & Build works contract has ensured the tenders were returned to programme (and also reduced the contractor's costs as they do not need to appoint designers), the client (SYMCA) is required to complete the design element of the project and provide support throughout the 12-month construction.
- 3.6. In addition to the above Pell Frischmann's initial appointment for the link road was up to tender actions only and an NEC3 supervisor role is required to be undertaken to ensure the works are delivered in accordance with the specification.
- 3.7. A summary of the additional costs (using rounded figures) is shown below:

Item	Cost
Approved appointment Sep 2020	£295,000
Additional 3 <sup>rd</sup> party costs	£11,000
Drainage / value engineering	£34,000
Planning condition discharge / sign off	£14,000
NEC3 Supervisor	£115,000
PF Design and support through construction	£143,000
Ecological clerk of works	£14,000
Preparation of as built drawings	£29,000
<b>Total</b>	<b>£655,000</b>

*It should be noted the NEC3 supervisor and design support are based on 12 months on site with full time attendance. The number of planning conditions are currently unknown.*

- 3.8. The above costs are in line with the rates of the current appointment.
- 3.9. Notwithstanding this, the works are due to commence on site in early summer and the timescales to submit invitations to quote, appraise and approve would place the appointment beyond the proposed start date, delaying the scheme and overall TCF programme. This could have the knock-on impact of increased costs above those tendered for the construction works.

#### 4. IMPLICATIONS

##### 4.1. CONTRIBUTION TO SYPTE BUSINESS PLAN DELIVERY

- Promote the use of public transport and maximise **patronage**
- Make the most of **new technology** to improve public transport services
- Work with partners to reduce the impact public transport has on **Air Quality** and the **Environment**
- Get the best return for the region from **our investment** in public transport

##### 4.2. RISK

Associated Risk Reference(s) from risk register

##### 4.3. FINANCIAL

- Existing Budget  No Budget
- No Financial Implications

Budget code to be used to fund:	<b>91790</b>
If capital, specify capital funding source available:	<b>£11,552,500</b>
If virement specify which budget code:	
Have Finance been consulted?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Person contacted in Finance	<b>Mike Thomas</b>
Date Finance consulted	<b>21 April 2022</b>

##### 4.4. LEGAL AND FREEDOM OF INFORMATION ACT

Y N

Does the report contain information which is potentially exempt from the Freedom of Information Act?

Are there any exceptions to Standing Orders which need approval?

Other Legal Implications

##### 4.5. INFORMATION TECHNOLOGY IMPLICATIONS

Have IT been consulted on the proposals in this paper and do the recommendations require amendments or new IT software systems or infrastructure?

- Yes
- No

##### 4.6. GENERAL DATA PROTECTION REGULATION

Y N

Does the paper have implications for the handling, transfer, processing or management of customer or other personal data?

Y N

Is there a requirement to conduct a Privacy Impact Assessment?  
If so, please include as an appendix.

	✓
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Data retention requirements

	✓
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Other Data implications

	✓
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4.7. HUMAN RESOURCE IMPLICATIONS

Have HR been consulted on the proposals in this paper?

	Yes
✓	No

Does the paper have implications for any of the following: **No**

<input type="checkbox"/>	Individual job roles/responsibilities/grades	<input type="checkbox"/>	Resources
<input type="checkbox"/>	Skills requirements, e.g. training needs	<input type="checkbox"/>	Policies and procedures

4.8. EQUALITY AND DIVERSITY

Does the paper have implications for any of the following: **No**

<input type="checkbox"/>	Age	<input type="checkbox"/>	Disability
<input type="checkbox"/>	Gender	<input type="checkbox"/>	Gender reassignment
<input type="checkbox"/>	Marriage and civil partnership	<input type="checkbox"/>	Religion or belief
<input type="checkbox"/>	Pregnancy and maternity	<input type="checkbox"/>	Race
<input type="checkbox"/>	Sexual orientation		

Is an Equality Impact Assessment (EIA) needed	Yes		No	✓
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4.9. COMMUNICATIONS AND STAKEHOLDER MANAGEMENT

Does the paper have implications for any of the following: **No**

<input type="checkbox"/>	Stakeholders	<input type="checkbox"/>	Internal communications
<input type="checkbox"/>	Media and Press (including reactive communications)	<input type="checkbox"/>	Marketing plans and campaigns
<input type="checkbox"/>	Mayoral activities (presenting either a risk or opportunity)	<input type="checkbox"/>	No communications and stakeholder implications

No Mayoral Briefing Document is required.

4.10. ENVIRONMENTAL STRATEGY IMPLICATIONS

Do the recommendations in this paper change SYPTTE's environmental impact?

	Yes
✓	No

#### 4.11. CHANGE MANAGEMENT IMPLICATIONS

Does the paper result in any significant change management activity:

<input type="checkbox"/>	A Business Case is required to proceed
<input type="checkbox"/>	Managed through BAU change activities

<input type="checkbox"/>	A Project Initiation Document is required to proceed
<input checked="" type="checkbox"/>	No change management implications

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